ALTERNATIVES ANALYSIS SUPPORTING DATA

HOME DEPOT

CITY OF LONG BEACH

LSA

April 2005

ALTERNATIVES ANALYSIS SUPPORTING DATA

HOME DEPOT

CITY OF LONG BEACH

LSA

April 2005

ALTERNATIVES ANALYSIS SUPPORTING DATA

HOME DEPOT

CITY OF LONG BEACH

LSA

April 2005

LONG BEACH HOME DEPOT
ALTERNATES NOISE ANALYSIS

2006 Weekday Change to the CNEL (dBA) 50 feet from Outermost Lane

Roadway Segment	ADT	Alternate 2 to Preferred	ADT	Alternate 3 to Preferred	ADT	Alternate 4 to Preferred
Pacific Coast Highway north of 7th Street	-200	0	200	0	-200	0
Pacific Coast Highway between 7th Street and Bellflower Blvd.	-200	0	100	0	-300	0
Pacific Coast Highway between Bellflower Blvd. and Loynes Dr.	-400	0	-100	0	-700	0
Pacific Coast Highway between Loynes Dr. and 2nd St.	0	0	0	0	0	0
Pacific Coast Highway between 2nd St. and Studebaker Rd.	-100	0	0	0	-100	0
Pacific Coast Highway south of Studebaker Rd.	-100	0	-100	0	-200	0
Studebaker Road north of SR-22 WB Ramps	-300	0	-400	0	-700	0
Studebaker Road between SR-22 WB Ramps and SR-22 EB Ramps	-600	0	-200	0	-1,000	0
Studebaker Road between SR-22 EB Ramps and AES Plant Driveway	-700	0	200	0	-1,000	0
Studebaker Road between AES Plant Driveway and Loynes Dr.	-400	0	500	0	-700	0
Studebaker Road between Loynes Dr. and 2nd St.	-100	0	100	0	-300	0
Studebaker Road east of Pacific Coast Highway	0	0	0	0	0	0
Studebaker Road west of Pacific Coast Highway	0	0	0	0	0	0
Loynes Drive west of Pacific Coast Highway	-100	0	-100	0	-100	0
Loynes Drive between Pacific Coast Highway and Bixby Village	-500	0	-200	0	-800	0
Loynes Drive between Bixby Village and Studebaker Rd.	-200	0	-100	0	-700	0
Bixby Village north of Loynes Dr.	0	0	-100	0	-100	0
Bixby Village south of Loynes Dr.	0	0	0	0	0	0
SR-22 WB Ramps east of Studebaker Rd.	-200	0	200	0	-300	0
SR-22 EB Ramps east of Studebaker Rd.	-200	0	400	0	-100	0
Bellflower Blvd. east of Pacific Coast Highway	-200	0	-200	0	-400	0
Bellflower Blvd. west of Pacific Coast Highway	0	0	0	0	0	0
7th St. west of Pacific Coast Highway	-100	0	0	0	-200	0
7th St. east of Pacific Coast Highway	-100	0	0	0	-100	0
AES Plant Driveway east of Studebaker Rd.	0	0	0	0	0	0

2006 Weekend Change to the CNEL (dBA) 50 feet from Outermost Lane

Roadway Segment	ADT	Alternate 2 to Preferred	ADT	Alternate 3 to Preferred	ADT	Alternate 4 to Preferred
Pacific Coast Highway north of 7th Street	-200	0	-400	0	-900	0
Pacific Coast Highway between 7th Street and Bellflower Blvd.	-400	0	-800	0	-1,300	0
Pacific Coast Highway between Bellflower Blvd. and Loynes Dr.	-800	0	-1,700	0	-2,400	0
Pacific Coast Highway between Loynes Dr. and 2nd St.	0	0	0	0	0	0
Pacific Coast Highway between 2nd St. and Studebaker Rd.	-100	0	-300	0	-400	0
Pacific Coast Highway south of Studebaker Rd.	-200	0	-300	0	-500	0
Studebaker Road north of SR-22 WB Ramps	-600	0	-1,600	0	-1,900	-1
Studebaker Road between SR-22 WB Ramps and SR-22 EB Ramps	-900	0	-2,000	0	-2,900	0
Studebaker Road between SR-22 EB Ramps and AES Plant Driveway	-1,300	0	-2,400	0	-4,000	0
Studebaker Road between AES Plant Driveway and Loynes Dr.	-900	0	-2,000	0	-3,500	0
Studebaker Road between Loynes Dr. and 2nd St.	-500	0	-1,400	0	-2,000	0
Studebaker Road east of Pacific Coast Highway	0	0	0	0	0	0
Studebaker Road west of Pacific Coast Highway	0	0	0	0	0	0
Loynes Drive west of Pacific Coast Highway	-100	0	-200	0	-200	0
Loynes Drive between Pacific Coast Highway and Bixby Village	-800	0	-1,800	-1	-2,600	-1
Loynes Drive between Bixby Village and Studebaker Rd.	-800	0	-2,100	-1	-2,900	-2
Bixby Village north of Loynes Dr.	-100	0	-300	-1	-300	-1
Bixby Village south of Loynes Dr.	0	0	0	0	0	0
SR-22 WB Ramps east of Studebaker Rd.	-300	0	-400	0	-1,000	0
SR-22 EB Ramps east of Studebaker Rd.	-300	0	-400	0	-1,000	0
Bellflower Blvd. east of Pacific Coast Highway	-300	0	-800	0	-1,000	0
Bellflower Blvd. west of Pacific Coast Highway	0	0	0	0	0	0
7th St. west of Pacific Coast Highway	-300	0	-600	0	-900	0
7th St. east of Pacific Coast Highway	-100	0	-300	0	-400	0
AES Plant Driveway east of Studebaker Rd.	0	0	0	0	0	0

LONG BEACH HOME DEPOT
ALTERNATES NOISE ANALYSIS

2006 Weekday Change to the Center-line to 60 CNEL Distance (feet)

Roadway Segment	ADT	Alternate 2 to Preferred	ADT	Alternate 3 to Preferred	ADT	Alternate 4 to Preferred
Pacific Coast Highway north of 7th Street	-200	-2	200	2	-200	-2
Pacific Coast Highway between 7th Street and Bellflower Blvd.	-200	-2	100	1	-300	-3
Pacific Coast Highway between Bellflower Blvd. and Loynes Dr.	-400	-3	-100	-1	-700	-6
Pacific Coast Highway between Loynes Dr. and 2nd St.	0	0	0	0	0	0
Pacific Coast Highway between 2nd St. and Studebaker Rd.	-100	-1	0	0	-100	-1
Pacific Coast Highway south of Studebaker Rd.	-100	-1	-100	-1	-200	-2
Studebaker Road north of SR-22 WB Ramps	-300	-2	-400	-3	-700	-5
Studebaker Road between SR-22 WB Ramps and SR-22 EB Ramps	-600	-4	-200	-1	-1,000	-7
Studebaker Road between SR-22 EB Ramps and AES Plant Driveway	-700	-4	200	1	-1,000	-6
Studebaker Road between AES Plant Driveway and Loynes Dr.	-400	-3	500	3	-700	-5
Studebaker Road between Loynes Dr. and 2nd St.	-100	-1	100	1	-300	-2
Studebaker Road east of Pacific Coast Highway	0	0	0	0	0	0
Studebaker Road west of Pacific Coast Highway	0	0	0	0	0	0
Loynes Drive west of Pacific Coast Highway	-100	-1	-100	-1	-100	-1
Loynes Drive between Pacific Coast Highway and Bixby Village	-500	-5	-200	-2	-800	-8
Loynes Drive between Bixby Village and Studebaker Rd.	-200	-2	-100	-1	-700	-7
Bixby Village north of Loynes Dr.	0	0	-100	0	-100	0
Bixby Village south of Loynes Dr.	0	0	0	0	0	0
SR-22 WB Ramps east of Studebaker Rd.	-200	-2	200	2	-300	-3
SR-22 EB Ramps east of Studebaker Rd.	-200	-2	400	3	-100	-1
Bellflower Blvd. east of Pacific Coast Highway	-200	-2	-200	-2	-400	-4
Bellflower Blvd. west of Pacific Coast Highway	0	0	0	0	0	0
7th St. west of Pacific Coast Highway	-100	-1	0	0	-200	-1
7th St. east of Pacific Coast Highway	-100	-1	0	0	-100	-1
AES Plant Driveway east of Studebaker Rd.	0	0	0	0	0	0

2006 Weekend Change to the Center-line to 60 CNEL Distance (feet)

Roadway Segment	ADT	Alternate 2 to Preferred	ADT	Alternate 3 to Preferred	ADT	Alternate 4 to Preferred
Pacific Coast Highway north of 7th Street	-200	-2	-400	-4	-900	-8
Pacific Coast Highway between 7th Street and Bellflower Blvd.	-400	-4	-800	-8	-1,300	-12
Pacific Coast Highway between Bellflower Blvd. and Loynes Dr.	-800	-7	-1,700	-15	-2,400	-21
Pacific Coast Highway between Loynes Dr. and 2nd St.	0	0	0	0	0	0
Pacific Coast Highway between 2nd St. and Studebaker Rd.	-100	-1	-300	-2	-400	-3
Pacific Coast Highway south of Studebaker Rd.	-200	-2	-300	-2	-500	-4
Studebaker Road north of SR-22 WB Ramps	-600	-6	-1,600	-15	-1,900	-18
Studebaker Road between SR-22 WB Ramps and SR-22 EB Ramps	-900	-7	-2,000	-16	-2,900	-23
Studebaker Road between SR-22 EB Ramps and AES Plant Driveway	-1,300	-9	-2,400	-17	-4,000	-28
Studebaker Road between AES Plant Driveway and Loynes Dr.	-900	-6	-2,000	-14	-3,500	-24
Studebaker Road between Loynes Dr. and 2nd St.	-500	-4	-1,400	-10	-2,000	-14
Studebaker Road east of Pacific Coast Highway	0	0	0	0	0	0
Studebaker Road west of Pacific Coast Highway	0	0	0	0	0	0
Loynes Drive west of Pacific Coast Highway	-100	-1	-200	-2	-200	-2
Loynes Drive between Pacific Coast Highway and Bixby Village	-800	-9	-1,800	-20	-2,600	-29
Loynes Drive between Bixby Village and Studebaker Rd.	-800	-9	-2,100	-24	-2,900	-34
Bixby Village north of Loynes Dr.	-100	0	-300	0	-300	0
Bixby Village south of Loynes Dr.	0	0	0	0	0	0
SR-22 WB Ramps east of Studebaker Rd.	-300	-3	-400	-4	-1,000	-10
SR-22 EB Ramps east of Studebaker Rd.	-300	-3	-400	-4	-1,000	-9
Bellflower Blvd. east of Pacific Coast Highway	-300	-3	-800	-7	-1,000	-9
Bellflower Blvd. west of Pacific Coast Highway	0	0	0	0	0	0
7th St. west of Pacific Coast Highway	-300	-2	-600	-4	-900	-6
7th St. east of Pacific Coast Highway	-100	-1	-300	-2	-400	-3
AES Plant Driveway east of Studebaker Rd.	0	0	0	0	0	0

LONG BEACH HOME DEPOT
ALTERNATES NOISE ANALYSIS

2006 Weekday Change to the Center-line to 65 CNEL Distance (feet)

Roadway Segment	ADT	Alternate 2 to Preferred	ADT	Alternate 3 to Preferred	ADT	Alternate 4 to Preferred
Pacific Coast Highway north of 7th Street	-200	-1	200	1	-200	-1
Pacific Coast Highway between 7th Street and Bellflower Blvd.	-200	-1	100	0	-300	-1
Pacific Coast Highway between Bellflower Blvd. and Loynes Dr.	-400	-2	-100	0	-700	-3
Pacific Coast Highway between Loynes Dr. and 2nd St.	0	0	0	0	0	0
Pacific Coast Highway between 2nd St. and Studebaker Rd.	-100	0	0	0	-100	0
Pacific Coast Highway south of Studebaker Rd.	-100	0	-100	0	-200	-1
Studebaker Road north of SR-22 WB Ramps	-300	-1	-400	-1	-700	-2
Studebaker Road between SR-22 WB Ramps and SR-22 EB Ramps	-600	-2	-200	-1	-1,000	-3
Studebaker Road between SR-22 EB Ramps and AES Plant Driveway	-700	-2	200	1	-1,000	-3
Studebaker Road between AES Plant Driveway and Loynes Dr.	-400	-1	500	1	-700	-2
Studebaker Road between Loynes Dr. and 2nd St.	-100	0	100	0	-300	-1
Studebaker Road east of Pacific Coast Highway	0	0	0	0	0	0
Studebaker Road west of Pacific Coast Highway	0	0	0	0	0	0
Loynes Drive west of Pacific Coast Highway	-100	0	-100	0	-100	0
Loynes Drive between Pacific Coast Highway and Bixby Village	-500	-2	-200	-1	-800	-4
Loynes Drive between Bixby Village and Studebaker Rd.	-200	-1	-100	0	-700	-3
Bixby Village north of Loynes Dr.	0	0	-100	0	-100	0
Bixby Village south of Loynes Dr.	0	0	0	0	0	0
SR-22 WB Ramps east of Studebaker Rd.	-200	-1	200	1	-300	-1
SR-22 EB Ramps east of Studebaker Rd.	-200	-1	400	2	-100	0
Bellflower Blvd. east of Pacific Coast Highway	-200	-1	-200	-1	-400	-2
Bellflower Blvd. west of Pacific Coast Highway	0	0	0	0	0	0
7th St. west of Pacific Coast Highway	-100	0	0	0	-200	-1
7th St. east of Pacific Coast Highway	-100	0	0	0	-100	0
AES Plant Driveway east of Studebaker Rd.	0	0	0	0	0	0

2006 Weekend Change to the Center-line to 65 CNEL Distance (feet)

Roadway Segment	ADT	Alternate 2 to Preferred	ADT	Alternate 3 to Preferred	ADT	Alternate 4 to Preferred
Pacific Coast Highway north of 7th Street	-200	-1	-400	-2	-900	-4
Pacific Coast Highway between 7th Street and Bellflower Blvd.	-400	-2	-800	-3	-1,300	-6
Pacific Coast Highway between Bellflower Blvd. and Loynes Dr.	-800	-3	-1,700	-7	-2,400	-10
Pacific Coast Highway between Loynes Dr. and 2nd St.	0	0	0	0	0	0
Pacific Coast Highway between 2nd St. and Studebaker Rd.	-100	0	-300	-1	-400	-1
Pacific Coast Highway south of Studebaker Rd.	-200	-1	-300	-1	-500	-2
Studebaker Road north of SR-22 WB Ramps	-600	-3	-1,600	-7	-1,900	-8
Studebaker Road between SR-22 WB Ramps and SR-22 EB Ramps	-900	-3	-2,000	-7	-2,900	-10
Studebaker Road between SR-22 EB Ramps and AES Plant Driveway	-1,300	-4	-2,400	-8	-4,000	-13
Studebaker Road between AES Plant Driveway and Loynes Dr.	-900	-3	-2,000	-6	-3,500	-11
Studebaker Road between Loynes Dr. and 2nd St.	-500	-2	-1,400	-5	-2,000	-7
Studebaker Road east of Pacific Coast Highway	0	0	0	0	0	0
Studebaker Road west of Pacific Coast Highway	0	0	0	0	0	0
Loynes Drive west of Pacific Coast Highway	-100	0	-200	0	-200	0
Loynes Drive between Pacific Coast Highway and Bixby Village	-800	-4	-1,800	-9	-2,600	-13
Loynes Drive between Bixby Village and Studebaker Rd.	-800	-4	-2,100	-11	-2,900	-15
Bixby Village north of Loynes Dr.	-100	0	-300	0	-300	0
Bixby Village south of Loynes Dr.	0	0	0	0	0	0
SR-22 WB Ramps east of Studebaker Rd.	-300	-1	-400	-2	-1,000	-5
SR-22 EB Ramps east of Studebaker Rd.	-300	-1	-400	-2	-1,000	-4
Bellflower Blvd. east of Pacific Coast Highway	-300	-1	-800	-3	-1,000	-4
Bellflower Blvd. west of Pacific Coast Highway	0	0	0	0	0	0
7th St. west of Pacific Coast Highway	-300	-1	-600	-2	-900	-3
7th St. east of Pacific Coast Highway	-100	0	-300	-1	-400	-1
AES Plant Driveway east of Studebaker Rd.	0	0	0	0	0	0

LONG BEACH HOME DEPOT
ALTERNATES NOISE ANALYSIS

2006 Weekday Change to the Center-line to 70 CNEL Distance (feet)

Roadway Segment	ADT	Alternate 2 to Preferred	ADT	Alternate 3 to Preferred	ADT	Alternate 4 to Preferred
Pacific Coast Highway north of 7th Street	-200	0	200	0	-200	0
Pacific Coast Highway between 7th Street and Bellflower Blvd.	-200	0	100	0	-300	-1
Pacific Coast Highway between Bellflower Blvd. and Loynes Dr.	-400	0	-100	0	-700	-1
Pacific Coast Highway between Loynes Dr. and 2nd St.	0	0	0	0	0	0
Pacific Coast Highway between 2nd St. and Studebaker Rd.	-100	0	0	0	-100	0
Pacific Coast Highway south of Studebaker Rd.	-100	-1	-100	0	-200	0
Studebaker Road north of SR-22 WB Ramps	-300	0	-400	-1	-700	-1
Studebaker Road between SR-22 WB Ramps and SR-22 EB Ramps	-600	-1	-200	0	-1,000	-1
Studebaker Road between SR-22 EB Ramps and AES Plant Driveway	-700	-1	200	0	-1,000	-1
Studebaker Road between AES Plant Driveway and Loynes Dr.	-400	-1	500	1	-700	-1
Studebaker Road between Loynes Dr. and 2nd St.	-100	0	100	0	-300	0
Studebaker Road east of Pacific Coast Highway	0	0	0	0	0	0
Studebaker Road west of Pacific Coast Highway	0	0	0	0	0	0
Loynes Drive west of Pacific Coast Highway	-100	0	-100	0	-100	0
Loynes Drive between Pacific Coast Highway and Bixby Village	-500	0	-200	0	-800	0
Loynes Drive between Bixby Village and Studebaker Rd.	-200	0	-100	0	-700	0
Bixby Village north of Loynes Dr.	0	0	-100	0	-100	0
Bixby Village south of Loynes Dr.	0	0	0	0	0	0
SR-22 WB Ramps east of Studebaker Rd.	-200	0	200	0	-300	0
SR-22 EB Ramps east of Studebaker Rd.	-200	0	400	1	-100	0
Bellflower Blvd. east of Pacific Coast Highway	-200	0	-200	0	-400	-1
Bellflower Blvd. west of Pacific Coast Highway	0	0	0	0	0	0
7th St. west of Pacific Coast Highway	-100	0	0	0	-200	0
7th St. east of Pacific Coast Highway	-100	0	0	0	-100	0
AES Plant Driveway east of Studebaker Rd.	0	0	0	0	0	0

2006 Weekend Change to the Center-line to 70 CNEL Distance (feet)

Roadway Segment	ADT	Alternate 2 to Preferred	ADT	Alternate 3 to Preferred	ADT	Alternate 4 to Preferred
Pacific Coast Highway north of 7th Street	-200	0	-400	-1	-900	-2
Pacific Coast Highway between 7th Street and Bellflower Blvd.	-400	-1	-800	-2	-1,300	-3
Pacific Coast Highway between Bellflower Blvd. and Loynes Dr.	-800	-1	-1,700	-3	-2,400	-4
Pacific Coast Highway between Loynes Dr. and 2nd St.	0	0	0	0	0	0
Pacific Coast Highway between 2nd St. and Studebaker Rd.	-100	0	-300	0	-400	-1
Pacific Coast Highway south of Studebaker Rd.	-200	0	-300	-1	-500	-1
Studebaker Road north of SR-22 WB Ramps	-600	0	-1,600	0	-1,900	0
Studebaker Road between SR-22 WB Ramps and SR-22 EB Ramps	-900	-1	-2,000	-3	-2,900	-5
Studebaker Road between SR-22 EB Ramps and AES Plant Driveway	-1,300	-2	-2,400	-3	-4,000	-6
Studebaker Road between AES Plant Driveway and Loynes Dr.	-900	-1	-2,000	-3	-3,500	-5
Studebaker Road between Loynes Dr. and 2nd St.	-500	-1	-1,400	-2	-2,000	-3
Studebaker Road east of Pacific Coast Highway	0	0	0	0	0	0
Studebaker Road west of Pacific Coast Highway	0	0	0	0	0	0
Loynes Drive west of Pacific Coast Highway	-100	0	-200	0	-200	0
Loynes Drive between Pacific Coast Highway and Bixby Village	-800	0	-1,800	0	-2,600	0
Loynes Drive between Bixby Village and Studebaker Rd.	-800	0	-2,100	0	-2,900	0
Bixby Village north of Loynes Dr.	-100	0	-300	0	-300	0
Bixby Village south of Loynes Dr.	0	0	0	0	0	0
SR-22 WB Ramps east of Studebaker Rd.	-300	0	-400	0	-1,000	0
SR-22 EB Ramps east of Studebaker Rd.	-300	0	-400	0	-1,000	0
Bellflower Blvd. east of Pacific Coast Highway	-300	0	-800	0	-1,000	0
Bellflower Blvd. west of Pacific Coast Highway	0	0	0	0	0	0
7th St. west of Pacific Coast Highway	-300	0	-600	-1	-900	-1
7th St. east of Pacific Coast Highway	-100	0	-300	0	-400	-1
AES Plant Driveway east of Studebaker Rd.	0	0	0	0	0	0

Alternative 1
No Project/No Development Alternative

No additional vehicle trips would be generated by the site with the No Project/No Development Alternative. The existing tank farm and Pacific Energy receiving and pump station would remain and be operated in a manner similar to the existing operations. The intersection operations associated with the No Project/No Development Alternative would be identical to the cumulative baseline intersection operations discussed in the Section 4.11, Traffic and Transportation. As presented in Section 4.11, five intersections are forecast to operate with unsatisfactory levels of service in the cumulative baseline condition (No Project/No Development Alternative). Although the following five intersections would operate with unsatisfactory levels of service, no significant traffic impacts are forecast to occur with the No Project/No Development Alternative because no additional development would occur on-site.

- Studebaker Rd/SR-22 WB Ramps (LOS F during the p.m. peak hour)
- Studebaker Rd/2nd Street (LOS E during the a.m. and p.m. peak hours)
- PCH/7th Street (LOS F during the a.m. and p.m. peak hours)
- PCH/2nd Street (LOS E during the a.m. peak hour, LOS F during the p.m. peak hour)
- PCH/Studebaker Rd (LOS F during the p.m. peak hour)

Table A provides a comparison of the levels of service with the proposed project and the No Project/No Development Alternative. As shown in Table A, when compared with the proposed project, all study area intersections except the intersection of Studebaker Rd/Loynes Rd would operate with improved or the same level of service with implementation of the No Project/No Development Alternative. The intersection of Studebaker Rd/Loynes Rd, which is also the project driveway, would operate with improved levels of service with implementation of the project due to project design features (i.e. turn lanes and signal improvements) planned as part of the project. Because no additional vehicle trips would be generated by the existing project site, it is to be expected that levels of service at the remaining study area intersections would be better in the No Project/No Development alternative than those experienced with the proposed project.

Table A: Comparison of No Project/No Development Alternative with Proposed Project

	Weekday Peak Hour Conditions									
	Cumulative plus Project				Cumulative plus No Project Alternative				Change in ICU with No Project Alternative	
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak	PM Peak
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU Change	ICU Change
1. Studebaker Rd/SR-22 WB Ramps	0.725	C	1.045	F	0.711	C	1.022	F	-0.014	-0.023
2. Studebaker Rd/SR-22 EB Ramps	0.626	B	0.898	D	0.608	B	0.870	D	-0.018	-0.028
3. Studebaker Rd/AES Plant Drive way	0.651	B	0.849	D	0.637	B	0.819	D	-0.014	-0.030
4. Studebaker Rd/Loynes Rd[1]	0.673	B	0.858	D	0.867	D	0.872	D	0.194	0.014
5. Studebaker Rd/2nd Street	0.975	E	1.002	F	0.965	E	0.984	E	-0.010	-0.018
6. PCH/7th Street (CMP)	1.201	F	1.313	F	1.197	F	1.306	F	-0.004	-0.007
7. PCH/Bellflower Blvd	0.715	C	0.844	D	0.707	C	0.830	D	-0.008	-0.014
8. PCH/Loynes Dr	0.753	C	0.864	D	0.730	C	0.863	D	-0.023	-0.001
9. PCH/2nd Street (CMP)	0.941	E	1.066	F	0.933	E	1.057	F	-0.008	-0.009
10. PCH/Studebaker Rd	0.896	D	1.322	F	0.895	D	1.319	F	-0.001	-0.003
11. Bixby Village Rd/Loynes Dr	0.267	A	0.438	A	0.251	A	0.413	A	-0.016	-0.025

	Weekend Peak Hour Conditions				
	Cumulative plus Project		Cumulative plus No Project Alternative		Change in ICU with No Project Alternative
	ICU	LOS	ICU	LOS	ICU Change
1. Studebaker Rd/SR-22 WB Ramps	0.805	B	0.746	C	-0.059
2. Studebaker Rd/SR-22 EB Ramps	0.732	C	0.656	B	-0.076
3. Studebaker Rd/AES Plant Drive way	0.730	C	0.660	B	-0.070
4. Studebaker Rd/Loynes Rd[1]	0.809	B	0.729	C	-0.080
5. Studebaker Rd/2nd Street	0.980	E	0.936	E	-0.044
6. PCH/7th Street (CMP)	0.938	E	0.910	E	-0.028
7. PCH/Bellflower Blvd	0.795	C	0.744	C	-0.051
8. PCH/Loynes Dr	0.840	D	0.840	D	0.000
9. PCH/2nd Street (CMP)	1.020	F	0.991	E	-0.029
10. PCH/Studebaker Rd	1.195	F	1.189	F	-0.006
11. Bixby Village Rd/Loynes Dr	0.331	A	0.290	A	-0.041

Note: **Shading** indicates significant impacts caused by the proposed project.
[1] Improvements to intersection included with project design.

Alternative 2
Reduced Project Alternative

The trip generation associated with the Reduced Project Alternative is shown in Table B. The Reduced Project Alternative includes the proposed home improvement store, but no supporting retail/restaurant land uses. The trip generation associated with the Reduced Project Alternative is forecast to generate 2,153 fewer daily, 96 fewer a.m. peak hour, 165 fewer p.m. peak hour trips, and 294 fewer weekend peak hour trips.

Table B: Reduced Project Alternative Trip Generation

				AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Units**	**ADT**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rate[1]									
Home Improvement Store		TSF	29.80	0.65	0.55	1.20	1.15	1.30	2.45
Trip Generation									
Home Improvement	140	TSF	4,172	91	77	168	161	182	343
Pass-By Trips Reduction[2]			-542	-14	-12	-25	-40	-46	-86
Total Home Improvement Store			3,630	77	65	143	121	136	257
Proposed Project[3]			5,783	131	108	239	206	216	422
Change in Trips from Project			-2,153	-54	-43	-96	-85	-80	-165

				Weekend Peak Hour		
Land Use	**Size**	**Units**	**ADT**	**In**	**Out**	**Total**
Trip Rates[1]						
Home Improvement Store		TSF	1.86	0.39	0.39	0.77
Trip Generation						
Home Improvement	140	TSF	6,394	401	355	756
Pass-By Trips Reduction[2]			-831	-52	-46	-98
Total Home Improvement Store			5,563	349	309	658
Proposed Project[3]			8,503	513	439	952
Change in Trips from Project			-2,940	-164	-130	-294

Notes: TSF = Thousand Square Feet

[1] Trip Rates referenced in the Institute of Transportation Engineers, *Trip Generation*, 7th Edition (2003), Land Use Code 862 (Home Improvement Superstore).

[2] Pass-By trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trip reduction factors of 13% for daily trips, 15% for a.m. peak hour, and 25% for p.m. peak hour were referenced from "pass-by" surveys for the Huntington Beach Home Depot store by Barton-Aschman Associates, Inc. (February 6, 1996)

[3] Project Trip Generation from Section 4.11, Traffic and Transportation.

Trips generated by the Reduced Project Alternative were distributed to the study area intersections using the same trip distribution as the proposed project. The trip distribution is discussed in Section 4.11, Traffic and Transportation. Levels of service at the study area intersections were calculated for the Reduced Project Alternative in the cumulative weekday and weekend conditions.

Table C compares the weekday intersection levels of service for the Reduced Project Alternative and the cumulative baseline condition. As shown in Table C, although five intersections would continue to operate with unsatisfactory levels of service (LOS E or worse) with the Reduced Project Alternative, the project would not significantly impact any study area intersections during the weekday peak hour.

Table D compares the weekend intersection levels of service for the Reduced Project Alternative and the cumulative baseline condition. As shown in Table D, the following two intersections would be significantly impacted during the weekend peak hour with implementation of the Reduced Project Alternative:

- Studebaker Rd/2nd Street
- PCH/2nd Street

Table E provides a comparison of the levels of service with the proposed project and with the Reduced Project Alternative. As shown in Table E, when compared with the proposed project, all study area intersections would operate with improved or the same level of service with implementation of the Reduced Project Alternative. This is to be expected, as the trip generation of the Reduced Project Alternative is less than the proposed project trip generation for both the weekday and weekend peak hours. The Reduced Project Alternative would not result in significant impacts during the weekday and would result in two significant impacts during the weekend conditions.

Table E: Comparison of Reduced Project Alternative with Proposed Project

	Weekday Peak Hour Conditions									
	Cumulative plus Project				Cumulative plus Reduced Project Alternative				Change in ICU with Reduced Project Alternative	
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak	PM Peak
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU Change	ICU Change
1. Studebaker Rd/SR-22 WB Ramps	0.725	C	1.045	F	0.719	C	1.036	F	-0.006	-0.009
2. Studebaker Rd/SR-22 EB Ramps	0.626	B	0.898	D	0.619	B	0.887	D	-0.007	-0.011
3. Studebaker Rd/AES Plant Drive way	0.651	B	0.849	D	0.645	B	0.838	D	-0.006	-0.011
4. Studebaker Rd/Loynes Rd[1]	0.673	B	0.858	D	0.662	B	0.846	D	-0.011	-0.012
5. Studebaker Rd/2nd Street	0.975	E	1.002	F	0.971	E	0.995	E	-0.004	-0.007
6. PCH/7th Street (CMP)	1.201	F	1.313	F	1.200	F	1.311	F	-0.001	-0.002
7. PCH/Bellflower Blvd	0.715	C	0.844	D	0.712	C	0.838	D	-0.004	-0.006
8. PCH/Loynes Dr	0.753	C	0.864	D	0.744	E	0.864	D	-0.009	0.000
9. PCH/2nd Street (CMP)	0.941	E	1.066	F	0.938	E	1.062	F	-0.003	-0.004
10. PCH/Studebaker Rd	0.896	D	1.322	F	0.895	D	1.321	F	-0.001	-0.001
11. Bixby Village Rd/Loynes Dr	0.267	A	0.438	A	0.257	A	0.429	A	-0.010	-0.009

	Weekend Peak Hour Conditions				
	Cumulative plus Project		Cumulative plus Reduced Project Alternative		Change in ICU with Reduced Project Alternative
	ICU	LOS	ICU	LOS	ICU Change
1. Studebaker Rd/SR-22 WB Ramps	0.805	B	0.786	C	-0.019
2. Studebaker Rd/SR-22 EB Ramps	0.732	C	0.710	C	-0.022
3. Studebaker Rd/AES Plant Drive way	0.730	C	0.707	C	-0.023
4. Studebaker Rd/Loynes Rd[1]	0.809	B	0.752	C	-0.057
5. Studebaker Rd/2nd Street	0.980	E	0.966	E	-0.014
6. PCH/7th Street (CMP)	0.938	E	0.928	E	-0.010
7. PCH/Bellflower Blvd	0.795	C	0.780	C	-0.015
8. PCH/Loynes Dr	0.840	D	0.840	D	0.000
9. PCH/2nd Street (CMP)	1.020	F	1.011	F	-0.009
10. PCH/Studebaker Rd	1.195	F	1.193	F	-0.002
11. Bixby Village Rd/Loynes Dr	0.331	A	0.320	A	-0.011

Note: **Shading** indicates significant impacts caused by the proposed project.
[1] Improvements to intersection included with project design.

Alternative 3
Existing Zoning: Light Industrial Alternative

To forecast trips that would be generated by the Existing Zoning: Light Industrial Alternative, a truck trip generation study conducted by the City of Fontana[1] was consulted to identify trip rates for light industrial use. The rates in the Fontana study are based on surveys at several light industrial facilities in Southern California. Typical light industrial uses surveyed in the study include printing plants, material testing laboratories, assemblers of data processing equipment, and power stations. Based on these surveys, the City of Fontana study presents weekday peak hour trip rates for light industrial uses for passenger and truck vehicles combined, and truck vehicles only. To generate weekend peak hour trips, the weekday and weekend peak hour trip rate for light industrial land use from ITE's *Trip Generation* was compared to arrive at a weekend to weekday ratio. This ratio was applied to the weekday trip rate from the Fontana study to arrive at the weekend trip rate.

To determine the amount of truck traffic that would be generated by the Existing Zoning: Light Industrial Alternative, LSA separated the passenger vehicles and the truck vehicles based on the trip rates provided in the City of Fontana Study. Based on the number of trucks generated, LSA determined the truck mix percentages based on percentages from the City of Fontana study. The study differentiated the truck percentages for light industrial based on two-axle, three-axle, and four-axle trucks. To determine the Passenger Car Equivalency (PCE) for the truck vehicles, LSA utilized PCE values from the San Bernardino Association of Governments (SANBAG) Congestion Management Program (CMP) for each classification of trucks. Based on the SANBAG CMP, LSA assumed a 1.5 PCE for two-axle, 2.0 PCE for three-axle, and 3.0 PCE for four-axle trucks. The PCE for the truck vehicles was added to the passenger vehicles to determine the total trip generation. The trip generation associated with the Existing Zoning: Light Industrial Alternative is shown in Tables F-1 and F-2.

As shown in the Table, the Existing Zoning: Light Industrial Alternative is forecast to generate 5,216 weekday and 986 weekend daily trips, 363 a.m. peak hour, 200 p.m. peak hour and 46 weekend peak hour trips. This alternative would generate 567 fewer daily, 124 additional a.m. peak hour, 222 fewer p.m. peak hour trips, and 917 fewer weekend peak hour trips compared to the proposed project.

Because of the trip making characteristics and trip types associated with Light Industrial land use, vehicle trips associated with the Existing Zoning: Light Industrial Alternative would be distributed to the surrounding roadways differently than trips from a home improvement store. Vehicle trips for the Existing Zoning: Light Industrial Alternative were assigned to the roadway network using the following distribution patterns:

To/From Bellflower Boulevard North	10%
To/From Pacific Coast Highway North	15%
To/From Pacific Coast Highway South	5%
To/From 7th Street West	10%
To/From SR-22 East	35%
To/From 2nd Street West	10%
To/From 2nd Street East	5%
To/From Studebaker Road North	10%

Levels of service at the study area intersections were calculated for the Existing Zoning: Light Industrial Alternative in the cumulative weekday and weekend conditions. Table G compares the weekday intersection levels of service for the Existing Zoning: Light Industrial Alternative and the cumulative

[1] City of Fontana, *Truck Trip Generation Study*, August 2003

Table F-1 - Existing Zoning: Light Industrial Alternative Weekday Trip Generation

		AM Peak Hour			PM Peak Hour		
	Daily	In	Out	Total	In	Out	Total
"Fontana Trip Rates"[1] -- Light Industrial							
Passenger Cars	9.231	0.249	0.162	0.411	0.098	0.237	0.335
2 axle trucks	0.940	0.053	0.035	0.088	0.010	0.023	0.033
3 axle trucks	0.458	0.029	0.019	0.048	0.005	0.013	0.018
4+ axle trucks	1.116	0.052	0.080	0.132	0.035	0.015	0.050
Total	11.744	0.383	0.296	0.679	0.148	0.288	0.436
Trip Generation	350,000 square feet						
Passenger Cars	3,231	87	57	144	34	83	117
2 axle trucks	329	19	12	31	3	8	12
3 axle trucks	160	10	7	17	2	4	6
4+ axle trucks	390	18	28	46	12	5	17
Total	4,110	134	104	238	52	101	153
PCE Trips							
Passenger Cars	3,231	87	57	144	34	83	117
2 axle trucks	493	29	18	47	5	12	17
3 axle trucks	321	20	14	34	4	9	13
4+ axle trucks	1,171	54	84	138	37	15	52
Total Trucks	1,985	103	116	219	46	37	82
Total	**5,216**	**190**	**173**	**363**	**80**	**120**	**200**
Proposed Project [2]	5,783	131	108	239	206	216	422
Change in Trips from Project	**-567**	**59**	**65**	**124**	**-126**	**-96**	**-222**

Note: Rates are per thousand square feet.

[1] *Truck Trip Generation Study*, City of Fontana, August 2003

[2] Project Trip Generation from Section 4.11, Traffic and Transportation.

Table F-2 - Existing Zoning: Light Industrial Alternative Weekend Trip Generation

		Weekend Peak Hour		
	Daily	**In**	**Out**	**Total**
"Fontana Trip Rates"[1] -- Light Industrial				
Passenger Cars	1.745	0.054	0.023	0.077
2 axle trucks	0.178	0.005	0.002	0.008
3 axle trucks	0.087	0.003	0.001	0.004
4+ axle trucks	0.211	0.003	0.008	0.011
Total [2]	2.220	0.065	0.035	0.100
Trip Generation	350,000			
Passenger Cars	611	19	8	27
2 axle trucks	62	2	1	3
3 axle trucks	30	1	0	1
4+ axle trucks	74	1	3	4
Total	777	23	12	35
PCE Trips				
Passenger Cars	611	19	8	27
2 axle trucks	93	3	1	4
3 axle trucks	61	2	1	3
4+ axle trucks	221	4	8	12
Total Trucks	375	8	10	19
Total	**986**	**27**	**18**	**46**
Proposed Project [3]	8,503	513	439	952
Change from Project Trips	**-7,517**	**-486**	**-421**	**-906**

Note: Rates are per thousand square feet.

[1] *Truck Trip Generation Study*, City of Fontana, August 2003.

Clasffication: Light Industrial

[2] Trip Rates for Light Industrial based on comparison of the City of Fontana, Truck Trip Generation Study, August 2003 and the Institute of Transportation Engineers, Trip Generation, 7th Edition (2003)

[3] Project Trip Generation from Section 4.11, Traffic and Transportation.

Table G: Cumulative Plus Existing Zoning: Light Industrial Alternative Weekday Intersection Level of Service Summary

		Cumulative Conditions				Cumulative Plus Existing Zoning: Light Industrial Alternative				Increase in ICU		Exceeds City Significance Threshold	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
	Intersection	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM	AM	PM
1	Studebaker Rd/SR-22 WB Ramps	0.711	C	1.022	F	0.739	C	1.034	F	0.028	0.012	N	N
2	Studebaker Rd/SR-22 EB Ramps	0.608	B	0.870	D	0.640	B	0.883	D	0.032	0.013	N	N
3	Studebaker Rd/AES Plant Driveway	0.637	B	0.819	D	0.666	B	0.839	D	0.029	0.020	N	N
4	Studebaker Rd/Loynes Rd[1]	0.867	D	0.872	D	**0.979**	**E**	**0.932**	**E**	0.112	0.060	**Y**	**Y**
5	Studebaker Rd/2nd Street	0.965	E	0.984	E	0.978	E	0.990	E	0.013	0.006	N	N
6	PCH/7th Street (CMP)	1.197	F	1.306	F	1.205	F	1.311	F	0.008	0.005	N	N
7	PCH/Bellflower Blvd	0.707	C	0.830	D	0.718	C	0.835	D	0.011	0.005	N	N
8	PCH/Loynes Dr	0.730	C	0.863	D	0.762	C	0.863	D	0.032	0.000	N	N
9	PCH/2nd Street (CMP)	0.933	E	1.057	F	0.942	E	1.061	F	0.009	0.004	N	N
10	PCH/Studebaker Rd	0.895	D	1.319	F	0.897	D	1.321	F	0.002	0.002	N	N
11	Bixby Village Rd/Loynes Dr	0.251	A	0.413	A	0.265	A	0.423	A	0.014	0.010	N	N

Notes:

Project impact based on the increase of ICU by 0.020 or greater for LOS E or F conditions.

(CMP) Los Angeles County CMP Monitoring Intersection

[1] Improvements to intersection included with project design.

baseline condition. As shown in Table G, six intersections would continue to operate with unsatisfactory levels of service (LOS E or worse) with the Existing Zoning: Light Industrial Alternative. However, the Existing Zoning: Light Industrial Alternative is forecast to cause a significantly impact to the intersection of Studebaker Road/Loynes Drive. It should be noted that the level of service for this alternative at this intersection does not include the improvements from the proposed Home Depot project (i.e. construction of an additional northbound through lane).

Table H compares the weekend intersection levels of service for the Existing Zoning: Light Industrial Alternative and the cumulative baseline condition. As shown in Table H, although four intersections would continue to operate with unsatisfactory levels of service (LOS E or worse) with the Existing Zoning: Light Industrial Alternative, this alternative project would not significantly impact any study area intersections during the weekend peak hour.

Table I provides a comparison of the levels of service with the proposed project and with the Existing Zoning: Light Industrial Alternative. As shown in Table I, the intersection of Studebaker Road/Loynes Road (the project driveway) would operate worse during the weekday peak hours with the Existing Zoning: Light Industrial Alternative than with the proposed project. This increase in the level of service is not associated with the trip generation of the Existing Zoning: Light Industrial Alternative, as this alternative is forecast to generate fewer trips than the proposed project. Rather, the ICU is forecast to worsen because the intersection has been analyzed without the northbound and southbound protected-permissive left-turn phasing, and the construction of an additional northbound through lane, that would be provided with the proposed project. This type of signal phasing provides protected left-turn movements with a green arrow, and then allows left turning traffic to yield to oncoming traffic during the through phase, when the green indicator is displayed. With the construction of a light industrial building, as allowed under the existing zoning, the traffic generated by the site could be large trucks. For safety and operational reasons, it is not advisable to use protected-permissive left-turn phasing when the majority of left turning traffic is trucks. Trucks have a much longer start-up and acceleration time than passenger cars and need very large gaps in the through traffic stream to make a permissive left turn into the project site. As a result, only protected left-turns are provided in the Existing Zoning: Light Industrial Alternative, which will worsen the operation of the northbound and southbound left turn movements due to less left-turning capacity available during each signal cycle.

The remaining study area intersections are forecast to operate within 0.01 of the proposed project ICU during the a.m. peak hour. Because the overall a.m. peak hour trip generation is almost identical, the changes to the ICU values are mostly due to differences in the in/out split and the trip distribution associated with the Existing Zoning: Light Industrial Alternative land use. During the p.m. peak hour and the weekend peak hour, the study area intersections would operate with the same or better levels of service than with the proposed project.

Table H: Cumulative Plus Existing Zoning: Light Industrial Alternative Weekend Intersection Level of Service Summary

	Intersection	Cumulative Weekend Conditions Weekend Peak Hour ICU	Cumulative Weekend Conditions Weekend Peak Hour LOS	Cumulative Weekend Plus Existing Zoning: Light Industrial Alternative Weekend Peak Hour ICU	Cumulative Weekend Plus Existing Zoning: Light Industrial Alternative Weekend Peak Hour LOS	Increase in ICU	Exceeds City Significance Threshold
1	Studebaker Rd/SR-22 WB Ramps	0.746	C	0.750	C	0.004	N
2	Studebaker Rd/SR-22 EB Ramps	0.656	B	0.665	B	0.009	N
3	Studebaker Rd/AES Plant Driveway	0.660	B	0.664	B	0.004	N
4	Studebaker Rd/Loynes Rd[1]	0.729	C	0.732	C	0.003	N
5	Studebaker Rd/2nd Street	0.936	E	0.938	E	0.002	N
6	PCH/7th Street (CMP)	0.910	E	0.911	E	0.001	N
7	PCH/Bellflower Blvd	0.744	C	0.746	C	0.002	N
8	PCH/Loynes Dr	0.840	D	0.840	D	0.000	N
9	PCH/2nd Street (CMP)	0.991	E	0.993	E	0.002	N
10	PCH/Studebaker Rd	1.189	F	1.189	F	0.000	N
11	Bixby Village Rd/Loynes Dr	0.290	A	0.291	A	0.001	N

Notes:

Project impact based on the increase of ICU by 0.020 or greater for LOS E or F conditions.

(CMP) Los Angeles County CMP Monitoring Intersection

[1] Improvements to intersection included with project design.

Table I: Comparison of Light Industrial Alternative with Proposed Project

	Weekday Peak Hour Conditions									
	Cumulative plus Project				Cumulative plus Light Industrial Alternative				Change in ICU with Light Industrial Alternative	
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak	PM Peak
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU Change	ICU Change
1. Studebaker Rd/SR-22 WB Ramps	0.725	C	1.045	F	0.739	C	1.034	F	0.014	-0.011
2. Studebaker Rd/SR-22 EB Ramps	0.626	B	0.898	D	0.640	B	0.883	D	0.014	-0.015
3. Studebaker Rd/AES Plant Drive way	0.651	B	0.849	D	0.666	B	0.839	D	0.015	-0.010
4. Studebaker Rd/Loynes Rd[1]	0.673	B	0.858	D	0.979	E	0.932	E	0.306	0.074
5. Studebaker Rd/2nd Street	0.975	E	1.002	F	0.978	E	0.990	E	0.003	-0.012
6. PCH/7th Street (CMP)	1.201	F	1.313	F	1.205	F	1.311	F	0.004	-0.002
7. PCH/Bellflower Blvd	0.715	C	0.844	D	0.718	C	0.835	D	0.003	-0.009
8. PCH/Loynes Dr	0.753	C	0.864	D	0.762	C	0.863	D	0.009	-0.001
9. PCH/2nd Street (CMP)	0.941	E	1.066	F	0.942	E	1.061	F	0.001	-0.005
10. PCH/Studebaker Rd	0.896	D	1.322	F	0.897	D	1.321	F	0.001	-0.001
11. Bixby Village Rd/Loynes Dr	0.267	A	0.438	A	0.265	A	0.423	A	-0.002	-0.015

	Weekend Peak Hour Conditions				
	Cumulative plus Project		Cumulative plus Light Industrial Alternative		Change in ICU with Light Industrial Alternative
	ICU	LOS	ICU	LOS	ICU Change
1. Studebaker Rd/SR-22 WB Ramps	0.805	B	0.750	C	-0.055
2. Studebaker Rd/SR-22 EB Ramps	0.732	C	0.665	B	-0.067
3. Studebaker Rd/AES Plant Drive way	0.730	C	0.664	B	-0.066
4. Studebaker Rd/Loynes Rd[1]	0.809	B	0.732	C	-0.077
5. Studebaker Rd/2nd Street	0.980	E	0.938	E	-0.042
6. PCH/7th Street (CMP)	0.938	E	0.911	E	-0.027
7. PCH/Bellflower Blvd	0.795	C	0.746	C	-0.049
8. PCH/Loynes Dr	0.840	D	0.840	D	0.000
9. PCH/2nd Street (CMP)	1.020	F	0.993	E	-0.027
10. PCH/Studebaker Rd	1.195	F	1.189	F	-0.006
11. Bixby Village Rd/Loynes Dr	0.331	A	0.291	A	-0.040

Note: **Shading** indicates significant impacts caused by the proposed project.
[1] Improvements to intersection included with project design.

Alternative 4
Existing Zoning: Warehouse Alternative

The trip generation for the Warehouse was based on the following operational characteristics:

- 210 employees are on site at any one time (employees are assumed to be inbound during the a.m. peak hour and outbound during the p.m. peak hour with an average vehicle ratio (AVR) of 1.0)
- 85 trucks leave between 4 AM and 8 AM (outbound a.m. peak hour trip generation)
- 85 trucks return between 3 PM and 6 PM (inbound p.m. peak hour trip generation)
- 30 trucks arrive and depart (bringing new product in for subsequent distribution) between 9 AM and 3 PM (inbound and outbound non-peak hour trips contribute to average daily traffic)
- The facility operates 24 hour a day, 6 days a week
- The Weekend Peak Hour trip generation assumes that half of the employees leave the site during the lunch period and all of the 30 trucks that bring in new product arrive and depart during the weekend peak period

Using this information, the Existing Zoning: Warehouse trip generation was derived and compared to the project trip generation. For purposes of the trip generation, LSA assumed a 2.0 passenger car equivalency (PCE) for trucks. This comparison is shown in Table J.

Table J: Existing Zoning: Warehouse Alternative Trip Generation

				AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Units**	**ADT**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Generation									
Warehouse									
Passenger Cars	262	TSF	420	210	0	210	0	210	210
Trucks	262	TSF	460	0	170	170	170	0	170
Total Trip Generation (PCE)			**880**	**210**	**170**	**380**	**170**	**210**	**380**
Proposed Project[1]			5,783	131	108	239	206	216	422
Change in Trips from Project			-4,903	79	62	141	-36	-6	-42

				Weekend Peak Hour		
Land Use	**Size**	**Units**	**ADT**	**In**	**Out**	**Total**
Trip Generation						
Warehouse						
Passenger Cars	350	TSF	420	105	105	210
Trucks	350	TSF	460	60	60	120
Total Trip Generation (PCE)			**880**	**165**	**165**	**330**
Proposed Project[1]			8,503	513	439	952
Change in Trips from Project			-7,623	-348	-274	-622

Notes: TSF = Thousand Square Feet
[1] Project Trip Generation from Section 4.11, Traffic and Transportation.
Trip Generation assumes 2.0 Passenger Car Equivalency (PCE) for trucks.

As shown in Table J, the Existing Zoning: Warehouse Alternative is forecast to generate 880 weekday and weekend daily trips, 380 a.m. peak hour, 380 p.m. peak hour and 330 weekend peak hour trips. This alternative would generate 4,903 fewer daily, 141 additional a.m. peak hour, 42 fewer p.m. peak hour trips, and 622 fewer weekend peak hour trips compared to the proposed project.

Because of the trip making characteristics and trip types associated with a Warehouse, vehicle trips associated with the Existing Zoning: Warehouse Alternative would be distributed to the surrounding roadways differently than trips from a home improvement store. Vehicle trips for the Existing Zoning: Warehouse Alternative were assigned to the roadway using the same distribution patterns discussed previously in the Existing Zoning: Light Industrial Alternative.

Levels of service at the study area intersections were calculated for the Existing Zoning: Warehouse Alternative in the cumulative weekday and weekend conditions. Table K compares the weekday intersection levels of service for the Existing Zoning: Warehouse Alternative and the cumulative baseline condition. As shown in Table K, the Existing Zoning: Warehouse Alternative is forecast to cause a significant impact to the intersection of Studebaker Road/SR-22 westbound ramps and Studebaker Rd/Loynes Rd.

Table L compares the weekend intersection levels of service for the Existing Zoning: Warehouse Alternative and the cumulative baseline condition. As shown in Table L, although four intersections would continue to operate with unsatisfactory levels of service (LOS E or worse) with the Existing Zoning: Warehouse Alternative, this alternative project would not significantly impact any of the study area intersections during the weekend peak hour.

Table M provides a comparison of the levels of service with the proposed project and with the Existing Zoning: Warehouse Alternative. As shown in Table M, the intersection of Studebaker Road/Loynes Road (the project driveway) would operate worse with the Existing Zoning: Warehouse Alternative than with the proposed project during both peak hours. This increase in the level of service would be expected with the increase in trips during the a.m. peak hour, however, the p.m. peak hour trip generation is decreased with the Existing Zoning: Warehouse Alternative. As discussed under the Existing Zoning: Light Industrial Alternative, with the proposed project, protected-permissive left-turn phasing would be implemented at this intersection. However, it is not advisable to use protected-permissive left-turn phasing when the majority of left turning traffic may be trucks. As a result, only protected left-turns are provided in the Existing Zoning: Warehouse Alternative, thus slightly worsening the operation of the northbound and southbound left turn movements and resulting in a small increase in the ICU at this location when compared with the proposed project. In addition, the Existing Zoning: Warehouse will not include the construction of an additional northbound through lane, which would be implemented with the proposed project. Therefore, this intersection would be a significantly impacted based on this alternative.

In addition, as shown in Table M, the intersection of Studebaker Road/SR-22 westbound ramps would operate worse with the Existing Zoning: Warehouse alternative than with the proposed project during the p.m. peak hour. This increase in level of service is due to the number of trips destined to the SR-22 for the Warehouse compared to the project. It should be noted that this intersection is also significantly impacted with the implementation of the proposed Home Depot project.

The remaining study area intersections generally would operate worse in the a.m. peak hour than with the proposed project and better during the p.m. peak hour than with the proposed project. This is consistent with the trip generation, which indicates that the Existing Zoning: Warehouse Alternative would generate more trips in the a.m. peak hour and fewer trips in the p.m. peak hour than the proposed project. During the weekend peak hour, the levels of service at study area intersections with the Existing Zoning Alternative would be better than or the same as with the proposed project.

Table K: Cumulative Plus Existing Zoning: Warehouse Alternative Weekday Intersection Level of Service Summary

		Cumulative Conditions				Cumulative Plus Existing Zoning: Distribution Center Alternative				Increase in ICU		Exceeds City Significance Threshold	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
	Intersection	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM	AM	PM
1	Studebaker Rd/SR-22 WB Ramps	0.711	C	1.022	F	0.742	C	**1.048**	**F**	0.031	0.026	N	**Y**
2	Studebaker Rd/SR-22 EB Ramps	0.608	B	0.870	D	0.643	B	0.889	D	0.035	0.019	N	N
3	Studebaker Rd/AES Plant Driveway	0.637	B	0.819	D	0.665	B	0.854	D	0.028	0.035	N	N
4	Studebaker Rd/Loynes Rd[1]	0.867	D	0.872	D	**0.986**	**E**	**0.987**	**E**	0.119	0.115	**Y**	**Y**
5	Studebaker Rd/2nd Street	0.965	E	0.984	E	0.979	E	0.997	E	0.014	0.013	N	N
6	PCH/7th Street (CMP)	1.197	F	1.306	F	1.205	F	1.315	F	0.008	0.009	N	N
7	PCH/Bellflower Blvd	0.707	C	0.830	D	0.719	C	0.841	D	0.012	0.011	N	N
8	PCH/Loynes Dr	0.730	C	0.863	D	0.765	C	0.863	D	0.035	0.000	N	N
9	PCH/2nd Street (CMP)	0.933	E	1.057	F	0.943	E	1.064	F	0.010	0.007	N	N
10	PCH/Studebaker Rd	0.895	D	1.319	F	0.897	D	1.322	F	0.002	0.003	N	N
11	Bixby Village Rd/Loynes Dr	0.251	A	0.413	A	0.265	A	0.430	A	0.014	0.017	N	N

Notes:

Project impact based on the increase of ICU by 0.020 or greater for LOS E or F conditions.

(CMP) Los Angeles County CMP Monitoring Intersection

[1] Improvements to intersection included with project design.

Table L: Cumulative Plus Existing Zoning: Warehouse Alternative Weekend Intersection Level of Service Summary

	Intersection	Cumulative Weekend Conditions Weekend Peak Hour ICU	Cumulative Weekend Conditions Weekend Peak Hour LOS	Cumulative Weekend plus Existing Zoning: Distribution Center Alternative Weekend Peak Hour ICU	Cumulative Weekend plus Existing Zoning: Distribution Center Alternative Weekend Peak Hour LOS	Increase in ICU	Exceeds City Significance Threshold
1	Studebaker Rd/SR-22 WB Ramps	0.746	C	0.771	C	0.025	N
2	Studebaker Rd/SR-22 EB Ramps	0.656	B	0.689	B	0.033	N
3	Studebaker Rd/AES Plant Driveway	0.660	B	0.687	B	0.027	N
4	Studebaker Rd/Loynes Rd[1]	0.729	C	0.820	D	0.091	N
5	Studebaker Rd/2nd Street	0.936	E	0.948	E	0.012	N
6	PCH/7th Street (CMP)	0.910	E	0.919	E	0.009	N
7	PCH/Bellflower Blvd	0.744	C	0.756	C	0.012	N
8	PCH/Loynes Dr	0.840	D	0.840	D	0.000	N
9	PCH/2nd Street (CMP)	0.991	E	0.999	E	0.008	N
10	PCH/Studebaker Rd	1.189	F	1.191	F	0.002	N
11	Bixby Village Rd/Loynes Dr	0.290	A	0.303	A	0.013	N

Notes:

Project impact based on the increase of ICU by 0.020 or greater for LOS E or F conditions.

(CMP) Los Angeles County CMP Monitoring Intersection

[1] Improvements to intersection included with project design.

Table M: Comparison of Existing Zoning Alternative with Proposed Project

	Weekday Peak Hour Conditions									
	Cumulative plus Project				Cumulative plus Existing Zoning Alternative				Change in ICU with Existing Zoning Alternative	
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak	PM Peak
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU Change	ICU Change
1. Studebaker Rd/SR-22 WB Ramps	0.725	C	1.045	F	0.742	C	1.048	F	0.017	0.003
2. Studebaker Rd/SR-22 EB Ramps	0.626	B	0.898	D	0.643	B	0.889	D	0.017	-0.009
3. Studebaker Rd/AES Plant Drive way	0.651	B	0.849	D	0.665	B	0.854	D	0.014	0.005
4. Studebaker Rd/Loynes Rd[1]	0.673	B	0.858	D	0.986	E	0.987	E	0.313	0.129
5. Studebaker Rd/2nd Street	0.975	E	1.002	F	0.979	E	0.997	E	0.004	-0.005
6. PCH/7th Street (CMP)	1.201	F	1.313	F	1.205	F	1.315	F	0.004	0.002
7. PCH/Bellflower Blvd	0.715	C	0.844	D	0.719	C	0.841	D	0.004	-0.003
8. PCH/Loynes Dr	0.753	C	0.864	D	0.765	C	0.863	D	0.012	-0.001
9. PCH/2nd Street (CMP)	0.941	E	1.066	F	0.943	E	1.064	F	0.002	-0.002
10. PCH/Studebaker Rd	0.896	D	1.322	F	0.897	D	1.322	F	0.001	0.00
11. Bixby Village Rd/Loynes Dr	0.267	A	0.438	A	0.265	A	0.430	A	-0.002	-0.008

	Weekend Peak Hour Conditions				
	Cumulative plus Project		Cumulative plus Existing Zoning Alternative		Change in ICU with Existing Zoning Alternative
	ICU	LOS	ICU	LOS	ICU Change
1. Studebaker Rd/SR-22 WB Ramps	0.805	B	0.771	C	-0.034
2. Studebaker Rd/SR-22 EB Ramps	0.732	C	0.689	B	-0.043
3. Studebaker Rd/AES Plant Drive way	0.730	C	0.687	B	-0.043
4. Studebaker Rd/Loynes Rd[1]	0.809	B	0.820	D	0.011
5. Studebaker Rd/2nd Street	0.980	E	0.948	E	-0.032
6. PCH/7th Street (CMP)	0.938	E	0.919	E	-0.019
7. PCH/Bellflower Blvd	0.795	C	0.756	C	-0.039
8. PCH/Loynes Dr	0.840	D	0.840	D	0.000
9. PCH/2nd Street (CMP)	1.020	F	0.999	E	-0.021
10. PCH/Studebaker Rd	1.195	F	1.191	F	-0.004
11. Bixby Village Rd/Loynes Dr	0.331	A	0.303	A	-0.028

Note: **Shading** indicates significant impacts caused by the proposed project.
[1] Improvements to intersection included with project design.

Long Beach Home Depot Center (No Retail)

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

Intersection #1 Studebaker Rd/SR-22 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.719
Loss Time (sec):	15 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	2 0 0	0	1
Volume Module:												
Base Vol:	0	725	41	79	852	0	0	0	0	644	0	559
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:	0	744	42	81	874	0	0	0	0	661	0	574
Added Vol:	0	22	6	0	30	0	0	0	0	22	0	0
PasserByVol:	0	1	0	0	2	0	0	0	0	120	0	0
Initial Fut:	0	767	48	81	906	0	0	0	0	803	0	574
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	767	0	81	906	0	0	0	0	803	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	767	0	81	906	0	0	0	0	803	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	767	0	81	906	0	0	0	0	803	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.05	0.28	0.00	0.00	0.00	0.00	0.28	0.00	0.00
Crit Moves:		****		****						****		

Long Beach Home Depot Center (No Retail)

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

Intersection #1 Studebaker Rd/SR-22 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.036
Loss Time (sec):	15 (Y+R = 4 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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2 0 1			1 0 2 0 0			0 0 0 0 0			2 0 0 0 1		
Volume Module:												
Base Vol:	0	941	56	73	1375	0	0	0	0	1110	0	320
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:	0	965	57	75	1411	0	0	0	0	1139	0	328
Added Vol:	0	74	12	0	67	0	0	0	0	51	0	0
PasserByVol:	0	2	0	0	2	0	0	0	0	30	0	0
Initial Fut:	0	1041	69	75	1480	0	0	0	0	1220	0	328
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1041	0	75	1480	0	0	0	0	1220	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1041	0	75	1480	0	0	0	0	1220	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1041	0	75	1480	0	0	0	0	1220	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.05	0.46	0.00	0.00	0.00	0.00	0.42	0.00	0.00
Crit Moves:	****				****					****		

Long Beach Home Depot Center (No Retail)

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

Intersection #2 Studebaker Rd/SR-22 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.619
Loss Time (sec):	15 (Y+R = 4 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			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	710	1351	194	1263	0	0	0	0	20	0	107
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:	0	728	1386	199	1296	0	0	0	0	21	0	110
Added Vol:	0	28	17	0	52	0	0	0	0	7	0	0
PasserByVol:	0	1	24	0	121	0	0	0	0	0	0	0
Initial Fut:	0	757	1427	199	1469	0	0	0	0	28	0	110
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	757	0	199	1469	0	0	0	0	28	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	757	0	199	1469	0	0	0	0	28	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	757	0	199	1469	0	0	0	0	28	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.12	0.46	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		

Long Beach Home Depot Center (No Retail)

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

Intersection #2 Studebaker Rd/SR-22 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.887
Loss Time (sec):	15 (Y+R = 4 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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	871	1074	376	2099	0	0	0	0	36	0	112
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:	0	894	1102	386	2154	0	0	0	0	37	0	115
Added Vol:	0	86	56	0	118	0	0	0	0	11	0	0
PasserByVol:	0	2	129	0	32	0	0	0	0	0	0	0
Initial Fut:	0	982	1287	386	2304	0	0	0	0	48	0	115
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	982	0	386	2304	0	0	0	0	48	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	982	0	386	2304	0	0	0	0	48	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	982	0	386	2304	0	0	0	0	48	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.24	0.72	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:	****				****					****		

Long Beach Home Depot Center (No Retail)

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

****

Intersection #3 Studebaker Road/AES Plant Driveway

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 12 (Y+R = 4 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			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:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	1533	2	12	1202	0	0	0	0	5	0	2
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:	0	1573	2	12	1233	0	0	0	0	5	0	2
Added Vol:	0	44	0	0	59	0	0	0	0	0	0	0
PasserByVol:	0	25	0	0	81	0	0	0	0	0	0	0
Initial Fut:	0	1642	2	12	1373	0	0	0	0	5	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1642	2	12	1373	0	0	0	0	5	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1642	2	12	1373	0	0	0	0	5	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1642	2	12	1373	0	0	0	0	5	0	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.71	0.01	0.28
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1143	0	457
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.00	0.01	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****						****		

****

Long Beach Home Depot Center (No Retail)

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

Intersection #3 Studebaker Road/AES Plant Driveway

Cycle (sec):	100	Critical Vol./Cap. (X):	0.838
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	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:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	1936	9	1	1930	0	0	0	0	10	0	7
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:	0	1986	9	1	1980	0	0	0	0	10	0	7
Added Vol:	0	142	0	0	129	0	0	0	0	0	0	0
PasserByVol:	0	132	0	0	32	0	0	0	0	0	0	0
Initial Fut:	0	2260	9	1	2141	0	0	0	0	10	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2260	9	1	2141	0	0	0	0	10	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2260	9	1	2141	0	0	0	0	10	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2260	9	1	2141	0	0	0	0	10	0	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.59	0.00	0.41
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	941	0	659
Capacity Analysis Module:												
Vol/Sat:	0.00	0.71	0.01	0.00	0.67	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:		****		****						****		

Long Beach Home Depot Center (No Retail)

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

Intersection #4 Studebaker Rd/Loynes Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.662
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	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			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 0 1			2 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	30	1829	0	0	957	219	246	0	50	0	0	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:	31	1877	0	0	982	225	252	0	51	0	0	0
Added Vol:	0	22	14	34	25	0	0	24	0	16	20	21
PasserByVol:	-66	22	3	-60	75	0	-3	4	-1	3	4	4
Initial Fut:	-35	1921	17	-26	1082	225	249	28	50	19	24	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1921	17	-26	1082	225	249	28	50	19	24	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1921	17	0	1082	225	249	28	50	19	24	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	0	1921	17	0	1082	225	249	28	50	19	24	25
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.01	0.00	0.34	0.14	0.09	0.02	0.03	0.01	0.02	0.02
Crit Moves:		****		****			****				****	

Long Beach Home Depot Center (No Retail)

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

****

Intersection #4 Studebaker Rd/Loynes Dr

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.846
Loss Time (sec): 16 (Y+R = 4 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			Prot+Permit			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 0 1			2 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	89	1645	0	0	1574	626	272	0	88	0	0	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:	91	1688	0	0	1615	642	279	0	90	0	0	0
Added Vol:	0	94	23	53	76	0	0	38	0	34	43	45
PasserByVol:	-54	124	8	-36	14	0	-10	13	-3	13	16	17
Initial Fut:	37	1906	31	17	1705	642	269	51	87	47	59	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	1906	31	17	1705	642	269	51	87	47	59	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1906	31	17	1705	642	269	51	87	47	59	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	37	1906	31	17	1705	642	269	51	87	47	59	62
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.02	0.01	0.53	0.40	0.09	0.03	0.05	0.03	0.04	0.04
Crit Moves:	****				****		****				****	

****

Long Beach Home Depot Center (No Retail)

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

Intersection #5 Studebaker Rd/2nd Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.971
Loss Time (sec): 15 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 151 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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	263	0	526	1353	483	0	0	615	392
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:	0	0	0	270	0	540	1388	496	0	0	631	402
Added Vol:	0	0	0	3	0	38	31	2	0	0	4	4
PasserByVol:	0	0	0	81	0	0	0	103	0	0	22	25
Initial Fut:	0	0	0	354	0	578	1419	601	0	0	657	431
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	354	0	578	1419	601	0	0	657	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	354	0	578	1419	601	0	0	657	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	0	0	0	354	0	578	1419	601	0	0	657	431
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.18	0.49	0.19	0.00	0.00	0.21	0.27
Crit Moves:				****			****				****	

Long Beach Home Depot Center (No Retail)

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

Intersection #5 Studebaker Rd/2nd Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.995
Loss Time (sec):	15 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	174	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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	330	0	952	1202	468	0	0	670	433
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:	0	0	0	339	0	977	1233	480	0	0	687	444
Added Vol:	0	0	0	7	0	103	106	12	0	0	11	6
PasserByVol:	0	0	0	26	0	0	0	42	0	0	104	132
Initial Fut:	0	0	0	372	0	1080	1339	534	0	0	802	582
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	372	0	1080	1339	534	0	0	802	582
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	372	0	1080	1339	534	0	0	802	582
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	0	0	0	372	0	1080	1339	534	0	0	802	582
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.34	0.47	0.17	0.00	0.00	0.25	0.36
Crit Moves:				****			****				****	

Long Beach Home Depot Center (No Retail)

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

Intersection #6 PCH/7th St

Cycle (sec):	100	Critical Vol./Cap. (X):	1.200
Loss Time (sec):	18 (Y+R = 4 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 1	0	2 0	3 0	0	0 0	2 1	0	0 0	2 0	1
Volume Module:												
Base Vol:	125	1277	2	415	688	0	0	2022	152	0	1845	585
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:	128	1310	2	426	706	0	0	2075	156	0	1893	600
Added Vol:	9	9	0	2	13	0	0	2	13	0	2	2
PasserByVol:	7	17	0	0	84	0	0	0	36	0	0	0
Initial Fut:	144	1336	2	428	803	0	0	2077	205	0	1895	602
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1336	2	428	803	0	0	2077	205	0	1895	602
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1336	2	428	803	0	0	2077	205	0	1895	602
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	144	1336	2	428	803	0	0	2077	205	0	1895	602
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	2.00	3.00	0.00	0.00	2.73	0.27	0.00	2.00	1.00
Final Sat.:	1600	4793	7	2880	4800	0	0	4369	431	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.15	0.17	0.00	0.00	0.48	0.48	0.00	0.59	0.38
Crit Moves:		****		****			****				****	

Long Beach Home Depot Center (No Retail)

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

Intersection #6 PCH/7th St

Cycle (sec):	100	Critical Vol./Cap. (X):	1.311
Loss Time (sec):	18 (Y+R = 4 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 1 0		2 0	3 0 0		0 0	2 1 0		0 0	2 0 1	
Volume Module:												
Base Vol:	193	893	0	652	1191	0	0	2097	212	0	2119	438
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	916	0	669	1222	0	0	2152	218	0	2174	449
Added Vol:	34	34	0	3	31	0	0	3	31	0	3	3
PasserByVol:	39	91	0	0	22	0	0	0	9	0	0	0
Initial Fut:	271	1041	0	672	1275	0	0	2155	258	0	2177	452
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	1041	0	672	1275	0	0	2155	258	0	2177	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	1041	0	672	1275	0	0	2155	258	0	2177	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	271	1041	0	672	1275	0	0	2155	258	0	2177	452
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	2.00	3.00	0.00	0.00	2.68	0.32	0.00	2.00	1.00
Final Sat.:	1600	4800	0	2880	4800	0	0	4288	512	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.00	0.23	0.27	0.00	0.00	0.50	0.50	0.00	0.68	0.28
Crit Moves:		****		****			****				****	

Long Beach Home Depot Center (No Retail)

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

Intersection #7 PCH/Bellflower Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.712
Loss Time (sec):	18 (Y+R = 4 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:	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 3 0 1			1 0 2 1 0			1 0 2 0 1			1 1 2 0 1		
Volume Module:												
Base Vol:	44	1315	423	20	815	20	119	461	19	209	127	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:	45	1349	434	21	836	21	122	473	19	214	130	0
Added Vol:	0	19	14	0	26	0	0	0	0	19	0	0
PasserByVol:	0	24	0	0	120	0	0	0	0	0	0	0
Initial Fut:	45	1392	448	21	982	21	122	473	19	233	130	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:	45	1392	448	21	982	21	122	473	19	233	130	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1392	448	21	982	21	122	473	19	233	130	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.:	45	1392	448	21	982	21	122	473	19	233	130	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.94	0.06	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4702	98	1600	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.28	0.01	0.21	0.21	0.08	0.15	0.01	0.08	0.04	0.00
Crit Moves:		****		****				****		****		

Long Beach Home Depot Center (No Retail)

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

Intersection #7 PCH/Bellflower Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.838
Loss Time (sec): 18 (Y+R = 4 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			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	3 0	1	1 0	2 1	0	1 0	2 0	1	1 1	2 0	1
Volume Module:												
Base Vol:	134	969	382	98	1177	75	45	314	11	474	351	6
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:	137	994	392	101	1208	77	46	322	11	486	360	6
Added Vol:	0	67	51	0	61	0	0	0	0	46	0	0
PasserByVol:	0	130	0	0	31	0	0	0	0	0	0	0
Initial Fut:	137	1191	443	101	1300	77	46	322	11	532	360	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	1191	443	101	1300	77	46	322	11	532	360	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1191	443	101	1300	77	46	322	11	532	360	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	137	1191	443	101	1300	77	46	322	11	532	360	6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.83	0.17	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4532	268	1600	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.28	0.06	0.29	0.29	0.03	0.10	0.01	0.18	0.11	0.00
Crit Moves:	****				****			****		****		

Long Beach Home Depot Center (No Retail)

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

Intersection #8 PCH/Loynes Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.744
Loss Time (sec):	15 (Y+R = 4 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:	1 0	2 1	0	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	48	1770	84	34	827	19	28	177	112	93	130	70
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:	49	1816	86	35	849	19	29	182	115	95	133	72
Added Vol:	1	16	1	20	25	0	0	2	1	2	1	17
PasserByVol:	0	24	0	0	120	0	0	0	0	0	0	0
Initial Fut:	50	1856	87	55	994	19	29	184	116	97	134	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1856	87	55	994	19	29	184	116	97	134	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1856	87	55	994	19	29	184	116	97	134	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1856	87	55	994	19	29	184	116	97	134	89
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	3.00	1.00	1.00	1.23	0.77	1.00	2.00	1.00
Final Sat.:	1600	4585	215	1600	4800	1600	1600	1962	1238	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.03	0.21	0.01	0.02	0.09	0.09	0.06	0.04	0.06
Crit Moves:		****		****				****		****		

Long Beach Home Depot Center (No Retail)

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

Intersection #8 PCH/Loynes Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.864
Loss Time (sec): 15 (Y+R = 4 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 2	1 0		1 0 3	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	163	1277	122	47	1690	32	31	203	103	185	322	51
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:	167	1310	125	48	1734	33	32	208	106	190	330	52
Added Vol:	5	82	7	32	76	0	0	2	4	6	3	36
PasserByVol:	0	130	0	0	31	0	0	0	0	0	0	0
Initial Fut:	172	1522	132	80	1841	33	32	210	110	196	333	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:	172	1522	132	80	1841	33	32	210	110	196	333	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	1522	132	80	1841	33	32	210	110	196	333	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.:	172	1522	132	80	1841	33	32	210	110	196	333	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	2.76	0.24	1.00	3.00	1.00	1.00	1.31	0.69	1.00	2.00	1.00
Final Sat.:	1600	4417	383	1600	4800	1600	1600	2103	1097	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.34	0.05	0.38	0.02	0.02	0.10	0.10	0.12	0.10	0.06
Crit Moves:	****				****			****		****		

Long Beach Home Depot Center (No Retail)

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

Intersection #9 PCH/2nd St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.938
Loss Time (sec): 18 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1	2 0	3 0	1
Volume Module:												
Base Vol:	497	1150	406	114	668	179	183	1117	299	251	549	168
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:	510	1180	417	117	685	184	188	1146	307	258	563	172
Added Vol:	7	18	22	0	28	0	0	12	11	32	10	0
PasserByVol:	1	9	0	80	40	0	0	24	8	0	11	13
Initial Fut:	518	1207	439	197	753	184	188	1182	326	290	584	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	518	1207	439	197	753	184	188	1182	326	290	584	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	1207	439	197	753	184	188	1182	326	290	584	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	518	1207	439	197	753	184	188	1182	326	290	584	185
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.20	0.80	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3521	1279	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.34	0.07	0.16	0.11	0.07	0.25	0.20	0.10	0.12	0.12
Crit Moves:		****		****				****		****		

Long Beach Home Depot Center (No Retail)

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

Intersection #9 PCH/2nd St

Cycle (sec):	100	Critical Vol./Cap. (X):	1.062
Loss Time (sec):	18 (Y+R = 4 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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1	2 0	3 0	1
Volume Module:												
Base Vol:	338	1024	361	222	1328	482	496	1311	438	321	920	271
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:	347	1051	370	228	1363	495	509	1345	449	329	944	278
Added Vol:	35	94	100	0	86	0	0	18	32	93	21	0
PasserByVol:	9	53	0	25	6	0	0	17	1	0	27	76
Initial Fut:	391	1198	470	253	1455	495	509	1380	482	422	992	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	1198	470	253	1455	495	509	1380	482	422	992	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	1198	470	253	1455	495	509	1380	482	422	992	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	391	1198	470	253	1455	495	509	1380	482	422	992	354
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.15	0.85	2.00	3.00	1.00	2.00	2.96	1.04	2.00	3.00	1.00
Final Sat.:	2880	3446	1354	2880	4800	1600	2880	4742	1658	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.09	0.30	0.31	0.18	0.29	0.29	0.15	0.21	0.22
Crit Moves:	****					****		****		****		

Long Beach Home Depot Center (No Retail)

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

****

Intersection #11 Bixby Village/Loynes Dr

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.257
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 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:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	26	8	23	21	5	45	26	298	12	6	246	24
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:	27	8	24	22	5	46	27	306	12	6	252	25
Added Vol:	0	0	0	2	0	2	1	22	0	0	18	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	8	24	24	5	48	28	328	12	6	270	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:	27	8	24	24	5	48	28	328	12	6	270	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	8	24	24	5	48	28	328	12	6	270	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.:	27	8	24	24	5	48	28	328	12	6	270	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:	0.46	0.14	0.40	0.82	0.18	1.00	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	730	225	646	1314	286	1600	1600	3200	1600	1600	2913	287
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.01	0.02	0.03	0.02	0.10	0.01	0.00	0.09	0.09
Crit Moves:	****					****	****				****	

****

Long Beach Home Depot Center (No Retail)

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

Intersection #11 Bixby Village/Loynes Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.429
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	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:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	21	12	21	29	21	47	65	303	27	34	616	50
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:	22	12	22	30	22	48	67	311	28	35	632	51
Added Vol:	0	0	0	4	0	6	7	34	0	0	39	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	12	22	34	22	54	74	345	28	35	671	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	12	22	34	22	54	74	345	28	35	671	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	12	22	34	22	54	74	345	28	35	671	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	22	12	22	34	22	54	74	345	28	35	671	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.22	0.39	0.61	0.39	1.00	1.00	2.00	1.00	1.00	1.85	0.15
Final Sat.:	622	356	622	977	623	1600	1600	3200	1600	1600	2956	244
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.02	0.03	0.03	0.05	0.11	0.02	0.02	0.23	0.23
Crit Moves:		****		****			****				****	

Long Beach Home Depot Center (No Retail)

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

Intersection #100 PCH/Studebaker Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.895
Loss Time (sec):	15 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	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	3 0	1	1 0	2 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	76	2216	17	8	1352	65	58	11	293	6	2	1
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:	78	2274	17	8	1387	67	60	11	301	6	2	1
Added Vol:	0	4	4	67	3	0	0	0	0	2	0	43
PasserByVol:	0	10	0	0	8	0	0	0	0	0	0	0
Initial Fut:	78	2288	21	75	1398	67	60	11	301	8	2	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	2288	21	75	1398	67	60	11	301	8	2	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	2288	21	75	1398	67	60	11	301	8	2	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	2288	21	75	1398	67	60	11	301	8	2	44
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.68	0.32	1.00	0.15	0.04	0.81
Final Sat.:	1600	4800	1600	1600	3200	1600	2690	510	1600	241	61	1299
Capacity Analysis Module:												
Vol/Sat:	0.05	0.48	0.01	0.05	0.44	0.04	0.02	0.02	0.19	0.03	0.03	0.03
Crit Moves:		****		****					****			****

Long Beach Home Depot Center (No Retail)

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

Intersection #100 PCH/Studebaker Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.321
Loss Time (sec): 15 (Y+R = 4 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			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	3 0	1	1 0	2 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	147	1470	18	19	1892	66	194	13	377	71	32	18
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:	151	1508	18	19	1941	68	199	13	387	73	33	18
Added Vol:	0	6	11	205	7	0	0	0	0	12	0	222
PasserByVol:	0	62	0	0	7	0	0	0	0	0	0	0
Initial Fut:	151	1576	29	224	1955	68	199	13	387	85	33	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:	151	1576	29	224	1955	68	199	13	387	85	33	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	1576	29	224	1955	68	199	13	387	85	33	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.:	151	1576	29	224	1955	68	199	13	387	85	33	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:	1.00	3.00	1.00	1.00	2.00	1.00	1.87	0.13	1.00	0.24	0.09	0.67
Final Sat.:	1600	4800	1600	1600	3200	1600	2999	201	1600	379	147	1074
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.02	0.14	0.61	0.04	0.07	0.07	0.24	0.22	0.22	0.22
Crit Moves:	****				****				****			****

Long Beach Home Depot Center (No Retail)

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

Intersection #1 Studebaker Rd/SR-22 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.786
Loss Time (sec):	15 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	2 0 0	0	1
Volume Module:												
Base Vol:	0	465	37	56	706	0	0	0	0	886	0	1
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:	0	477	38	57	724	0	0	0	0	909	0	1
Added Vol:	0	122	27	0	135	0	0	0	0	149	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	599	65	57	859	0	0	0	0	1058	0	1
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	599	0	57	859	0	0	0	0	1058	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	599	0	57	859	0	0	0	0	1058	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	599	0	57	859	0	0	0	0	1058	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.04	0.27	0.00	0.00	0.00	0.00	0.37	0.00	0.00
Crit Moves:	****				****					****		

Long Beach Home Depot Center (No Retail)

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

Intersection #2 Studebaker Rd/SR-22 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.710
Loss Time (sec):	15 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	466	1044	148	1421	0	0	0	0	13	0	42
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:	0	478	1071	152	1458	0	0	0	0	13	0	43
Added Vol:	0	149	132	0	284	0	0	0	0	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	627	1203	152	1742	0	0	0	0	44	0	43
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	627	0	152	1742	0	0	0	0	44	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	627	0	152	1742	0	0	0	0	44	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	627	0	152	1742	0	0	0	0	44	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.09	0.54	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:	****				****					****		

Long Beach Home Depot Center (No Retail)

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

Intersection #3 Studebaker Road/AES Plant Driveway

Cycle (sec):	100	Critical Vol./Cap. (X):	0.707
Loss Time (sec):	12 (Y+R = 4 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:	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:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1531	0	1	1525	0	0	0	0	0	0	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:	0	1571	0	1	1565	0	0	0	0	0	0	0
Added Vol:	0	281	0	0	315	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1852	0	1	1880	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1852	0	1	1880	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1852	0	1	1880	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1852	0	1	1880	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Long Beach Home Depot Center (No Retail)

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

Intersection #4 Studebaker Rd/Loynes Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.752
Loss Time (sec): 16 (Y+R = 4 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			Prot+Permit			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 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	30	1336	0	0	1294	224	180	0	99	0	0	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:	31	1371	0	0	1328	230	185	0	102	0	0	0
Added Vol:	0	175	65	153	162	0	0	109	0	77	97	101
PasserByVol:	-66	-10	10	-43	-23	0	-8	16	-8	12	17	17
Initial Fut:	-35	1536	75	110	1467	230	177	125	94	89	114	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1536	75	110	1467	230	177	125	94	89	114	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1536	75	110	1467	230	177	125	94	89	114	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	0	1536	75	110	1467	230	177	125	94	89	114	118
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.05	0.07	0.46	0.14	0.06	0.08	0.06	0.06	0.07	0.07
Crit Moves:	****				****			****		****		

Long Beach Home Depot Center (No Retail)

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

Intersection #5 Studebaker Rd/2nd Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.966
Loss Time (sec):	15 (Y+R = 4 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			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	323	0	1054	1343	302	0	0	420	204
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:	0	0	0	331	0	1081	1378	310	0	0	431	209
Added Vol:	0	0	0	64	0	176	175	15	0	0	16	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	395	0	1257	1553	325	0	0	447	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	395	0	1257	1553	325	0	0	447	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	395	0	1257	1553	325	0	0	447	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	0	0	0	395	0	1257	1553	325	0	0	447	267
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.39	0.54	0.10	0.00	0.00	0.14	0.17
Crit Moves:				****			****				****	

Long Beach Home Depot Center (No Retail)

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

Intersection #6 PCH/7th St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.928
Loss Time (sec):	18 (Y+R = 4 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			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	3 0	0	0 0	2 1	0	0 0	2 0	1
Volume Module:												
Base Vol:	171	763	23	482	926	0	0	1490	191	0	1179	431
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:	175	783	24	495	950	0	0	1529	196	0	1210	442
Added Vol:	65	82	0	9	92	0	0	9	73	0	8	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	865	24	504	1042	0	0	1538	269	0	1218	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	865	24	504	1042	0	0	1538	269	0	1218	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	865	24	504	1042	0	0	1538	269	0	1218	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	240	865	24	504	1042	0	0	1538	269	0	1218	450
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.92	0.08	2.00	3.00	0.00	0.00	2.55	0.45	0.00	2.00	1.00
Final Sat.:	1600	4673	127	2880	4800	0	0	4085	715	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.19	0.17	0.22	0.00	0.00	0.38	0.38	0.00	0.38	0.28
Crit Moves:	****				****		****				****	

Long Beach Home Depot Center (No Retail)

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

Intersection #7 PCH/Bellflower Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.780
Loss Time (sec):	18 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	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			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 3	0	1	1 0 2	1	0	1 0 2	0	1	1 1 2	0	1
Volume Module:												
Base Vol:	76	898	374	46	1028	37	55	210	46	512	274	21
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:	78	921	384	47	1055	38	56	215	47	525	281	22
Added Vol:	0	147	80	0	165	0	0	0	0	88	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1068	464	47	1220	38	56	215	47	613	281	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1068	464	47	1220	38	56	215	47	613	281	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1068	464	47	1220	38	56	215	47	613	281	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	1068	464	47	1220	38	56	215	47	613	281	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.91	0.09	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4655	145	1600	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.29	0.03	0.26	0.26	0.04	0.07	0.03	0.21	0.09	0.01
Crit Moves:			****	****				****		****		

Long Beach Home Depot Center (No Retail)

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

Intersection #8 PCH/Loynes Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.840
Loss Time (sec):	15 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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		1 0 3	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	142	823	140	27	1514	12	34	124	127	227	140	24
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:	146	844	144	28	1553	12	35	127	130	233	144	25
Added Vol:	6	146	9	92	162	0	0	7	7	10	6	81
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	990	153	120	1715	12	35	134	137	243	150	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	990	153	120	1715	12	35	134	137	243	150	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	990	153	120	1715	12	35	134	137	243	150	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	152	990	153	120	1715	12	35	134	137	243	150	106
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	2.60	0.40	1.00	3.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4159	641	1600	4800	1600	1600	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.07	0.36	0.01	0.02	0.08	0.09	0.15	0.05	0.07
Crit Moves:	****				****				****	****		

Long Beach Home Depot Center (No Retail)

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

Intersection #9 PCH/2nd St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.011
Loss Time (sec): 18 (Y+R = 4 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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1	2 0	3 0	1
Volume Module:												
Base Vol:	353	986	173	241	980	227	512	1135	314	369	959	191
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:	362	1012	177	247	1005	233	525	1165	322	379	984	196
Added Vol:	53	161	137	0	178	0	0	52	58	145	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	415	1173	314	247	1183	233	525	1217	380	524	1030	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	415	1173	314	247	1183	233	525	1217	380	524	1030	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	1173	314	247	1183	233	525	1217	380	524	1030	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	415	1173	314	247	1183	233	525	1217	380	524	1030	196
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.37	0.63	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3785	1015	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.31	0.09	0.25	0.15	0.18	0.25	0.24	0.18	0.21	0.12
Crit Moves:		****		****				****		****		

Long Beach Home Depot Center (No Retail)

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

Intersection #11 Bixby Village/Loynes Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.320
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	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:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	28	9	14	27	10	57	34	246	30	14	281	35
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	9	14	28	10	58	35	252	31	14	288	36
Added Vol:	0	0	0	10	0	10	9	99	0	0	87	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	9	14	38	10	68	44	351	31	14	375	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	9	14	38	10	68	44	351	31	14	375	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	9	14	38	10	68	44	351	31	14	375	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	9	14	38	10	68	44	351	31	14	375	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.55	0.18	0.27	0.79	0.21	1.00	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	878	282	439	1258	342	1600	1600	3200	1600	1600	2858	342
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.02	0.03	0.04	0.03	0.11	0.02	0.01	0.13	0.13
Crit Moves:	****					****	****				****	

Long Beach Home Depot Center (No Retail)

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

Intersection #100 PCH/Studebaker Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.193
Loss Time (sec):	15 (Y+R = 4 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			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 3 0 1			1 0 2 0 1			1 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	130	1520	29	29	1734	165	185	21	188	60	40	14
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:	133	1560	30	30	1779	169	190	22	193	62	41	14
Added Vol:	0	66	16	309	73	0	0	0	0	15	0	285
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1626	46	339	1852	169	190	22	193	77	41	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1626	46	339	1852	169	190	22	193	77	41	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1626	46	339	1852	169	190	22	193	77	41	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	1626	46	339	1852	169	190	22	193	77	41	299
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.80	0.20	1.00	0.18	0.10	0.72
Final Sat.:	1600	4800	1600	1600	3200	1600	2874	326	1600	294	157	1149
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.03	0.21	0.58	0.11	0.07	0.07	0.12	0.26	0.26	0.26
Crit Moves:	****				****				****		****	

Long Beach Home Depot Center (Industrial)

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

****

Intersection #1 Studebaker Rd/SR-22 WB Ramps

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.739
Loss Time (sec):	15 (Y+R = 4 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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	725	41	79	852	0	0	0	0	644	0	559
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:	0	744	42	81	874	0	0	0	0	661	0	574
Added Vol:	0	26	15	0	33	0	0	0	0	77	0	0
PasserByVol:	0	1	0	0	2	0	0	0	0	120	0	0
Initial Fut:	0	771	57	81	909	0	0	0	0	858	0	574
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	771	0	81	909	0	0	0	0	858	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	771	0	81	909	0	0	0	0	858	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	771	0	81	909	0	0	0	0	858	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.05	0.28	0.00	0.00	0.00	0.00	0.30	0.00	0.00
Crit Moves:		****		****						****		

****

Long Beach Home Depot Center (Industrial)

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

Intersection #1 Studebaker Rd/SR-22 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.034
Loss Time (sec):	15 (Y+R = 4 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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	2 0 0	0	1
Volume Module:												
Base Vol:	0	941	56	73	1375	0	0	0	0	1110	0	320
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:	0	965	57	75	1411	0	0	0	0	1139	0	328
Added Vol:	0	59	11	0	51	0	0	0	0	60	0	0
PasserByVol:	0	2	0	0	2	0	0	0	0	30	0	0
Initial Fut:	0	1026	68	75	1464	0	0	0	0	1229	0	328
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1026	0	75	1464	0	0	0	0	1229	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1026	0	75	1464	0	0	0	0	1229	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1026	0	75	1464	0	0	0	0	1229	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.05	0.46	0.00	0.00	0.00	0.00	0.43	0.00	0.00
Crit Moves:	****				****					****		

Long Beach Home Depot Center (Industrial)

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

****

Intersection #2 Studebaker Rd/SR-22 EB Ramps

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.640
Loss Time (sec):	15 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	2 0 0	0	1
Volume Module:												
Base Vol:	0	710	1351	194	1263	0	0	0	0	20	0	107
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:	0	728	1386	199	1296	0	0	0	0	21	0	110
Added Vol:	0	41	67	0	110	0	0	0	0	17	0	0
PasserByVol:	0	1	24	0	121	0	0	0	0	0	0	0
Initial Fut:	0	770	1477	199	1527	0	0	0	0	38	0	110
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	770	0	199	1527	0	0	0	0	38	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	770	0	199	1527	0	0	0	0	38	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	770	0	199	1527	0	0	0	0	38	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.12	0.48	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		

****

Long Beach Home Depot Center (Industrial)

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

****

Intersection #2 Studebaker Rd/SR-22 EB Ramps

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.883
Loss Time (sec):	15 (Y+R = 4 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:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	2 0 0	0	1
Volume Module:												
Base Vol:	0	871	1074	376	2099	0	0	0	0	36	0	112
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:	0	894	1102	386	2154	0	0	0	0	37	0	115
Added Vol:	0	69	77	0	112	0	0	0	0	7	0	0
PasserByVol:	0	2	129	0	32	0	0	0	0	0	0	0
Initial Fut:	0	965	1308	386	2298	0	0	0	0	44	0	115
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	965	0	386	2298	0	0	0	0	44	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	965	0	386	2298	0	0	0	0	44	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	965	0	386	2298	0	0	0	0	44	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.24	0.72	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:	****				****					****		

****

Long Beach Home Depot Center (Industrial)

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

****

Intersection #3 Studebaker Road/AES Plant Driveway

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.666
Loss Time (sec): 12 (Y+R = 4 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	1533	2	12	1202	0	0	0	0	5	0	2
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:	0	1573	2	12	1233	0	0	0	0	5	0	2
Added Vol:	0	109	0	0	127	0	0	0	0	0	0	0
PasserByVol:	0	25	0	0	81	0	0	0	0	0	0	0
Initial Fut:	0	1707	2	12	1441	0	0	0	0	5	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1707	2	12	1441	0	0	0	0	5	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1707	2	12	1441	0	0	0	0	5	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1707	2	12	1441	0	0	0	0	5	0	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.71	0.01	0.28
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1143	0	457
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.01	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****						****		

****

Long Beach Home Depot Center (Industrial)

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

****

Intersection #3 Studebaker Road/AES Plant Driveway

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.839
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	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:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	1936	9	1	1930	0	0	0	0	10	0	7
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:	0	1986	9	1	1980	0	0	0	0	10	0	7
Added Vol:	0	146	0	0	119	0	0	0	0	0	0	0
PasserByVol:	0	132	0	0	32	0	0	0	0	0	0	0
Initial Fut:	0	2264	9	1	2131	0	0	0	0	10	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2264	9	1	2131	0	0	0	0	10	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2264	9	1	2131	0	0	0	0	10	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2264	9	1	2131	0	0	0	0	10	0	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.59	0.00	0.41
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	941	0	659
Capacity Analysis Module:												
Vol/Sat:	0.00	0.71	0.01	0.00	0.67	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:		****		****						****		

****

Long Beach Home Depot Center (Industrial)

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

Intersection #4 Studebaker Rd/Loynes Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.979
Loss Time (sec):	18 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	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 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	30	1829	0	0	957	219	246	0	50	0	0	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:	31	1877	0	0	982	225	252	0	51	0	0	0
Added Vol:	0	34	29	102	25	0	0	50	0	35	45	69
PasserByVol:	0	25	0	0	81	0	0	0	0	0	0	0
Initial Fut:	31	1936	29	102	1088	225	252	50	51	35	45	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	1936	29	102	1088	225	252	50	51	35	45	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1936	29	102	1088	225	252	50	51	35	45	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	31	1936	29	102	1088	225	252	50	51	35	45	69
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.60	0.02	0.06	0.34	0.14	0.09	0.03	0.03	0.02	0.03	0.04
Crit Moves:		****		****			****					****

Long Beach Home Depot Center (Industrial)

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

Intersection #4 Studebaker Rd/Loynes Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.932
Loss Time (sec): 18 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 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 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	89	1645	0	0	1574	626	272	0	88	0	0	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:	91	1688	0	0	1615	642	279	0	90	0	0	0
Added Vol:	0	93	12	43	76	0	0	21	0	24	32	48
PasserByVol:	0	132	0	0	32	0	0	0	0	0	0	0
Initial Fut:	91	1913	12	43	1723	642	279	21	90	24	32	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1913	12	43	1723	642	279	21	90	24	32	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1913	12	43	1723	642	279	21	90	24	32	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	91	1913	12	43	1723	642	279	21	90	24	32	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.60	0.01	0.03	0.54	0.40	0.10	0.01	0.06	0.02	0.02	0.03
Crit Moves:		****		****			****					****

Long Beach Home Depot Center (Industrial)

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

****

Intersection #5 Studebaker Rd/2nd Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.978
Loss Time (sec): 15 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 157 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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	263	0	526	1353	483	0	0	615	392
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:	0	0	0	270	0	540	1388	496	0	0	631	402
Added Vol:	0	0	0	9	0	51	44	2	0	0	4	10
PasserByVol:	0	0	0	81	0	0	0	103	0	0	22	25
Initial Fut:	0	0	0	360	0	591	1432	601	0	0	657	437
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	360	0	591	1432	601	0	0	657	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	360	0	591	1432	601	0	0	657	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	0	0	0	360	0	591	1432	601	0	0	657	437
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.18	0.50	0.19	0.00	0.00	0.21	0.27
Crit Moves:				****			****				****	

****

Long Beach Home Depot Center (Industrial)

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

Intersection #5 Studebaker Rd/2nd Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.990
Loss Time (sec): 15 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 169 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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			2 0 0 0 2			2 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	330	0	952	1202	468	0	0	670	433
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:	0	0	0	339	0	977	1233	480	0	0	687	444
Added Vol:	0	0	0	6	0	94	94	12	0	0	11	4
PasserByVol:	0	0	0	26	0	0	0	42	0	0	104	132
Initial Fut:	0	0	0	371	0	1071	1327	534	0	0	802	580
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	371	0	1071	1327	534	0	0	802	580
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	371	0	1071	1327	534	0	0	802	580
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	0	0	0	371	0	1071	1327	534	0	0	802	580
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.33	0.46	0.17	0.00	0.00	0.25	0.36
Crit Moves:				****			****				****	

Long Beach Home Depot Center (Industrial)

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

Intersection #6 PCH/7th St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.205
Loss Time (sec): 18 (Y+R = 4 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 1	0	2 0	3 0	0	0 0	2 1	0	0 0	2 0	1
Volume Module:												
Base Vol:	125	1277	2	415	688	0	0	2022	152	0	1845	585
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:	128	1310	2	426	706	0	0	2075	156	0	1893	600
Added Vol:	17	24	0	7	28	0	0	5	21	0	4	6
PasserByVol:	7	17	0	0	84	0	0	0	36	0	0	0
Initial Fut:	152	1351	2	433	818	0	0	2080	213	0	1897	606
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1351	2	433	818	0	0	2080	213	0	1897	606
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1351	2	433	818	0	0	2080	213	0	1897	606
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	152	1351	2	433	818	0	0	2080	213	0	1897	606
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	2.00	3.00	0.00	0.00	2.72	0.28	0.00	2.00	1.00
Final Sat.:	1600	4793	7	2880	4800	0	0	4354	446	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.28	0.15	0.17	0.00	0.00	0.48	0.48	0.00	0.59	0.38
Crit Moves:		****		****			****				****	

Long Beach Home Depot Center (Industrial)

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

Intersection #6 PCH/7th St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.311
Loss Time (sec): 18 (Y+R = 4 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 1 0			2 0 3 0 0			0 0 2 1 0			0 0 2 0 1		
Volume Module:												
Base Vol:	193	893	0	652	1191	0	0	2097	212	0	2119	438
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	916	0	669	1222	0	0	2152	218	0	2174	449
Added Vol:	32	37	0	3	31	0	0	2	28	0	3	5
PasserByVol:	39	91	0	0	22	0	0	0	9	0	0	0
Initial Fut:	269	1044	0	672	1275	0	0	2154	255	0	2177	454
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	1044	0	672	1275	0	0	2154	255	0	2177	454
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	1044	0	672	1275	0	0	2154	255	0	2177	454
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	269	1044	0	672	1275	0	0	2154	255	0	2177	454
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	2.00	3.00	0.00	0.00	2.68	0.32	0.00	2.00	1.00
Final Sat.:	1600	4800	0	2880	4800	0	0	4293	507	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.00	0.23	0.27	0.00	0.00	0.50	0.50	0.00	0.68	0.28
Crit Moves:		****		****			****				****	

Long Beach Home Depot Center (Industrial)

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

Intersection #7 PCH/Bellflower Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.718
Loss Time (sec):	18 (Y+R = 4 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			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 3 0 1			1 0 2 1 0			1 0 2 0 1			1 1 2 0 1		
Volume Module:												
Base Vol:	44	1315	423	20	815	20	119	461	19	209	127	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:	45	1349	434	21	836	21	122	473	19	214	130	0
Added Vol:	0	41	20	0	50	0	0	0	0	25	0	0
PasserByVol:	0	24	0	0	120	0	0	0	0	0	0	0
Initial Fut:	45	1414	454	21	1006	21	122	473	19	239	130	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:	45	1414	454	21	1006	21	122	473	19	239	130	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1414	454	21	1006	21	122	473	19	239	130	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.:	45	1414	454	21	1006	21	122	473	19	239	130	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.94	0.06	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4704	96	1600	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.28	0.01	0.21	0.21	0.08	0.15	0.01	0.08	0.04	0.00
Crit Moves:		****		****				****		****		

Long Beach Home Depot Center (Industrial)

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

****

Intersection #7 PCH/Bellflower Blvd

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.835
Loss Time (sec):	18 (Y+R = 4 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			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 3 0 1			1 0 2 1 0			1 0 2 0 1			1 1 2 0 1		
Volume Module:												
Base Vol:	134	969	382	98	1177	75	45	314	11	474	351	6
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:	137	994	392	101	1208	77	46	322	11	486	360	6
Added Vol:	0	69	44	0	58	0	0	0	0	38	0	0
PasserByVol:	0	130	0	0	31	0	0	0	0	0	0	0
Initial Fut:	137	1193	436	101	1297	77	46	322	11	524	360	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	1193	436	101	1297	77	46	322	11	524	360	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1193	436	101	1297	77	46	322	11	524	360	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	137	1193	436	101	1297	77	46	322	11	524	360	6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.83	0.17	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4531	269	1600	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.27	0.06	0.29	0.29	0.03	0.10	0.01	0.18	0.11	0.00
Crit Moves:	****				****			****		****		

****

Long Beach Home Depot Center (Industrial)

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

Intersection #8 PCH/Loynes Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.762
Loss Time (sec): 15 (Y+R = 4 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:	1 0 2	1 0		1 0 3	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	48	1770	84	34	827	19	28	177	112	93	130	70
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:	49	1816	86	35	849	19	29	182	115	95	133	72
Added Vol:	1	16	1	50	25	0	0	0	1	2	0	45
PasserByVol:	0	24	0	0	120	0	0	0	0	0	0	0
Initial Fut:	50	1856	87	85	994	19	29	182	116	97	133	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1856	87	85	994	19	29	182	116	97	133	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1856	87	85	994	19	29	182	116	97	133	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1856	87	85	994	19	29	182	116	97	133	117
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	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	3.00	1.00	1.00	1.22	0.78	1.00	2.00	1.00
Final Sat.:	1600	4585	215	1600	4800	1600	1600	1953	1247	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.05	0.21	0.01	0.02	0.09	0.09	0.06	0.04	0.07
Crit Moves:		****		****				****		****		

Long Beach Home Depot Center (Industrial)

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

Intersection #8 PCH/Loynes Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.863
Loss Time (sec): 15 (Y+R = 4 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 2	1 0		1 0 3	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	163	1277	122	47	1690	32	31	203	103	185	322	51
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:	167	1310	125	48	1734	33	32	208	106	190	330	52
Added Vol:	5	82	7	21	76	0	0	0	4	6	0	32
PasserByVol:	0	130	0	0	31	0	0	0	0	0	0	0
Initial Fut:	172	1522	132	69	1841	33	32	208	110	196	330	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	1522	132	69	1841	33	32	208	110	196	330	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	1522	132	69	1841	33	32	208	110	196	330	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	172	1522	132	69	1841	33	32	208	110	196	330	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.76	0.24	1.00	3.00	1.00	1.00	1.31	0.69	1.00	2.00	1.00
Final Sat.:	1600	4417	383	1600	4800	1600	1600	2096	1104	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.34	0.04	0.38	0.02	0.02	0.10	0.10	0.12	0.10	0.05
Crit Moves:	****				****			****		****		

Long Beach Home Depot Center (Industrial)

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

Intersection #9 PCH/2nd St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.942
Loss Time (sec):	18 (Y+R = 4 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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1	2 0	3 0	1
Volume Module:												
Base Vol:	497	1150	406	114	668	179	183	1117	299	251	549	168
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:	510	1180	417	117	685	184	188	1146	307	258	563	172
Added Vol:	7	18	28	0	28	0	0	19	11	37	17	0
PasserByVol:	1	9	0	80	40	0	0	24	8	0	11	13
Initial Fut:	518	1207	445	197	753	184	188	1189	326	295	591	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	518	1207	445	197	753	184	188	1189	326	295	591	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	1207	445	197	753	184	188	1189	326	295	591	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	518	1207	445	197	753	184	188	1189	326	295	591	185
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.19	0.81	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3508	1292	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.34	0.07	0.16	0.11	0.07	0.25	0.20	0.10	0.12	0.12
Crit Moves:		****		****				****		****		

Long Beach Home Depot Center (Industrial)

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

****

Intersection #9 PCH/2nd St

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.061
Loss Time (sec): 18 (Y+R = 4 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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2	1	0	2 0 3	0	1	2 0 2	1	1	2 0 3	0	1
Volume Module:												
Base Vol:	338	1024	361	222	1328	482	496	1311	438	321	920	271
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:	347	1051	370	228	1363	495	509	1345	449	329	944	278
Added Vol:	35	94	98	0	86	0	0	8	32	92	12	0
PasserByVol:	9	53	0	25	6	0	0	17	1	0	27	76
Initial Fut:	391	1198	468	253	1455	495	509	1370	482	421	983	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	1198	468	253	1455	495	509	1370	482	421	983	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	1198	468	253	1455	495	509	1370	482	421	983	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	391	1198	468	253	1455	495	509	1370	482	421	983	354
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.16	0.84	2.00	3.00	1.00	2.00	2.96	1.04	2.00	3.00	1.00
Final Sat.:	2880	3451	1349	2880	4800	1600	2880	4733	1667	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.09	0.30	0.31	0.18	0.29	0.29	0.15	0.20	0.22
Crit Moves:	****					****		****		****		

****

Long Beach Home Depot Center (Industrial)

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

****

Intersection #11 Bixby Village/Loynes Dr

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.265
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	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:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	26	8	23	21	5	45	26	298	12	6	246	24
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:	27	8	24	22	5	46	27	306	12	6	252	25
Added Vol:	0	0	0	0	0	2	1	50	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	8	24	22	5	48	28	356	12	6	297	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	8	24	22	5	48	28	356	12	6	297	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	8	24	22	5	48	28	356	12	6	297	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	27	8	24	22	5	48	28	356	12	6	297	25
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.14	0.40	0.81	0.19	1.00	1.00	2.00	1.00	1.00	1.85	0.15
Final Sat.:	730	225	646	1292	308	1600	1600	3200	1600	1600	2955	245
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.01	0.02	0.03	0.02	0.11	0.01	0.00	0.10	0.10
Crit Moves:	****					****	****				****	

****

Long Beach Home Depot Center (Industrial)

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

Intersection #11 Bixby Village/Loynes Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.423
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	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:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	21	12	21	29	21	47	65	303	27	34	616	50
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:	22	12	22	30	22	48	67	311	28	35	632	51
Added Vol:	0	0	0	0	0	6	7	21	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	12	22	30	22	54	74	332	28	35	664	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	12	22	30	22	54	74	332	28	35	664	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	12	22	30	22	54	74	332	28	35	664	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	22	12	22	30	22	54	74	332	28	35	664	51
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.22	0.39	0.58	0.42	1.00	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	622	356	622	928	672	1600	1600	3200	1600	1600	2971	229
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.02	0.03	0.03	0.05	0.10	0.02	0.02	0.22	0.22
Crit Moves:		****		****			****				****	

Long Beach Home Depot Center (Industrial)

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

Intersection #100 PCH/Studebaker Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.897
Loss Time (sec): 15 (Y+R = 4 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			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	3 0	1	1 0	2 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	76	2216	17	8	1352	65	58	11	293	6	2	1
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:	78	2274	17	8	1387	67	60	11	301	6	2	1
Added Vol:	0	10	4	67	9	0	0	0	0	2	0	43
PasserByVol:	0	10	0	0	8	0	0	0	0	0	0	0
Initial Fut:	78	2294	21	75	1404	67	60	11	301	8	2	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	2294	21	75	1404	67	60	11	301	8	2	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	2294	21	75	1404	67	60	11	301	8	2	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	2294	21	75	1404	67	60	11	301	8	2	44
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.68	0.32	1.00	0.15	0.04	0.81
Final Sat.:	1600	4800	1600	1600	3200	1600	2690	510	1600	241	61	1299
Capacity Analysis Module:												
Vol/Sat:	0.05	0.48	0.01	0.05	0.44	0.04	0.02	0.02	0.19	0.03	0.03	0.03
Crit Moves:		****		****					****			****

Long Beach Home Depot Center (Industrial)

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

Intersection #100 PCH/Studebaker Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.321
Loss Time (sec): 15 (Y+R = 4 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			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	3 0	1	1 0	2 0	1	1 1	0 0	1	0. 0	1! 0	0
Volume Module:												
Base Vol:	147	1470	18	19	1892	66	194	13	377	71	32	18
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:	151	1508	18	19	1941	68	199	13	387	73	33	18
Added Vol:	0	4	11	205	6	0	0	0	0	12	0	222
PasserByVol:	0	62	0	0	7	0	0	0	0	0	0	0
Initial Fut:	151	1574	29	224	1954	68	199	13	387	85	33	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:	151	1574	29	224	1954	68	199	13	387	85	33	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	1574	29	224	1954	68	199	13	387	85	33	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.:	151	1574	29	224	1954	68	199	13	387	85	33	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:	1.00	3.00	1.00	1.00	2.00	1.00	1.87	0.13	1.00	0.24	0.09	0.67
Final Sat.:	1600	4800	1600	1600	3200	1600	2999	201	1600	379	147	1074
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.02	0.14	0.61	0.04	0.07	0.07	0.24	0.22	0.22	0.22
Crit Moves:	****				****				****			****

Long Beach Home Depot Center (Industrial)

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

Intersection #1 Studebaker Rd/SR-22 WB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.750
Loss Time (sec): 15 (Y+R = 4 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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	2 0 0	0	1
Volume Module:												
Base Vol:	0	465	37	56	706	0	0	0	0	886	0	1
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:	0	477	38	57	724	0	0	0	0	909	0	1
Added Vol:	0	62	2	0	68	0	0	0	0	106	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	539	40	57	792	0	0	0	0	1015	0	1
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	539	0	57	792	0	0	0	0	1015	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	539	0	57	792	0	0	0	0	1015	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	539	0	57	792	0	0	0	0	1015	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.04	0.25	0.00	0.00	0.00	0.00	0.35	0.00	0.00
Crit Moves:	****				****					****		

Long Beach Home Depot Center (Industrial)

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

Intersection #2 Studebaker Rd/SR-22 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.665
Loss Time (sec):	15 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	2 0 0	0	1
Volume Module:												
Base Vol:	0	466	1044	148	1421	0	0	0	0	13	0	42
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:	0	478	1071	152	1458	0	0	0	0	13	0	43
Added Vol:	0	63	92	0	174	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	541	1163	152	1632	0	0	0	0	15	0	43
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	541	0	152	1632	0	0	0	0	15	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	541	0	152	1632	0	0	0	0	15	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	541	0	152	1632	0	0	0	0	15	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.09	0.51	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		

Long Beach Home Depot Center (Industrial)

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

Intersection #3 Studebaker Road/AES Plant Driveway

Cycle (sec):	100	Critical Vol./Cap. (X):	0.664
Loss Time (sec):	12 (Y+R = 4 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	1531	0	1	1525	0	0	0	0	0	0	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:	0	1571	0	1	1565	0	0	0	0	0	0	0
Added Vol:	0	155	0	0	176	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1726	0	1	1741	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1726	0	1	1741	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1726	0	1	1741	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1726	0	1	1741	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Long Beach Home Depot Center (Industrial)

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

****

Intersection #4 Studebaker Rd/Loynes Dr

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.732
Loss Time (sec): 18 (Y+R = 4 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:	1 0 2 0 1			1 0 2 0 1			2 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	30	1336	0	0	1294	224	180	0	99	0	0	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:	31	1371	0	0	1328	230	185	0	102	0	0	0
Added Vol:	0	148	4	15	162	0	0	7	0	4	5	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	1519	4	15	1490	230	185	7	102	4	5	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	1519	4	15	1490	230	185	7	102	4	5	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1519	4	15	1490	230	185	7	102	4	5	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	31	1519	4	15	1490	230	185	7	102	4	5	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.47	0.00	0.01	0.47	0.14	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****		****				****	

****

Long Beach Home Depot Center (Industrial)

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

****

Intersection #5 Studebaker Rd/2nd Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.938
Loss Time (sec): 15 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	323	0	1054	1343	302	0	0	420	204
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:	0	0	0	331	0	1081	1378	310	0	0	431	209
Added Vol:	0	0	0	49	0	116	109	15	0	0	16	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	380	0	1197	1487	325	0	0	447	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:	0	0	0	380	0	1197	1487	325	0	0	447	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	380	0	1197	1487	325	0	0	447	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.:	0	0	0	380	0	1197	1487	325	0	0	447	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	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.37	0.52	0.10	0.00	0.00	0.14	0.16
Crit Moves:				****			****				****	

****

Long Beach Home Depot Center (Industrial)

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

Intersection #6 PCH/7th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.911
Loss Time (sec): 18 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 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	3 0	0	0 0	2 1	0	0 0	2 0	1
Volume Module:												
Base Vol:	171	763	23	482	926	0	0	1490	191	0	1179	431
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:	175	783	24	495	950	0	0	1529	196	0	1210	442
Added Vol:	44	61	0	1	69	0	0	1	49	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	844	24	496	1019	0	0	1530	245	0	1210	443
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	844	24	496	1019	0	0	1530	245	0	1210	443
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	844	24	496	1019	0	0	1530	245	0	1210	443
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	219	844	24	496	1019	0	0	1530	245	0	1210	443
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.92	0.08	2.00	3.00	0.00	0.00	2.59	0.41	0.00	2.00	1.00
Final Sat.:	1600	4669	131	2880	4800	0	0	4137	663	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.17	0.21	0.00	0.00	0.37	0.37	0.00	0.38	0.28
Crit Moves:		****		****			****				****	

Long Beach Home Depot Center (Industrial)

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

Intersection #7 PCH/Bellflower Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.746
Loss Time (sec):	18 (Y+R = 4 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			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	3 0	1	1 0	2 1	0	1 0	2 0	1	1 1	2 0	1
Volume Module:												
Base Vol:	76	898	374	46	1028	37	55	210	46	512	274	21
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:	78	921	384	47	1055	38	56	215	47	525	281	22
Added Vol:	0	104	46	0	118	0	0	0	0	51	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1025	430	47	1173	38	56	215	47	576	281	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1025	430	47	1173	38	56	215	47	576	281	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1025	430	47	1173	38	56	215	47	576	281	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	1025	430	47	1173	38	56	215	47	576	281	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.91	0.09	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4649	151	1600	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.27	0.03	0.25	0.25	0.04	0.07	0.03	0.20	0.09	0.01
Crit Moves:			****	****				****		****		

Long Beach Home Depot Center (Industrial)

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

Intersection #8 PCH/Loynes Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.840
Loss Time (sec):	15 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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			1 0 3 0 1			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	142	823	140	27	1514	12	34	124	127	227	140	24
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:	146	844	144	28	1553	12	35	127	130	233	144	25
Added Vol:	6	146	9	7	162	0	0	0	7	10	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	990	153	35	1715	12	35	127	137	243	144	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	990	153	35	1715	12	35	127	137	243	144	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	990	153	35	1715	12	35	127	137	243	144	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	152	990	153	35	1715	12	35	127	137	243	144	30
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	2.60	0.40	1.00	3.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4159	641	1600	4800	1600	1600	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.02	0.36	0.01	0.02	0.08	0.09	0.15	0.04	0.02
Crit Moves:	****				****				****	****		

Long Beach Home Depot Center (Industrial)

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

****

Intersection #9 PCH/2nd St

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.993
Loss Time (sec): 18 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 166 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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2	1 0		2 0 3	0 1		2 0 2	1 1		2 0 3	0 1	
Volume Module:												
Base Vol:	353	986	173	241	980	227	512	1135	314	369	959	191
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:	362	1012	177	247	1005	233	525	1165	322	379	984	196
Added Vol:	53	161	121	0	178	0	0	3	58	131	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	415	1173	298	247	1183	233	525	1168	380	510	986	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	415	1173	298	247	1183	233	525	1168	380	510	986	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	1173	298	247	1183	233	525	1168	380	510	986	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	415	1173	298	247	1183	233	525	1168	380	510	986	196
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.39	0.61	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3826	974	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.31	0.09	0.25	0.15	0.18	0.24	0.24	0.18	0.21	0.12
Crit Moves:		****		****				****		****		

****

Long Beach Home Depot Center (Industrial)

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

Intersection #11 Bixby Village/Loynes Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.291
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	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:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	28	9	14	27	10	57	34	246	30	14	281	35
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	9	14	28	10	58	35	252	31	14	288	36
Added Vol:	0	0	0	0	0	10	9	7	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	9	14	28	10	68	44	259	31	14	293	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:	29	9	14	28	10	68	44	259	31	14	293	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	9	14	28	10	68	44	259	31	14	293	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.:	29	9	14	28	10	68	44	259	31	14	293	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.55	0.18	0.27	0.73	0.27	1.00	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	878	282	439	1168	432	1600	1600	3200	1600	1600	2851	349
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.02	0.02	0.04	0.03	0.08	0.02	0.01	0.10	0.10
Crit Moves:	****					****	****				****	

Long Beach Home Depot Center (Industrial)

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

****

Intersection #100 PCH/Studebaker Rd

****

Cycle (sec):	100	Critical Vol./Cap. (X):	1.189
Loss Time (sec):	15 (Y+R = 4 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			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 3 0 1			1 0 2 0 1			1 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	130	1520	29	29	1734	165	185	21	188	60	40	14
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:	133	1560	30	30	1779	169	190	22	193	62	41	14
Added Vol:	0	50	16	309	59	0	0	0	0	15	0	285
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1610	46	339	1838	169	190	22	193	77	41	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1610	46	339	1838	169	190	22	193	77	41	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1610	46	339	1838	169	190	22	193	77	41	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	1610	46	339	1838	169	190	22	193	77	41	299
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.80	0.20	1.00	0.18	0.10	0.72
Final Sat.:	1600	4800	1600	1600	3200	1600	2874	326	1600	294	157	1149
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.03	0.21	0.57	0.11	0.07	0.07	0.12	0.26	0.26	0.26
Crit Moves:	****				****				****		****	

****

Long Beach Home Depot Center (Warehouse)

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

Intersection #1 Studebaker Rd/SR-22 WB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.742
Loss Time (sec): 15 (Y+R = 4 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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	725	41	79	852	0	0	0	0	644	0	559
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:	0	744	42	81	874	0	0	0	0	661	0	574
Added Vol:	0	26	15	0	35	0	0	0	0	84	0	0
PasserByVol:	0	1	0	0	2	0	0	0	0	120	0	0
Initial Fut:	0	771	57	81	911	0	0	0	0	865	0	574
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	771	0	81	911	0	0	0	0	865	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	771	0	81	911	0	0	0	0	865	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	771	0	81	911	0	0	0	0	865	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.05	0.28	0.00	0.00	0.00	0.00	0.30	0.00	0.00
Crit Moves:		****		****						****		

Long Beach Home Depot Center (Warehouse)

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

Intersection #1 Studebaker Rd/SR-22 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.048
Loss Time (sec):	15 (Y+R = 4 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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	941	56	73	1375	0	0	0	0	1110	0	320
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:	0	965	57	75	1411	0	0	0	0	1139	0	328
Added Vol:	0	68	18	0	60	0	0	0	0	92	0	0
PasserByVol:	0	2	0	0	2	0	0	0	0	30	0	0
Initial Fut:	0	1035	75	75	1473	0	0	0	0	1261	0	328
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1035	0	75	1473	0	0	0	0	1261	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1035	0	75	1473	0	0	0	0	1261	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1035	0	75	1473	0	0	0	0	1261	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.05	0.46	0.00	0.00	0.00	0.00	0.44	0.00	0.00
Crit Moves:	****				****					****		

Long Beach Home Depot Center (Warehouse)

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

****

Intersection #2 Studebaker Rd/SR-22 EB Ramps

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.643
Loss Time (sec):	15 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	2 0 0	0	1
Volume Module:												
Base Vol:	0	710	1351	194	1263	0	0	0	0	20	0	107
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:	0	728	1386	199	1296	0	0	0	0	21	0	110
Added Vol:	0	41	66	0	119	0	0	0	0	18	0	0
PasserByVol:	0	1	24	0	121	0	0	0	0	0	0	0
Initial Fut:	0	770	1476	199	1536	0	0	0	0	39	0	110
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	770	0	199	1536	0	0	0	0	39	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	770	0	199	1536	0	0	0	0	39	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	770	0	199	1536	0	0	0	0	39	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.12	0.48	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		

****

Long Beach Home Depot Center (Warehouse)

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

Intersection #2 Studebaker Rd/SR-22 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.899
Loss Time (sec):	15 (Y+R = 4 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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	2 0 0	0	1
Volume Module:												
Base Vol:	0	871	1074	376	2099	0	0	0	0	36	0	112
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:	0	894	1102	386	2154	0	0	0	0	37	0	115
Added Vol:	0	86	109	0	152	0	0	0	0	15	0	0
PasserByVol:	0	2	129	0	32	0	0	0	0	0	0	0
Initial Fut:	0	982	1340	386	2338	0	0	0	0	52	0	115
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	982	0	386	2338	0	0	0	0	52	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	982	0	386	2338	0	0	0	0	52	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	982	0	386	2338	0	0	0	0	52	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.24	0.73	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:	****				****					****		

Long Beach Home Depot Center (Warehouse)

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

Intersection #3 Studebaker Road/AES Plant Driveway

Cycle (sec):	100	Critical Vol./Cap. (X):	0.665
Loss Time (sec):	12 (Y+R = 4 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	1533	2	12	1202	0	0	0	0	5	0	2
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:	0	1573	2	12	1233	0	0	0	0	5	0	2
Added Vol:	0	107	0	0	138	0	0	0	0	0	0	0
PasserByVol:	0	25	0	0	81	0	0	0	0	0	0	0
Initial Fut:	0	1705	2	12	1452	0	0	0	0	5	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1705	2	12	1452	0	0	0	0	5	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1705	2	12	1452	0	0	0	0	5	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1705	2	12	1452	0	0	0	0	5	0	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.71	0.01	0.28
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1143	0	457
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.01	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****						****		

Long Beach Home Depot Center (Warehouse)

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

Intersection #3 Studebaker Road/AES Plant Driveway

Cycle (sec):	100	Critical Vol./Cap. (X):	0.854
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	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:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	1936	9	1	1930	0	0	0	0	10	0	7
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:	0	1986	9	1	1980	0	0	0	0	10	0	7
Added Vol:	0	195	0	0	167	0	0	0	0	0	0	0
PasserByVol:	0	132	0	0	32	0	0	0	0	0	0	0
Initial Fut:	0	2313	9	1	2179	0	0	0	0	10	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2313	9	1	2179	0	0	0	0	10	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2313	9	1	2179	0	0	0	0	10	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2313	9	1	2179	0	0	0	0	10	0	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.59	0.00	0.41
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	941	0	659
Capacity Analysis Module:												
Vol/Sat:	0.00	0.72	0.01	0.00	0.68	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:		****		****						****		

Long Beach Home Depot Center (Warehouse)

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

****

Intersection #4 Studebaker Rd/Loynes Dr

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.986
Loss Time (sec): 18 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 161 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 0 1			1 0 2 0 1			2 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	30	1829	0	0	957	219	246	0	50	0	0	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:	31	1877	0	0	982	225	252	0	51	0	0	0
Added Vol:	0	34	32	113	25	0	0	55	0	34	45	68
PasserByVol:	0	25	0	0	81	0	0	0	0	0	0	0
Initial Fut:	31	1936	32	113	1088	225	252	55	51	34	45	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	1936	32	113	1088	225	252	55	51	34	45	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1936	32	113	1088	225	252	55	51	34	45	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	31	1936	32	113	1088	225	252	55	51	34	45	68
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.60	0.02	0.07	0.34	0.14	0.09	0.03	0.03	0.02	0.03	0.04
Crit Moves:		****		****			****					****

****

Long Beach Home Depot Center (Warehouse)

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

****

Intersection #4 Studebaker Rd/Loynes Dr

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.987
Loss Time (sec): 18 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 162 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 0 1			1 0 2 0 1			2 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	89	1645	0	0	1574	626	272	0	88	0	0	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:	91	1688	0	0	1615	642	279	0	90	0	0	0
Added Vol:	0	102	26	91	76	0	0	45	0	42	55	84
PasserByVol:	0	132	0	0	32	0	0	0	0	0	0	0
Initial Fut:	91	1922	26	91	1723	642	279	45	90	42	55	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1922	26	91	1723	642	279	45	90	42	55	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1922	26	91	1723	642	279	45	90	42	55	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	1922	26	91	1723	642	279	45	90	42	55	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.60	0.02	0.06	0.54	0.40	0.10	0.03	0.06	0.03	0.03	0.05
Crit Moves:		****		****			****					****

****

Long Beach Home Depot Center (Warehouse)

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

Intersection #5 Studebaker Rd/2nd Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.979
Loss Time (sec):	15 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	158	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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			2 0 0 0 2			2 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	263	0	526	1353	483	0	0	615	392
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:	0	0	0	270	0	540	1388	496	0	0	631	402
Added Vol:	0	0	0	9	0	50	47	2	0	0	4	11
PasserByVol:	0	0	0	81	0	0	0	103	0	0	22	25
Initial Fut:	0	0	0	360	0	590	1435	601	0	0	657	438
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	360	0	590	1435	601	0	0	657	438
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	360	0	590	1435	601	0	0	657	438
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	0	0	0	360	0	590	1435	601	0	0	657	438
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.18	0.50	0.19	0.00	0.00	0.21	0.27
Crit Moves:				****			****				****	

Long Beach Home Depot Center (Warehouse)

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

Intersection #5 Studebaker Rd/2nd Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.997
Loss Time (sec): 15 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 176 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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	330	0	952	1202	468	0	0	670	433
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:	0	0	0	339	0	977	1233	480	0	0	687	444
Added Vol:	0	0	0	11	0	107	107	12	0	0	11	9
PasserByVol:	0	0	0	26	0	0	0	42	0	0	104	132
Initial Fut:	0	0	0	376	0	1084	1340	534	0	0	802	585
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	376	0	1084	1340	534	0	0	802	585
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	376	0	1084	1340	534	0	0	802	585
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	0	0	0	376	0	1084	1340	534	0	0	802	585
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.34	0.47	0.17	0.00	0.00	0.25	0.37
Crit Moves:				****			****				****	

Long Beach Home Depot Center (Warehouse)

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

Intersection #6 PCH/7th St

Cycle (sec):	100	Critical Vol./Cap. (X):	1.205
Loss Time (sec):	18 (Y+R = 4 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	1 0		2 0 3	0 0		0 0 2	1 0		0 0 2	0 1	
Volume Module:												
Base Vol:	125	1277	2	415	688	0	0	2022	152	0	1845	585
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:	128	1310	2	426	706	0	0	2075	156	0	1893	600
Added Vol:	17	24	0	8	31	0	0	5	23	0	4	6
PasserByVol:	7	17	0	0	84	0	0	0	36	0	0	0
Initial Fut:	152	1351	2	434	821	0	0	2080	215	0	1897	606
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1351	2	434	821	0	0	2080	215	0	1897	606
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1351	2	434	821	0	0	2080	215	0	1897	606
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	152	1351	2	434	821	0	0	2080	215	0	1897	606
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	2.00	3.00	0.00	0.00	2.72	0.28	0.00	2.00	1.00
Final Sat.:	1600	4793	7	2880	4800	0	0	4350	450	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.28	0.15	0.17	0.00	0.00	0.48	0.48	0.00	0.59	0.38
Crit Moves:		****		****			****				****	

Long Beach Home Depot Center (Warehouse)

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

Intersection #6 PCH/7th St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.315
Loss Time (sec): 18 (Y+R = 4 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 1 0		2 0	3 0 0		0 0	2 1 0		0 0	2 0 1	
Volume Module:												
Base Vol:	193	893	0	652	1191	0	0	2097	212	0	2119	438
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	916	0	669	1222	0	0	2152	218	0	2174	449
Added Vol:	39	47	0	6	41	0	0	4	34	0	5	8
PasserByVol:	39	91	0	0	22	0	0	0	9	0	0	0
Initial Fut:	276	1054	0	675	1285	0	0	2156	261	0	2179	457
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	1054	0	675	1285	0	0	2156	261	0	2179	457
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	1054	0	675	1285	0	0	2156	261	0	2179	457
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	276	1054	0	675	1285	0	0	2156	261	0	2179	457
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	2.00	3.00	0.00	0.00	2.68	0.32	0.00	2.00	1.00
Final Sat.:	1600	4800	0	2880	4800	0	0	4282	518	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.00	0.23	0.27	0.00	0.00	0.50	0.50	0.00	0.68	0.29
Crit Moves:		****		****			****				****	

Long Beach Home Depot Center (Warehouse)

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

Intersection #7 PCH/Bellflower Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.719
Loss Time (sec):	18 (Y+R = 4 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			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	3 0	1	1 0	2 1	0	1 0	2 0	1	1 1	2 0	1
Volume Module:												
Base Vol:	44	1315	423	20	815	20	119	461	19	209	127	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:	45	1349	434	21	836	21	122	473	19	214	130	0
Added Vol:	0	41	20	0	54	0	0	0	0	26	0	0
PasserByVol:	0	24	0	0	120	0	0	0	0	0	0	0
Initial Fut:	45	1414	454	21	1010	21	122	473	19	240	130	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:	45	1414	454	21	1010	21	122	473	19	240	130	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1414	454	21	1010	21	122	473	19	240	130	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.:	45	1414	454	21	1010	21	122	473	19	240	130	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.94	0.06	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4704	96	1600	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.28	0.01	0.21	0.21	0.08	0.15	0.01	0.08	0.04	0.00
Crit Moves:		****		****				****		****		

Long Beach Home Depot Center (Warehouse)

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

Intersection #7 PCH/Bellflower Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.841
Loss Time (sec):	18 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	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 3 0 1			1 0 2 1 0			1 0 2 0 1			1 1 2 0 1		
Volume Module:												
Base Vol:	134	969	382	98	1177	75	45	314	11	474	351	6
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:	137	994	392	101	1208	77	46	322	11	486	360	6
Added Vol:	0	86	51	0	75	0	0	0	0	45	0	0
PasserByVol:	0	130	0	0	31	0	0	0	0	0	0	0
Initial Fut:	137	1210	443	101	1314	77	46	322	11	531	360	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	1210	443	101	1314	77	46	322	11	531	360	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1210	443	101	1314	77	46	322	11	531	360	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	137	1210	443	101	1314	77	46	322	11	531	360	6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.83	0.17	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4534	266	1600	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.28	0.06	0.29	0.29	0.03	0.10	0.01	0.18	0.11	0.00
Crit Moves:	****				****			****		****		

Long Beach Home Depot Center (Warehouse)

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

****

Intersection #8 PCH/Loynes Dr

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.765
Loss Time (sec): 15 (Y+R = 4 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:	1 0	2 1	0	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	48	1770	84	34	827	19	28	177	112	93	130	70
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:	49	1816	86	35	849	19	29	182	115	95	133	72
Added Vol:	1	16	1	55	25	0	0	0	1	2	0	45
PasserByVol:	0	24	0	0	120	0	0	0	0	0	0	0
Initial Fut:	50	1856	87	90	994	19	29	182	116	97	133	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1856	87	90	994	19	29	182	116	97	133	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1856	87	90	994	19	29	182	116	97	133	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1856	87	90	994	19	29	182	116	97	133	117
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	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	3.00	1.00	1.00	1.22	0.78	1.00	2.00	1.00
Final Sat.:	1600	4585	215	1600	4800	1600	1600	1953	1247	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.06	0.21	0.01	0.02	0.09	0.09	0.06	0.04	0.07
Crit Moves:		****		****				****		****		

****

Long Beach Home Depot Center (Warehouse)

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

Intersection #8 PCH/Loynes Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.863
Loss Time (sec): 15 (Y+R = 4 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 2	1 0		1 0 3	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	163	1277	122	47	1690	32	31	203	103	185	322	51
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:	167	1310	125	48	1734	33	32	208	106	190	330	52
Added Vol:	5	82	7	45	76	0	0	0	4	6	0	55
PasserByVol:	0	130	0	0	31	0	0	0	0	0	0	0
Initial Fut:	172	1522	132	93	1841	33	32	208	110	196	330	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	1522	132	93	1841	33	32	208	110	196	330	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	1522	132	93	1841	33	32	208	110	196	330	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	172	1522	132	93	1841	33	32	208	110	196	330	107
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	2.76	0.24	1.00	3.00	1.00	1.00	1.31	0.69	1.00	2.00	1.00
Final Sat.:	1600	4417	383	1600	4800	1600	1600	2096	1104	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.34	0.06	0.38	0.02	0.02	0.10	0.10	0.12	0.10	0.07
Crit Moves:	****				****			****		****		

Long Beach Home Depot Center (Warehouse)

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

Intersection #9 PCH/2nd St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.943
Loss Time (sec): 18 (Y+R = 4 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			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1	2 0	3 0	1
Volume Module:												
Base Vol:	497	1150	406	114	668	179	183	1117	299	251	549	168
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:	510	1180	417	117	685	184	188	1146	307	258	563	172
Added Vol:	7	18	29	0	28	0	0	21	11	37	17	0
PasserByVol:	1	9	0	80	40	0	0	24	8	0	11	13
Initial Fut:	518	1207	446	197	753	184	188	1191	326	295	591	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	518	1207	446	197	753	184	188	1191	326	295	591	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	1207	446	197	753	184	188	1191	326	295	591	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	518	1207	446	197	753	184	188	1191	326	295	591	185
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.19	0.81	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3506	1294	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.34	0.07	0.16	0.11	0.07	0.25	0.20	0.10	0.12	0.12
Crit Moves:		****		****				****		****		

Long Beach Home Depot Center (Warehouse)

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

Intersection #9 PCH/2nd St

Cycle (sec): 100 Critical Vol./Cap. (X): 1.064
Loss Time (sec): 18 (Y+R = 4 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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1	2 0	3 0	1
Volume Module:												
Base Vol:	338	1024	361	222	1328	482	496	1311	438	321	920	271
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:	347	1051	370	228	1363	495	509	1345	449	329	944	278
Added Vol:	35	94	102	0	86	0	0	17	32	97	21	0
PasserByVol:	9	53	0	25	6	0	0	17	1	0	27	76
Initial Fut:	391	1198	472	253	1455	495	509	1379	482	426	992	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	1198	472	253	1455	495	509	1379	482	426	992	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	1198	472	253	1455	495	509	1379	482	426	992	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	391	1198	472	253	1455	495	509	1379	482	426	992	354
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.15	0.85	2.00	3.00	1.00	2.00	2.96	1.04	2.00	3.00	1.00
Final Sat.:	2880	3442	1358	2880	4800	1600	2880	4741	1659	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.09	0.30	0.31	0.18	0.29	0.29	0.15	0.21	0.22
Crit Moves:	****					****		****		****		

Long Beach Home Depot Center (Warehouse)

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

****

Intersection #11 Bixby Village/Loynes Dr

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.265
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 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:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	26	8	23	21	5	45	26	298	12	6	246	24
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:	27	8	24	22	5	46	27	306	12	6	252	25
Added Vol:	0	0	0	0	0	2	1	55	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	8	24	22	5	48	28	361	12	6	297	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	8	24	22	5	48	28	361	12	6	297	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	8	24	22	5	48	28	361	12	6	297	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	27	8	24	22	5	48	28	361	12	6	297	25
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.14	0.40	0.81	0.19	1.00	1.00	2.00	1.00	1.00	1.85	0.15
Final Sat.:	730	225	646	1292	308	1600	1600	3200	1600	1600	2955	245
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.01	0.02	0.03	0.02	0.11	0.01	0.00	0.10	0.10
Crit Moves:	****					****	****				****	

****

Long Beach Home Depot Center (Warehouse)

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

Intersection #11 Bixby Village/Loynes Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.430
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 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:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	21	12	21	29	21	47	65	303	27	34	616	50
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:	22	12	22	30	22	48	67	311	28	35	632	51
Added Vol:	0	0	0	0	0	6	7	45	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	12	22	30	22	54	74	356	28	35	687	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	12	22	30	22	54	74	356	28	35	687	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	12	22	30	22	54	74	356	28	35	687	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	22	12	22	30	22	54	74	356	28	35	687	51
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.22	0.39	0.58	0.42	1.00	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	622	356	622	928	672	1600	1600	3200	1600	1600	2978	222
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.02	0.03	0.03	0.05	0.11	0.02	0.02	0.23	0.23
Crit Moves:		****		****			****				****	

Long Beach Home Depot Center (Warehouse)

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

****

Intersection #100 PCH/Studebaker Rd

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.897
Loss Time (sec): 15 (Y+R = 4 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			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	3 0	1	1 0	2 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	76	2216	17	8	1352	65	58	11	293	6	2	1
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:	78	2274	17	8	1387	67	60	11	301	6	2	1
Added Vol:	0	11	4	67	9	0	0	0	0	2	0	43
PasserByVol:	0	10	0	0	8	0	0	0	0	0	0	0
Initial Fut:	78	2295	21	75	1404	67	60	11	301	8	2	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	2295	21	75	1404	67	60	11	301	8	2	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	2295	21	75	1404	67	60	11	301	8	2	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	2295	21	75	1404	67	60	11	301	8	2	44
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.68	0.32	1.00	0.15	0.04	0.81
Final Sat.:	1600	4800	1600	1600	3200	1600	2690	510	1600	241	61	1299
Capacity Analysis Module:												
Vol/Sat:	0.05	0.48	0.01	0.05	0.44	0.04	0.02	0.02	0.19	0.03	0.03	0.03
Crit Moves:		****		****					****			****

****

Long Beach Home Depot Center (Warehouse)

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

Intersection #100 PCH/Studebaker Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.322
Loss Time (sec): 15 (Y+R = 4 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			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	3 0	1	1 0	2 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	147	1470	18	19	1892	66	194	13	377	71	32	18
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:	151	1508	18	19	1941	68	199	13	387	73	33	18
Added Vol:	0	9	11	205	11	0	0	0	0	12	0	222
PasserByVol:	0	62	0	0	7	0	0	0	0	0	0	0
Initial Fut:	151	1579	29	224	1959	68	199	13	387	85	33	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:	151	1579	29	224	1959	68	199	13	387	85	33	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	1579	29	224	1959	68	199	13	387	85	33	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.:	151	1579	29	224	1959	68	199	13	387	85	33	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:	1.00	3.00	1.00	1.00	2.00	1.00	1.87	0.13	1.00	0.24	0.09	0.67
Final Sat.:	1600	4800	1600	1600	3200	1600	2999	201	1600	379	147	1074
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.02	0.14	0.61	0.04	0.07	0.07	0.24	0.22	0.22	0.22
Crit Moves:	****				****				****			****

Long Beach Home Depot Center (Warehouse)

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

****

Intersection #1 Studebaker Rd/SR-22 WB Ramps

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.771
Loss Time (sec):	15 (Y+R = 4 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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	2 0 0	0	1
Volume Module:												
Base Vol:	0	465	37	56	706	0	0	0	0	886	0	1
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:	0	477	38	57	724	0	0	0	0	909	0	1
Added Vol:	0	77	14	0	82	0	0	0	0	155	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	554	52	57	806	0	0	0	0	1064	0	1
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	554	0	57	806	0	0	0	0	1064	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	554	0	57	806	0	0	0	0	1064	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	554	0	57	806	0	0	0	0	1064	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.04	0.25	0.00	0.00	0.00	0.00	0.37	0.00	0.00
Crit Moves:	****				****					****		

****

Long Beach Home Depot Center (Warehouse)

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

****

Intersection #2 Studebaker Rd/SR-22 EB Ramps

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.689
Loss Time (sec):	15 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	2 0 0	0	1
Volume Module:												
Base Vol:	0	466	1044	148	1421	0	0	0	0	13	0	42
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:	0	478	1071	152	1458	0	0	0	0	13	0	43
Added Vol:	0	91	143	0	236	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	569	1214	152	1694	0	0	0	0	27	0	43
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	569	0	152	1694	0	0	0	0	27	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	569	0	152	1694	0	0	0	0	27	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	569	0	152	1694	0	0	0	0	27	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.09	0.53	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		

****

Long Beach Home Depot Center (Warehouse)

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

Intersection #3 Studebaker Road/AES Plant Driveway

Cycle (sec):	100	Critical Vol./Cap. (X):	0.687
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	1531	0	1	1525	0	0	0	0	0	0	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:	0	1571	0	1	1565	0	0	0	0	0	0	0
Added Vol:	0	234	0	0	251	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1805	0	1	1816	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1805	0	1	1816	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1805	0	1	1816	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1805	0	1	1816	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Long Beach Home Depot Center (Warehouse)

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

Intersection #4 Studebaker Rd/Loynes Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.820
Loss Time (sec): 18 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 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 0 1			1 0 2 0 1			2 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	30	1336	0	0	1294	224	180	0	99	0	0	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:	31	1371	0	0	1328	230	185	0	102	0	0	0
Added Vol:	0	162	25	89	162	0	0	43	0	33	43	66
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	1533	25	89	1490	230	185	43	102	33	43	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:	31	1533	25	89	1490	230	185	43	102	33	43	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1533	25	89	1490	230	185	43	102	33	43	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.:	31	1533	25	89	1490	230	185	43	102	33	43	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	0.90	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.02	0.06	0.47	0.14	0.06	0.03	0.06	0.02	0.03	0.04
Crit Moves:		****		****			****					****

Long Beach Home Depot Center (Warehouse)

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

****

Intersection #5 Studebaker Rd/2nd Street

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.948
Loss Time (sec): 15 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	323	0	1054	1343	302	0	0	420	204
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:	0	0	0	331	0	1081	1378	310	0	0	431	209
Added Vol:	0	0	0	56	0	139	130	15	0	0	16	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	387	0	1220	1508	325	0	0	447	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	387	0	1220	1508	325	0	0	447	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	387	0	1220	1508	325	0	0	447	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	0	0	0	387	0	1220	1508	325	0	0	447	258
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.38	0.52	0.10	0.00	0.00	0.14	0.16
Crit Moves:				****			****				****	

****

Long Beach Home Depot Center (Warehouse)

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

Intersection #6 PCH/7th St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.919
Loss Time (sec):	18 (Y+R = 4 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:	1 0 2	1 0		2 0 3	0 0		0 0 2	1 0		0 0 2	0 1	
Volume Module:												
Base Vol:	171	763	23	482	926	0	0	1490	191	0	1179	431
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:	175	783	24	495	950	0	0	1529	196	0	1210	442
Added Vol:	55	77	0	6	85	0	0	4	59	0	4	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	860	24	501	1035	0	0	1533	255	0	1214	448
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	860	24	501	1035	0	0	1533	255	0	1214	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	860	24	501	1035	0	0	1533	255	0	1214	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	860	24	501	1035	0	0	1533	255	0	1214	448
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.92	0.08	2.00	3.00	0.00	0.00	2.57	0.43	0.00	2.00	1.00
Final Sat.:	1600	4672	128	2880	4800	0	0	4115	685	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.17	0.22	0.00	0.00	0.37	0.37	0.00	0.38	0.28
Crit Moves:	****				****		****				****	

Long Beach Home Depot Center (Warehouse)

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

****

Intersection #7 PCH/Bellflower Blvd

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.756
Loss Time (sec):	18 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	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			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 3	0	1	1 0 2	1	0	1 0 2	0	1	1 1 2	0	1
Volume Module:												
Base Vol:	76	898	374	46	1028	37	55	210	46	512	274	21
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:	78	921	384	47	1055	38	56	215	47	525	281	22
Added Vol:	0	132	57	0	144	0	0	0	0	61	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1053	441	47	1199	38	56	215	47	586	281	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1053	441	47	1199	38	56	215	47	586	281	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1053	441	47	1199	38	56	215	47	586	281	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	1053	441	47	1199	38	56	215	47	586	281	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.91	0.09	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4653	147	1600	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.28	0.03	0.26	0.26	0.04	0.07	0.03	0.20	0.09	0.01
Crit Moves:			****	****				****		****		

****

Long Beach Home Depot Center (Warehouse)

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

****

Intersection #8 PCH/Loynes Dr

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.840
Loss Time (sec): 15 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 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		1 0 3	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	142	823	140	27	1514	12	34	124	127	227	140	24
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:	146	844	144	28	1553	12	35	127	130	233	144	25
Added Vol:	6	146	9	43	162	0	0	0	7	10	0	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	990	153	71	1715	12	35	127	137	243	144	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	990	153	71	1715	12	35	127	137	243	144	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	990	153	71	1715	12	35	127	137	243	144	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	152	990	153	71	1715	12	35	127	137	243	144	68
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.60	0.40	1.00	3.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4159	641	1600	4800	1600	1600	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.04	0.36	0.01	0.02	0.08	0.09	0.15	0.04	0.04
Crit Moves:	****				****				****	****		

****

Long Beach Home Depot Center (Warehouse)

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

Intersection #9 PCH/2nd St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.999
Loss Time (sec):	18 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	173	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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1	2 0	3 0	1
Volume Module:												
Base Vol:	353	986	173	241	980	227	512	1135	314	369	959	191
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:	362	1012	177	247	1005	233	525	1165	322	379	984	196
Added Vol:	53	161	128	0	178	0	0	17	58	138	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	415	1173	305	247	1183	233	525	1182	380	517	1001	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	415	1173	305	247	1183	233	525	1182	380	517	1001	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	1173	305	247	1183	233	525	1182	380	517	1001	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	415	1173	305	247	1183	233	525	1182	380	517	1001	196
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.38	0.62	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3808	992	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.31	0.09	0.25	0.15	0.18	0.25	0.24	0.18	0.21	0.12
Crit Moves:		****		****				****		****		

Long Beach Home Depot Center (Warehouse)

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

****

Intersection #11 Bixby Village/Loynes Dr

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.303
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	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:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	28	9	14	27	10	57	34	246	30	14	281	35
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	9	14	28	10	58	35	252	31	14	288	36
Added Vol:	0	0	0	0	0	10	9	43	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	9	14	28	10	68	44	295	31	14	331	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:	29	9	14	28	10	68	44	295	31	14	331	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	9	14	28	10	68	44	295	31	14	331	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.:	29	9	14	28	10	68	44	295	31	14	331	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.55	0.18	0.27	0.73	0.27	1.00	1.00	2.00	1.00	1.00	1.80	0.20
Final Sat.:	878	282	439	1168	432	1600	1600	3200	1600	1600	2887	313
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.02	0.02	0.04	0.03	0.09	0.02	0.01	0.11	0.11
Crit Moves:	****					****	****				****	

****

Long Beach Home Depot Center (Warehouse)

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

Intersection #100 PCH/Studebaker Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.191
Loss Time (sec): 15 (Y+R = 4 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			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	3 0	1	1 0	2 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	130	1520	29	29	1734	165	185	21	188	60	40	14
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:	133	1560	30	30	1779	169	190	22	193	62	41	14
Added Vol:	0	57	16	309	66	0	0	0	0	15	0	285
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1617	46	339	1845	169	190	22	193	77	41	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1617	46	339	1845	169	190	22	193	77	41	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1617	46	339	1845	169	190	22	193	77	41	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	1617	46	339	1845	169	190	22	193	77	41	299
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.80	0.20	1.00	0.18	0.10	0.72
Final Sat.:	1600	4800	1600	1600	3200	1600	2874	326	1600	294	157	1149
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.03	0.21	0.58	0.11	0.07	0.07	0.12	0.26	0.26	0.26
Crit Moves:	****				****				****		****	