Appendix D

Noise Data and Calculations

File name	AU2_0101
File number	1
Data number	2
Frequency-weight	A
Time-weight	Fast
Filter	-
Center/High pass filter cutoff	-
Low pass filter cutoff	-
Time setting	15min
Start Time	5/20/2015 7:25
Stop Time	5/20/2015 7:40
Lx1	L10
Lx2	L33
Lx3	L50
Lx4	L90
Lx5	L95
Ly	Lppeak

Address	Time	Measurment Time	LAeq	LAE	LAmax	LAmin	LA10	LA33
1	5/20/2015 7:25	0:15:00	64.9	94.4	77.8	51	68.1	65.4

LA90	LA95	Lppeak	Over	Under	Pause
57.2	55.1	98.6	-	-	-

LA50

63.7

File name	AU2_0102
File number	1
Data number	2
Frequency-weight	A
Time-weight	Fast
Filter	-
Center/High pass filter cutoff	-
Low pass filter cutoff	-
Time setting	15min
Start Time	5/20/2015 8:00
Stop Time	5/20/2015 8:15
Lx1	L10
Lx2	L33
Lx3	L50
Lx4	L90
Lx5	L95
Ly	Lppeak

Address	Time	Measurment Time	LAeq	LAE	LAmax	LAmin	LA10	LA33
1	5/20/2015 8:00	0:15:00	70.8	100.3	87	52.1	74.8	70.6

LA90	LA95	Lppeak	Over	Under	Pause
56.5	55.4	107.9	-	-	-

LA50

66.6

File name	AU2_0103
File number	1
Data number	2
Frequency-weight	A
Time-weight	Fast
Filter	-
Center/High pass filter cutoff	-
Low pass filter cutoff	-
Time setting	15min
Start Time	5/20/2015 8:30
Stop Time	5/20/2015 8:45
Lx1	L10
Lx2	L33
Lx3	L50
Lx4	L90
Lx5	L95
Ly	Lppeak

Address	Time	Measurment Time	LAeq	LAE	LAmax	LAmin	LA10	LA33
1	5/20/2015 8:30	0:15:00	68.5	98.1	81.2	49.1	73	68.4

LA90	LA95	Lppeak	Over	Under	Pause
53.7	52.3	103.4	-	-	-

LA50

64.4

Rincon Consultants
Sarah Richman
1 July 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 15-01260
RUN: Civic Center Existing Traffic
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 20 deg C, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Third St Noise Meas	1	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0
Broadway Noise Meas	2	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Ocean Noise Meas	3	1	0.0	74.6	66	74.6	10	Snd Lvl	74.6	0.0	8	-8.0
Third St E of Pacific	14	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
Third St North of Third West of Pacific	15	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Third St NW Corner Third and Cedar	16	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
Third St SW Corner Third and Cedar	17	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
Third St Btwn Cedar and Chestnut	18	1	0.0	69.3	66	69.3	10	Snd Lvl	69.3	0.0	8	-8.0
Third St SE of Chestnut and Pacific Interse	19	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Third St NW Corner Third and Chestnut	20	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
Third ST NW Corner Third and Magnolia	21	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
Pacific NE Corner Pacific and Broadway	23	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
Cedar Church Btwn Third and Broadway	24	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
Third St btwn Magnolia and Chestnut	25	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
Future Library on Broadway btwn Pacific a	26	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
Future Library on Pacific btwn Broadway a	27	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
Future Park on Ocean	28	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
Future Residence NE corner Broadway an	29	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
Ocean NW Corner Ocean and Pacific	30	1	0.0	71.8	66	71.8	10	Snd Lvl	71.8	0.0	8	-8.0
Ocean NW Corner Ocean and Cedar	31	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Ocean NE Corner Ocean and Chestnut	32	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
Ocean btwn Chestnut and Magnolia	33	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
Third St NW Corner Third and Pacific	35	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
Third St NE Corner Pacific and Cedar	36	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0

Third St SW Corner Third and Chestnut	37	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Chestnut btwn Third and Broadway	38	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
Broadway NW corner Chestnut and Broad	39	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Broadway btwn Chestnut and Magnolia	40	1	0.0	69.3	66	69.3	10	Snd Lvl	69.3	0.0	8	-8.0
Broadway NE corner Chestnut and Magno	41	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
Magnolia btwn Third and Broadway	42	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Third St NE Corner Third and Magnolia	43	1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
Chestnut E of Chestnut btwn Third and Bro	44	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
Future Residential SE Corner Third and C	45	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
Future Residential SW Corner Third and P	46	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Future Residential W of Pacific btwn Third	47	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Future Residential NW corner Pacific and	48	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
Future Residential north of Broadway btwn	49	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
Future Residential NE corner Broadway ar	50	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
Future Residential E of Cedar btwn Broadv	51	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
Pacific E of Pacific btwn Third and Broadw	52	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Future Library NW corner Broadway and P	53	1	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0
Ocean btwn Cedar and Chestnut	55	1	0.0	71.8	66	71.8	10	Snd Lvl	71.8	0.0	8	-8.0
Future Park at Pacific and 1st	57	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	43	0.0	0.0	0.0
All Impacted	39	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Rincon Consultants
Sarah Richman

1 July 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 15-01260
RUN: Civic Center Existing Plus Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 20 deg C, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Third St Noise Meas	1	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Broadway Noise Meas	2	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Ocean Noise Meas	3	1	0.0	74.6	66	74.6	10	Snd Lvl	74.6	0.0	8	-8.0
Third St E of Pacific	14	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
Third St North of Third West of Pacific	15	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
Third St NW Corner Third and Cedar	16	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
Third St SW Corner Third and Cedar	17	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
Third St Btwn Cedar and Chestnut	18	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Third St SE of Chestnut and Pacific Interse	19	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Third St NW Corner Third and Chestnut	20	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
Third ST NW Corner Third and Magnolia	21	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
Pacific NE Corner Pacific and Broadway	23	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
Cedar Church Btwn Third and Broadway	24	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Third St btwn Magnolia and Chestnut	25	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Future Library on Broadway btwn Pacific a	26	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
Future Library on Pacific btwn Broadway a	27	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0
Future Park on Ocean	28	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
Future Residence NE corner Broadway an	29	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
Ocean NW Corner Ocean and Pacific	30	1	0.0	71.8	66	71.8	10	Snd Lvl	71.8	0.0	8	-8.0
Ocean NW Corner Ocean and Cedar	31	1	0.0	69.3	66	69.3	10	Snd Lvl	69.3	0.0	8	-8.0
Ocean NE Corner Ocean and Chestnut	32	1	0.0	72.0	66	72.0	10	Snd Lvl	72.0	0.0	8	-8.0
Ocean btwn Chestnut and Magnolia	33	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
Third St NW Corner Third and Pacific	35	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
Third St NE Corner Pacific and Cedar	36	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0

Third St SW Corner Third and Chestnut	37	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
Chestnut btwn Third and Broadway	38	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
Broadway NW corner Chestnut and Broad	39	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
Broadway btwn Chestnut and Magnolia	40	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
Broadway NE corner Chestnut and Magno	41	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
Magnolia btwn Third and Broadway	42	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	8	-8.0
Third St NE Corner Third and Magnolia	43	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
Chestnut E of Chestnut btwn Third and Bro	44	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
Future Residential SE Corner Third and C	45	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
Future Residential SW Corner Third and P	46	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Future Residential W of Pacific btwn Third	47	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
Future Residential NW corner Pacific and	48	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
Future Residential north of Broadway btwn	49	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Future Residential NE corner Broadway ar	50	1	0.0	72.0	66	72.0	10	Snd Lvl	72.0	0.0	8	-8.0
Future Residential E of Cedar btwn Broadv	51	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Pacific E of Pacific btwn Third and Broadw	52	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Future Library NW corner Broadway and P	53	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
Ocean btwn Cedar and Chestnut	54	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
Future Park at Pacific and 1st	55	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	43	0.0	0.0	0.0
All Impacted	43	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Rincon Consultants
Sarah Richman

22 July 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 15-01260
RUN: Civic Center Cumulative
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 20 deg C, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Third St Noise Meas	1	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Broadway Noise Meas	2	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Ocean Noise Meas	3	1	0.0	75.0	66	75.0	10	Snd Lvl	75.0	0.0	8	-8.0
Third St E of Pacific	14	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Third St North of Third West of Pacific	15	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Third St NW Corner Third and Cedar	16	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
Third St SW Corner Third and Cedar	17	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
Third St Btwn Cedar and Chestnut	18	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Third St SE of Chestnut and Pacific Interse	19	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
Third St NW Corner Third and Chestnut	20	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Third ST NW Corner Third and Magnolia	21	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
Pacific NE Corner Pacific and Broadway	23	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
Cedar Church Btwn Third and Broadway	24	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
Third St btwn Magnolia and Chestnut	25	1	0.0	67.7	66	67.7	10	Snd Lvl	67.7	0.0	8	-8.0
Future Library on Broadway btwn Pacific a	26	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
Future Library on Pacific btwn Broadway a	27	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
Future Park on Ocean	28	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
Future Residence NE corner Broadway an	29	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Ocean NW Corner Ocean and Pacific	30	1	0.0	72.5	66	72.5	10	Snd Lvl	72.5	0.0	8	-8.0
Ocean NW Corner Ocean and Cedar	31	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Ocean NE Corner Ocean and Chestnut	32	1	0.0	72.3	66	72.3	10	Snd Lvl	72.3	0.0	8	-8.0
Ocean btwn Chestnut and Magnolia	33	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
Third St NW Corner Third and Pacific	35	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
Third St NE Corner Pacific and Cedar	36	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0

Third St SW Corner Third and Chestnut	37	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
Chestnut btwn Third and Broadway	38	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Broadway NW corner Chestnut and Broad	39	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Broadway btwn Chestnut and Magnolia	40	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
Broadway NE corner Chestnut and Magno	41	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
Magnolia btwn Third and Broadway	42	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
Third St NE Corner Third and Magnolia	43	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Chestnut E of Chestnut btwn Third and Bro	44	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
Future Residential SE Corner Third and C	45	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
Future Residential SW Corner Third and P	46	1	0.0	70.6	66	70.6	10	Snd Lvl	70.6	0.0	8	-8.0
Future Residential W of Pacific btwn Third	47	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Future Residential NW corner Pacific and	48	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
Future Residential north of Broadway btwn	49	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
Future Residential NE corner Broadway ar	50	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Future Residential E of Cedar btwn Broadv	51	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
Pacific E of Pacific btwn Third and Broadw	52	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Future Library NW corner Broadway and P	53	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
Ocean btwn Cedar and Chestnut	54	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8	-8.0
Future Park at Pacific and 1st	55	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	43	0.0	0.0	0.0
All Impacted	40	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Rincon Consultants
Sarah Richman
22 July 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 15-01260
RUN: Civic Center Cumulative Plus Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 20 deg C, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Third St Noise Meas	1	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
Broadway Noise Meas	2	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Ocean Noise Meas	3	1	0.0	74.9	66	74.9	10	Snd Lvl	74.9	0.0	8	-8.0
Third St E of Pacific	14	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
Third St North of Third West of Pacific	15	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Third St NW Corner Third and Cedar	16	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
Third St SW Corner Third and Cedar	17	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	8	-8.0
Third St Btwn Cedar and Chestnut	18	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
Third St SE of Chestnut and Pacific Interse	19	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
Third St NW Corner Third and Chestnut	20	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
Third ST NW Corner Third and Magnolia	21	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
Pacific NE Corner Pacific and Broadway	23	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
Cedar Church Btwn Third and Broadway	24	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Third St btwn Magnolia and Chestnut	25	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0
Future Library on Broadway btwn Pacific a	26	1	0.0	72.0	66	72.0	10	Snd Lvl	72.0	0.0	8	-8.0
Future Library on Pacific btwn Broadway a	27	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Future Park on Ocean	28	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
Future Residence NE corner Broadway an	29	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Ocean NW Corner Ocean and Pacific	30	1	0.0	72.5	66	72.5	10	Snd Lvl	72.5	0.0	8	-8.0
Ocean NW Corner Ocean and Cedar	31	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Ocean NE Corner Ocean and Chestnut	32	1	0.0	72.3	66	72.3	10	Snd Lvl	72.3	0.0	8	-8.0
Ocean btwn Chestnut and Magnolia	33	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Third St NW Corner Third and Pacific	35	1	0.0	72.0	66	72.0	10	Snd Lvl	72.0	0.0	8	-8.0
Third St NE Corner Pacific and Cedar	36	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0

Third St SW Corner Third and Chestnut	37	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
Chestnut btwn Third and Broadway	38	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
Broadway NW corner Chestnut and Broad	39	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Broadway btwn Chestnut and Magnolia	40	1	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0
Broadway NE corner Chestnut and Magno	41	1	0.0	73.4	66	73.4	10	Snd Lvl	73.4	0.0	8	-8.0
Magnolia btwn Third and Broadway	42	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
Third St NE Corner Third and Magnolia	43	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Chestnut E of Chestnut btwn Third and Bro	44	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
Future Residential SE Corner Third and C	45	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
Future Residential SW Corner Third and P	46	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
Future Residential W of Pacific btwn Third	47	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Future Residential NW corner Pacific and	48	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
Future Residential north of Broadway btwn	49	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
Future Residential NE corner Broadway ar	50	1	0.0	71.8	66	71.8	10	Snd Lvl	71.8	0.0	8	-8.0
Future Residential E of Cedar btwn Broadv	51	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Pacific E of Pacific btwn Third and Broadw	52	1	0.0	69.3	66	69.3	10	Snd Lvl	69.3	0.0	8	-8.0
Future Library NW corner Broadway and P	53	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
Ocean btwn Cedar and Chestnut	54	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8	-8.0
Future Park at Pacific and 1st	55	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	43	0.0	0.0	0.0
All Impacted	42	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Appendix E

Transportation Impact Analysis

LINSCOTT LAW & GREENSPAN
engineers

TRAFFIC IMPACT ANALYSIS

NEW LONG BEACH CIVIC CENTER PROJECT

Long Beach, California

July 21, 2015

Engineers & Planners
Traffic
Transportation
Parking

LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT ANALYSIS

NEW LONG BEACH CIVIC CENTER PROJECT

Long Beach, California
July 21, 2015

Prepared for:

PLENARY EDGEMOOR CIVIC PARTNERS
10100 SANTA MONICA BOULEVARD, SUITE 410
Los Angeles, CA 90067

and

THE CITY OF LONG BEACH
Department of Development Services
333 West Ocean Boulevard
Long Beach, California 90802

LLG Ref. 2-15-3567

Prepared by:

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Transportation Engineer III

Under the Supervision of:

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TRAFFIC IMPACT ANALYSIS

NEW LONG BEACH CIVIC CENTER PROJECT

Long Beach, California
July 21, 2015

1.0 INTRODUCTION

This Traffic Impact Analysis report addresses the potential traffic impacts and circulation needs associated with the development of the New Long Beach Civic Center Project (hereinafter referred to as Project). The Project includes redevelopment of the 14.98 acre civic center block located north of Ocean Boulevard and south of Broadway, between Magnolia Avenue and Pacific Avenue, as well as a 0.89 acre parcel located south of 3rd Street, between Cedar Avenue and Pacific Avenue in downtown Long Beach. The current Long Beach Civic Center consists of the former 334,000 square-foot (SF) Los Angeles County Superior Courthouse, which is now vacant, the 283,000 SF City Hall office tower, the 138,000 SF Long Beach Main Library, Lincoln Park and associated parking structures.

This report documents the findings and recommendations of a traffic impact analysis, conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential impacts associated with the proposed Project.

1.1 Scope of Work

The traffic analysis evaluates the existing operating conditions at ten (10) key study intersections within the project vicinity, estimates the trip generation potential of the proposed Project, and forecasts future operating conditions without and with the Project. Where necessary, intersection improvements/mitigation measures are identified to offset the impact of the proposed Project. For comparison purposes, the Project's trip generation potential was compared to the traffic forecast associated with the development potential of the civic center block as evaluated in the *Long Beach Downtown Community Plan EIR Traffic Impact Analysis, dated February 4, 2010, prepared by Iteris,* and *Downtown Plan Draft Program Environmental Impact Report (Downtown Plan Draft PEIR), dated December 2010, prepared by AECOM.* A review of these two documents indicates that up to 800 residential units, 460,000 SF of office/commercial floor area, 64,000 SF of retail space and 16,000 SF of restaurant uses were assumed and assessed for the Civic Center area in the Downtown Community Plan traffic analysis.

This traffic report satisfies the traffic impact requirements of the City of Long Beach and is consistent with the requirements and procedures outlined in the most current *Congestion Management Program (CMP) for Los Angeles County.*

The Project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing peak hour traffic information has been collected at the ten (10) key study locations on a "typical" weekday for use in the preparation of intersection level of service calculations. Information concerning cumulative projects (planned and/or approved) in the vicinity

of the project has been researched at the City of Long Beach. Based on our research, twelve (12) cumulative projects were considered in the cumulative traffic analysis for this project.

Based on City of Long Beach requirement's, this traffic report analyzes existing and future (near-term) weekday AM and PM peak hour traffic conditions for existing and Year 2020 traffic conditions without and with the proposed Project. Peak hour traffic forecasts for the Year 2020 horizon year have been projected by increasing existing traffic volumes by an annual growth rate of one percent (1.0%) per year and adding traffic volumes generated by twelve (12) cumulative projects.

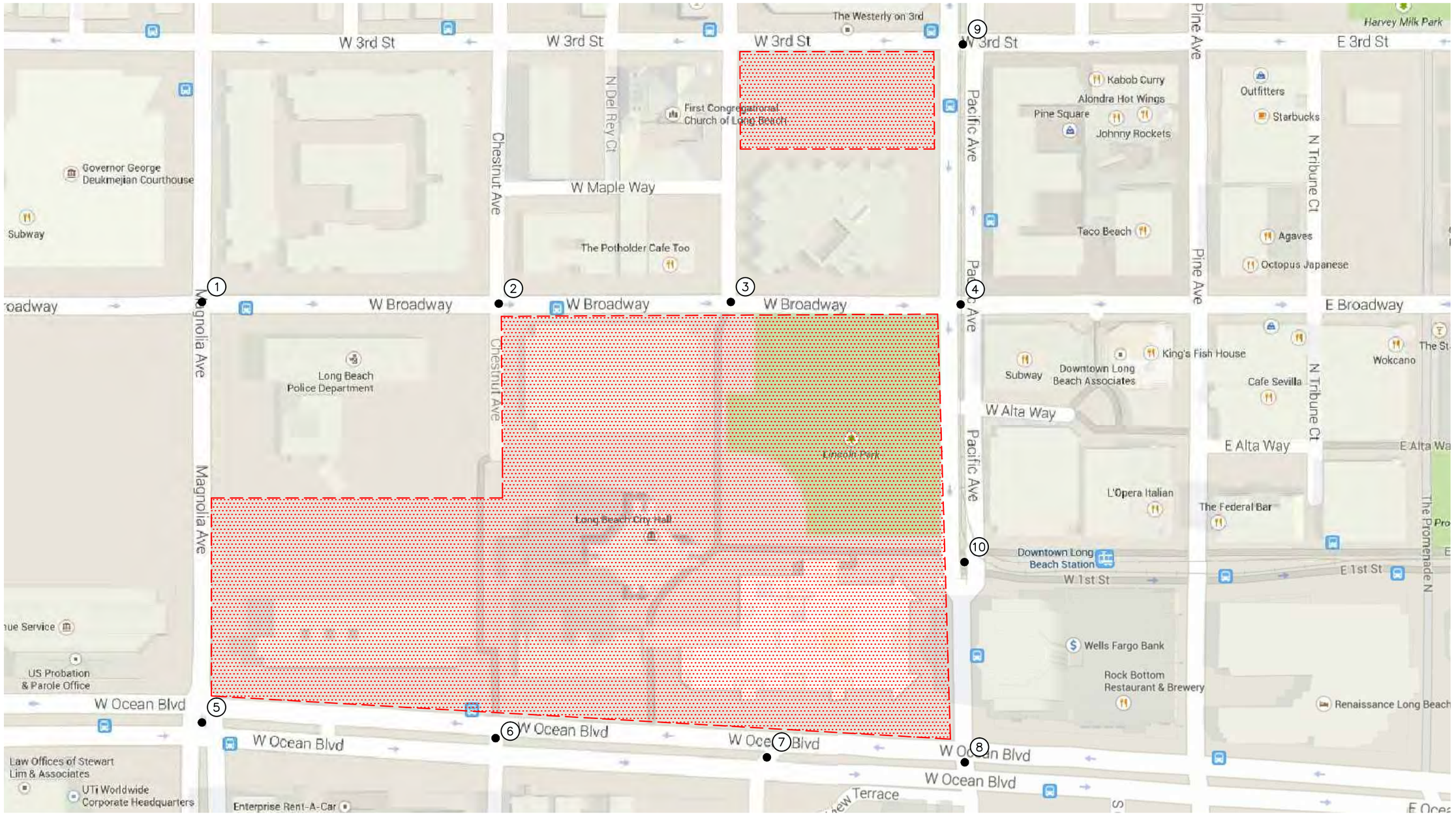
1.2 Study Area

The ten (10) key study intersections selected for evaluation in this report provide local access within the project study area. They consist of the following:

1. Magnolia Avenue at Broadway
2. Chestnut Avenue at Broadway
3. Cedar Avenue at Broadway
4. Pacific Avenue at Broadway
5. Magnolia Avenue at Ocean Boulevard
6. Chestnut Avenue at Ocean Boulevard
7. Cedar Avenue at Ocean Boulevard
8. Pacific Avenue at Ocean Boulevard
9. Pacific Avenue at 3rd Street
10. Pacific Avenue at 1st Street

Figure 1-1 presents a Vicinity Map, which illustrates the general location of the project and depicts the study locations and surrounding street system. The Volume-Capacity (V/C) and Level of Service (LOS) investigations at these key locations were used to evaluate the potential traffic-related impacts associated with the proposed Project. Included in this traffic study report are:

- Existing traffic counts,
- Estimated project traffic generation/distribution/assignment,
- Estimated cumulative project traffic generation/distribution/assignment,
- AM and PM peak hour capacity analyses for existing conditions,
- AM and PM peak hour capacity analyses for existing plus project conditions,
- AM and PM peak hour capacity analyses for future (Year 2020) conditions without and with project traffic,
- Recommended Improvements, and
- Congestion Management Program Compliance Assessment.



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 1–1

VICINITY MAP

NEW LONG BEACH CIVIC CENTER, LONG BEACH

2.0 PROJECT DESCRIPTION

The Long Beach Civic Center is located north of Ocean Boulevard and south of Broadway, between Magnolia Avenue and Pacific Avenue in downtown Long Beach. The 0.89 acre parcel Third & Pacific site is currently a surface parking lot and is located south of 3rd Street, between Cedar Avenue and Pacific Avenue. The current Civic Center consists of the former 334,000 SF Los Angeles County Superior Courthouse, which is now vacant, the 283,000 SF City Hall office tower, the 138,000 SF Long Beach Main Library, 2.60 acre Lincoln Park and associated parking structures. ***Figure 2-1*** presents an existing aerial of the Project site.

The proposed New Long Beach Civic Center Project provides a New City Hall, a New Harbor Department administration building, a New Main Library, a relocated and redeveloped Lincoln Park and a vibrant commercial mixed use development. In total, six (6) new buildings, three (3) new parking garages, including a new subterranean garage below the New City Hall and Harbor Department buildings, and related infrastructure and landscaping are proposed. The major project elements include the following:

- Civic Block: development of a 270,000 SF, 11-story office building to house the New City Hall, a 240,000 SF, 11-story office building to house the New Harbor Department and a subterranean parking structure with approximately 510 spaces. Vehicular access to the subterranean parking structure will be provided from the proposed extension of Chestnut Avenue from Broadway to Ocean, and from Magnolia Avenue. Access to the existing Broadway garage will continue to be provided from Broadway and Chestnut Avenue.
- Center Block: Development of residential and commercial uses within a mixed-use setting to include up to 580 residential units and a 200-room boutique hotel, with approximately 40,000 SF of ground floor commercial space consisting of 32,000 SF of retail space and 8,000 SF restaurant uses. A new subterranean parking structure with approximately 725 spaces will serve the mixed use development in the Center Block. Primary vehicular access to the mixed-used development parking structure will be provided from the future extension of Cedar Avenue between Broadway and Ocean Boulevard.
- Lincoln Park Block: a New Main Library with 92,000 SF of floor area and a new 3.17 acre Lincoln Park will be constructed in place of the current development. Access to the existing Lincoln garage will continue to be provided from the Cedar Street and Pacific Avenue access ramps in the interim, but will ultimately be served by the "Lincoln Alley".
- Third & Pacific Block: Development of up to 200 residential units and parking garage in place of the existing surface parking lot. Primary vehicular access to this site's parking garage will be provided from Cedar Avenue.
- Street Extensions/Infrastructure Improvements: To facilitate vehicular, bicycle and pedestrian access within the New Civic Center, Chestnut Avenue and Cedar Avenue will be extended to connect Broadway to Ocean Boulevard. A traffic signal installation is now in place at the Ocean/Chestnut intersection with the latter forming the south leg. Project implementation should complete this as a four-legged intersection with necessary signal modifications to integrate the fourth leg. Additionally, an eastbound left turn lane should be added. It is recognized that its addition is also likely to use a "best fit" approach, and will require landscape modification/removal as well as the likely relocation of the existing sculpture at the center of the median. However, to provide a conservative assessment, it was assumed that an eastbound left-

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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

= PROJECT SITE

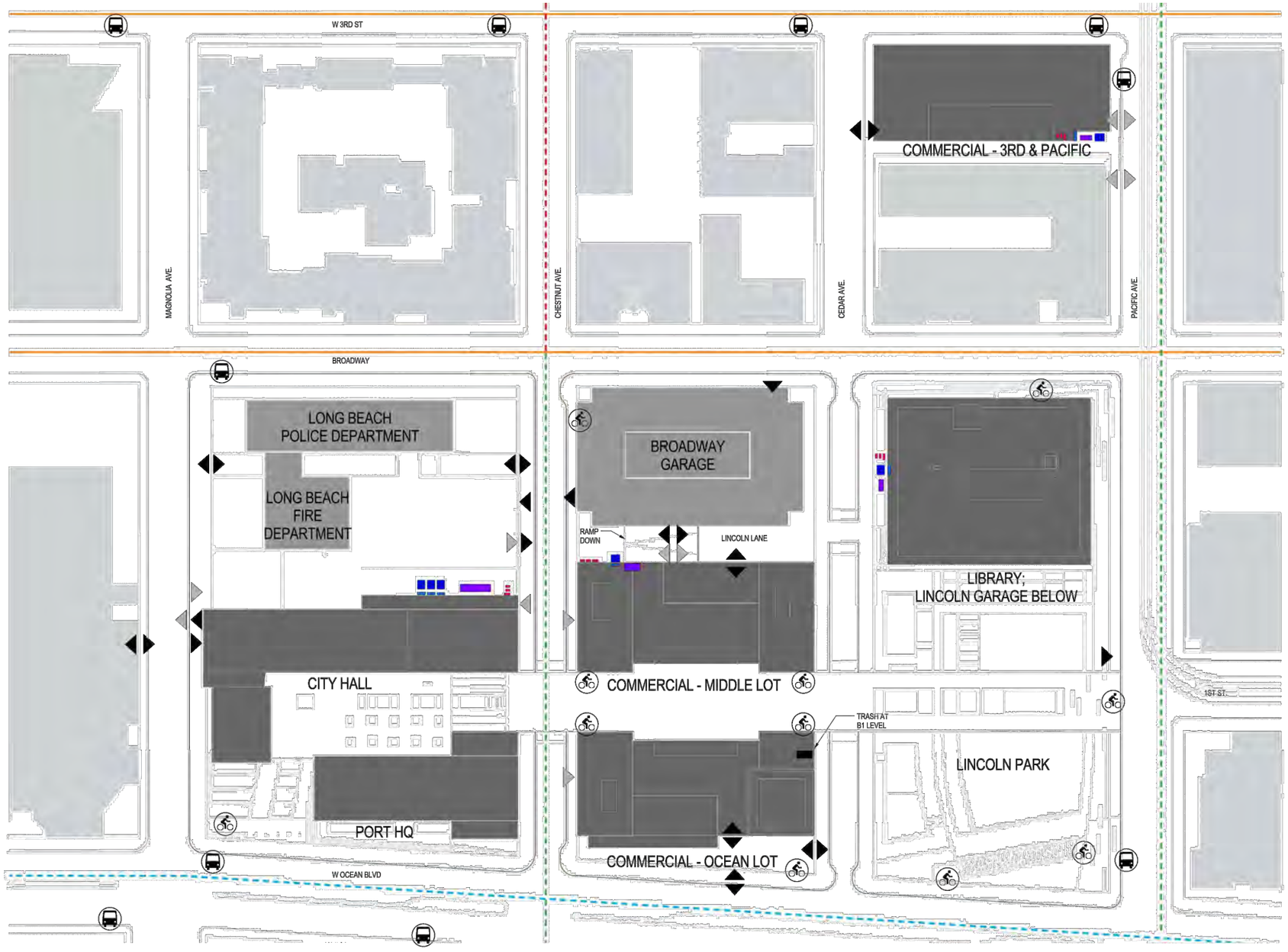
FIGURE 2-1

EXISTING AERIAL

NEW LONG BEACH CIVIC CENTER, LONG BEACH

turn is not provided due to existing constraints. The extension of Cedar Avenue to Ocean Boulevard is expected to align with the existing southerly terminus, which now provides a median break and westbound left turn lane to service the existing street segment south of Ocean. The northbound approach of that segment to Ocean is STOP controlled and posted with a right-turn-only restriction (left turns are prohibited). Due to intersection spacing and current turn restrictions at this location, it was assumed that access to and from the future north leg of Cedar Avenue will be restricted to right-turn only movements at Ocean Boulevard. A section of First Street with non-traditional paving and a curb less design will be developed between Chestnut and Cedar as part of the Center Block development. First Street, between Cedar and Pacific as well as within the Civic Plaza area, will consist of pedestrian walkways.

Figure 2-2 presents the overall site plan for the proposed Project as prepared by Skidmore Owings & Merrill, LLP (SOM) dated April 2015. ***Figure 2-3*** presents overall vehicular access and service access for the Project, with a focus to the site's parking structures upon completion of the Project.



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LINSCOTT LAW & GREENSPAN engineers

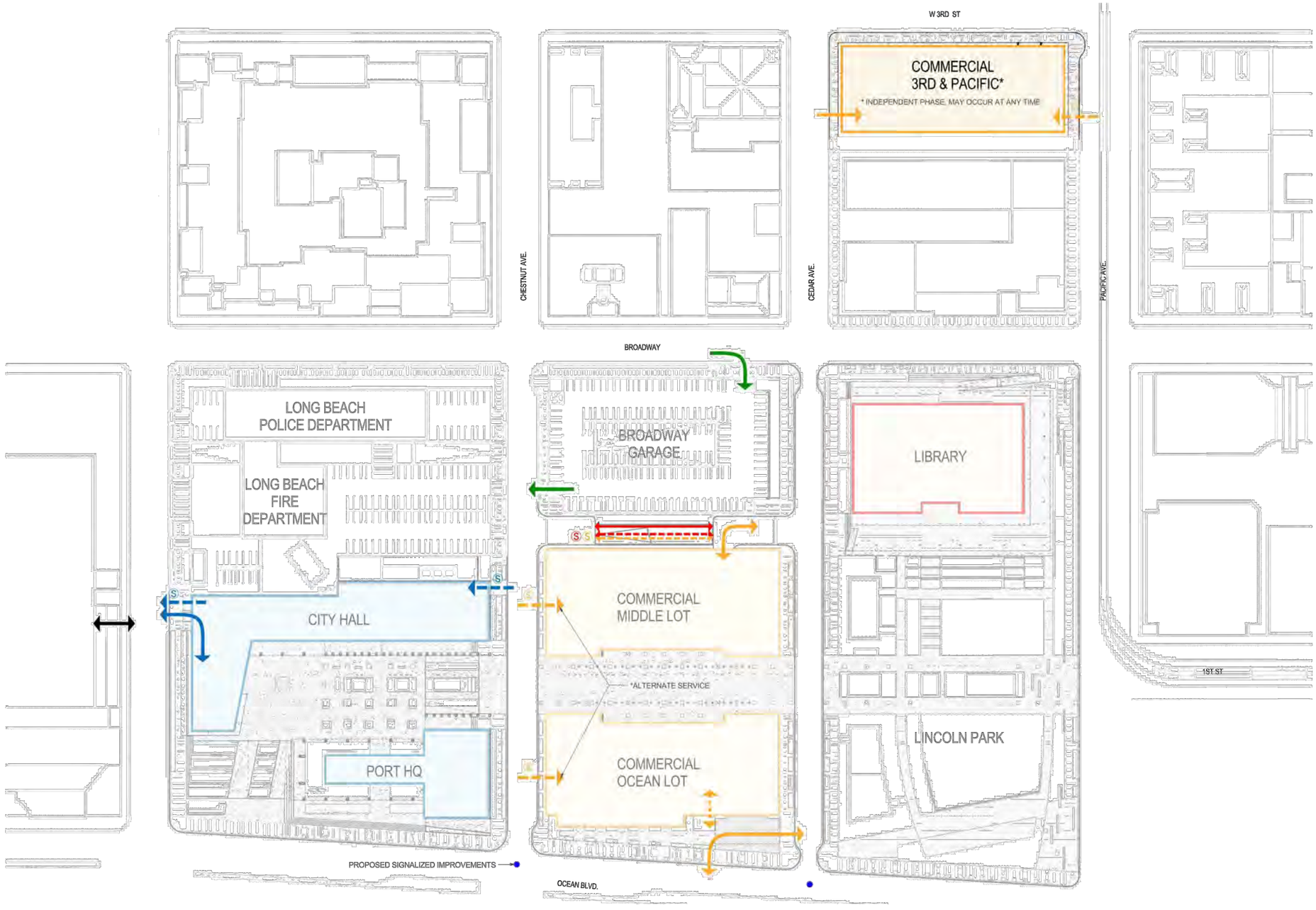
N NO SCALE

SOURCE: SKIDMORE, OWINGS & MERRILL, LLP (SOM)

FIGURE 2-2

PROPOSED SITE PLAN

NEW LONG BEACH CIVIC CENTER, LONG BEACH



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: SKIDMORE, OWINGS & MERRILL, LLP (SOM)

FIGURE 2-3

VEHICULAR AND SERVICE ACCESS
NEW LONG BEACH CIVIC CENTER, LONG BEACH

3.0 EXISTING CONDITIONS

3.1 Existing Street System

The principal local network of streets serving the project site includes 3rd Street, Broadway, Ocean Boulevard, 1st Street, Magnolia Avenue, Chestnut Avenue, Cedar Avenue, and Pacific Avenue. The following discussion provides a brief synopsis of these key area streets. The descriptions are based on an inventory of existing roadway conditions.

3rd Street is a two-lane, one-way roadway (westbound travel only) oriented in the east-west direction. Parking is generally permitted on both sides of the roadway, except for a segment between Chestnut Avenue and Cedar Avenue. The posted speed limit is 25 mph. The intersection of 3rd Street and Pacific Avenue is controlled by a traffic signal.

Broadway is a two-lane, one-way divided roadway (eastbound travel only) oriented in the east-west direction. West of Magnolia Avenue, parking is restricted on both the north and south side of the roadway. West of Pine Avenue, parking is generally permitted on the north side of the roadway and restricted on the south side. East of Pine Avenue, parking is permitted on both sides of the roadway. The posted speed limit on Broadway is 30 mph. The intersections of Broadway at Magnolia Avenue, Chestnut Avenue, Cedar Avenue, and Pacific Avenue are controlled by traffic signals.

Ocean Boulevard is a primarily a six-lane, divided roadway oriented in the east-west direction. West of Magnolia Avenue, Ocean Boulevard is a seven-lane, divided roadway, with three travel lanes in the eastbound direction and four travel lanes in the westbound direction. Parking is permitted on both sides of the roadway. The posted speed limit on Ocean Boulevard is 30 mph. The intersections of Ocean Boulevard at Magnolia Avenue, Chestnut Avenue, and Pacific Avenue are controlled by traffic signals. The intersection of Ocean Boulevard at Cedar Avenue is controlled by a one-way stop.

1st Street is primarily is a two-lane, divided roadway oriented in the east-west direction. Parking is not permitted on both sides of the roadway. The posted speed limit on 1st Street is 25 mph. The intersection of Pacific Avenue at 1st Street is controlled by a traffic signal.

Magnolia Avenue is primarily a four-lane, divided roadway oriented in the north-south direction. South of Ocean Boulevard, Magnolia Avenue is a six-lane, divided roadway. North of 3rd Street, Magnolia Avenue is a two-lane, divided roadway. Parking is permitted on both sides of the roadway north of Broadway. South of Broadway, parking is generally not permitted on both sides of the roadway, except for a segment between Broadway and Ocean Avenue where parking is permitted on the west side of the roadway. North of Ocean Boulevard, the posted speed limit is 25 mph; south of Ocean Boulevard, the posted speed limit is 45 mph. The intersections of Magnolia Avenue at Broadway and Ocean Boulevard are controlled by traffic signals.

Chestnut Avenue is primarily a two-lane, undivided roadway oriented in the north-south direction. Between 3rd Street and Broadway, Chestnut is a two-lane, divided roadway. Between Broadway and Ocean Boulevard, Chestnut is a 3-lane, undivided roadway. Parking is permitted on both sides of

the roadway, north of Ocean Boulevard. Parking is not permitted on both sides of the roadway south of Ocean Boulevard. The posted speed limit on Chestnut Avenue is 25 mph. The intersections of Chestnut Avenue at Broadway and Ocean Boulevard are controlled by traffic signals.

Cedar Avenue is a primarily two-lane, undivided roadway oriented in the north-south direction. South of Broadway and north of Ocean Boulevard, Cedar Avenue is a two-lane, divided roadway. Parking is permitted on both sides of the roadway, north of Broadway. Parking is not permitted on both sides of the roadway, south of Broadway. The posted speed limit on Cedar Avenue is 25 mph. The intersection of Cedar Avenue at Broadway is controlled by a traffic signal. The intersection of Cedar Avenue at Ocean Boulevard is controlled by a one-way stop.

Pacific Avenue is primarily a four-lane, divided roadway oriented in the north-south direction. South of Ocean Boulevard, Pacific Avenue is a two-lane, undivided roadway. Parking is not permitted on either side of the roadway within the vicinity of the Project site. The posted speed limit on Pacific Avenue is 25 mph. The intersections of Pacific Avenue at 3rd Street, Broadway, 1st Street and Ocean Boulevard are controlled by traffic signals.

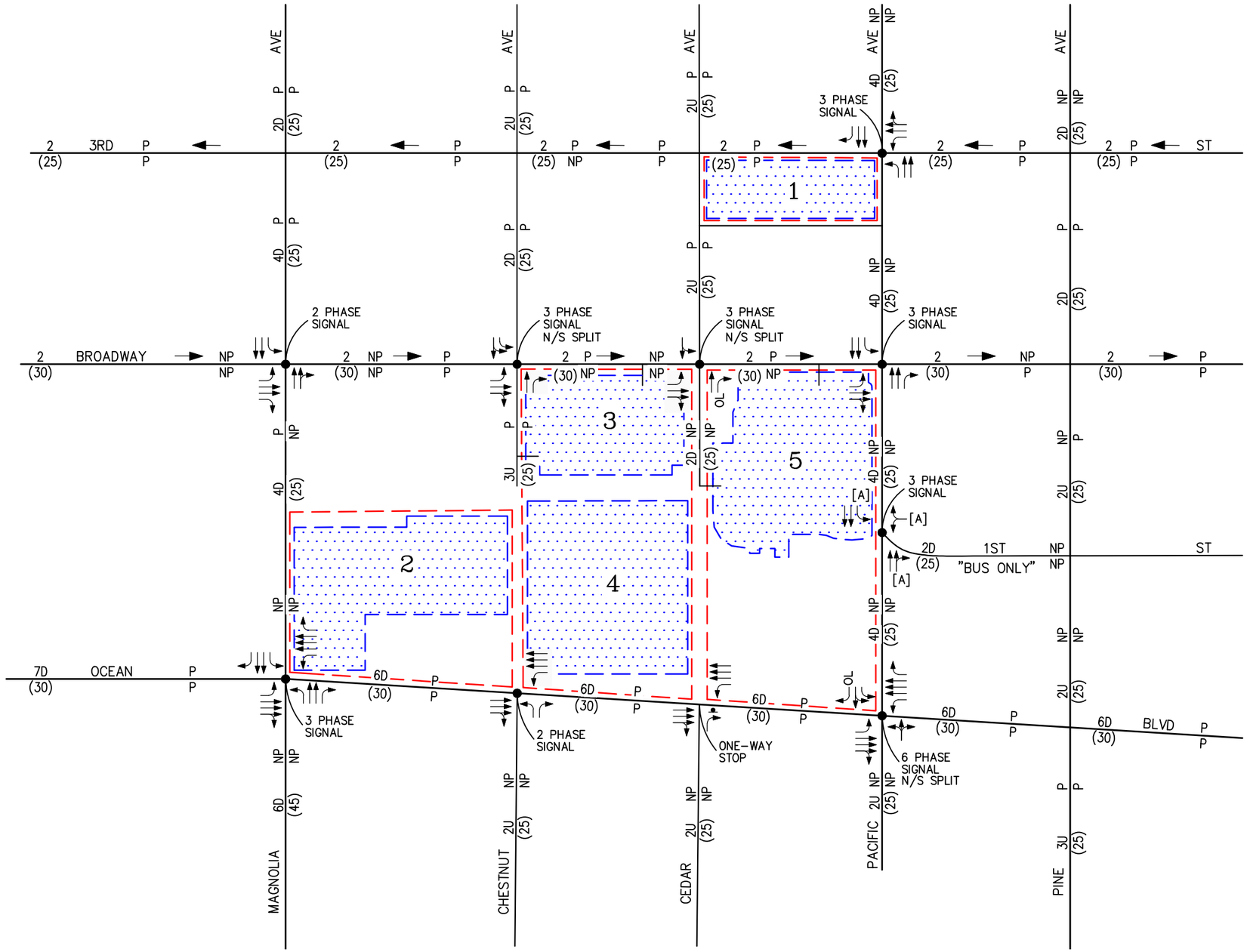
Figure 3-1 presents an inventory of the existing roadway conditions for the arterials and intersections evaluated in this report. The number of travel lanes and intersection controls for the key area intersections are identified.

3.2 Existing Traffic Volumes

Ten (10) key study intersections have been identified as the locations at which to evaluate existing and future traffic operating conditions. Some portion of potential project-related traffic will pass through each of these intersections, and their analysis will reveal the expected impact associated with the proposed Project.

Existing weekday peak hour traffic volumes for the ten (10) key study intersections evaluated in this report were obtained from manual turning movement counts conducted by National Data & Surveying Services (NDS) in March 2015.

Figures 3-2 and ***3-3*** illustrate the existing weekday AM and PM peak hour traffic volumes at the ten (10) key study intersections evaluated in this report, respectively. ***Appendix A*** contains the detailed peak hour count sheets for the key intersections evaluated in this report.



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

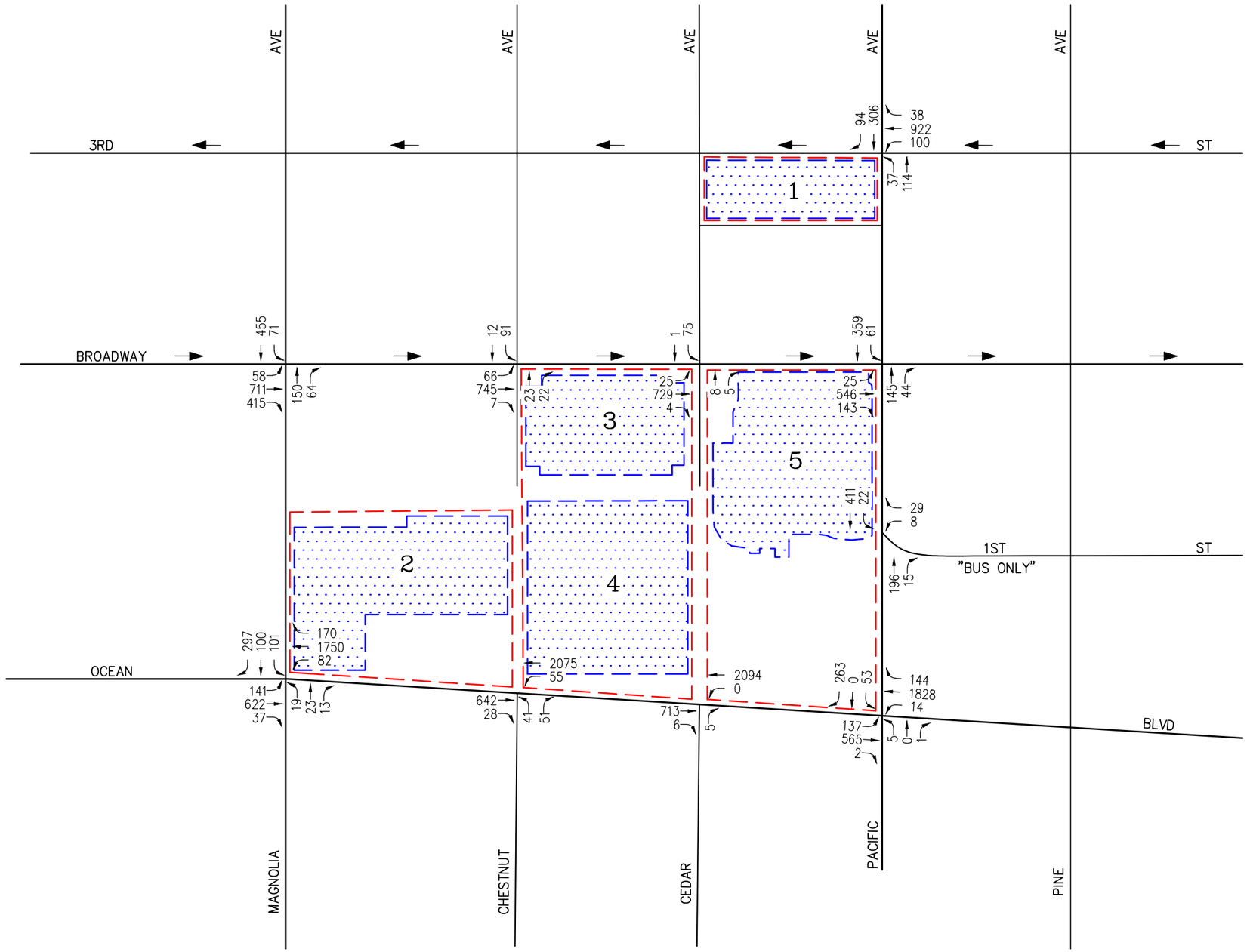
KEY

- = PROJECT AREA
- = PARKING LOCATIONS
- = APPROACH LANE ASSIGNMENT
- = TRAFFIC SIGNAL, = STOP SIGN
- [A] = NB RIGHT-TURN, SB LEFT-TURN AND EB SHARED LEFT-RIGHT ARE PERMITTED FOR BUSSES ONLY
- P = PARKING, NP = NO PARKING
- U = UNDIVIDED, D = DIVIDED
- 2 = NUMBER OF TRAVEL LANES
- (XX)= POSTED SPEED LIMIT (MPH)
- F = FREE-RIGHT
- 1 = THIRD & PACIFIC BLOCK RESIDENTIAL PARKING
- 2 = CIVIC CENTER BLOCK PARKING
- 3 = CENTER BLOCK BROADWAY PARKING GARAGE
- 4 = CENTER BLOCK COMMERCIAL PARKING GARAGE
- 5 = LINCOLN PARK BLOCK PARKING GARAGE

FIGURE 3-1

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

NEW LONG BEACH CIVIC CENTER, LONG BEACH



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= PROJECT AREA

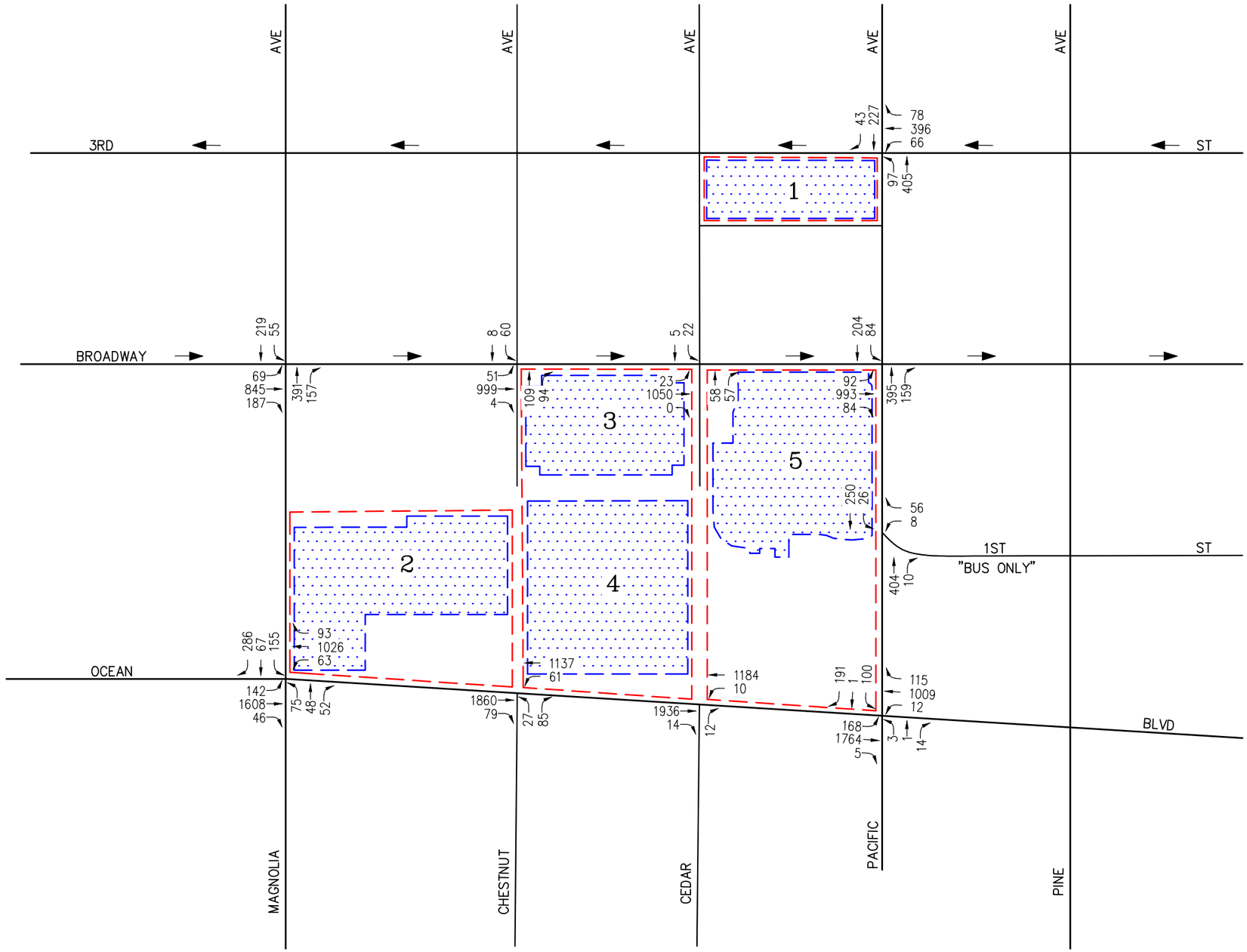
= PARKING LOCATIONS

1 = THIRD & PACIFIC BLOCK RESIDENTIAL PARKING
2 = CIVIC CENTER BLOCK PARKING
3 = CENTER BLOCK BROADWAY PARKING GARAGE
4 = CENTER BLOCK COMMERCIAL PARKING GARAGE
5 = LINCOLN PARK BLOCK PARKING GARAGE

FIGURE 3-2

EXISTING AM PEAK HOUR TRAFFIC VOLUMES

NEW LONG BEACH CIVIC CENTER, LONG BEACH



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= PROJECT AREA

= PARKING LOCATIONS

1 = THIRD & PACIFIC BLOCK RESIDENTIAL PARKING
2 = CIVIC CENTER BLOCK PARKING
3 = CENTER BLOCK BROADWAY PARKING GARAGE
4 = CENTER BLOCK COMMERCIAL PARKING GARAGE
5 = LINCOLN PARK BLOCK PARKING GARAGE

FIGURE 3-3

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

NEW LONG BEACH CIVIC CENTER, LONG BEACH

3.3 Existing Public Transit

The Los Angeles County Metropolitan Transportation Authority and Long Beach Transit (LBT) provide public transit services in the vicinity of the proposed Project. In the vicinity of the Project, the Metro Blue Line currently serves Pacific Avenue. The Los Angeles Department of Transportation (LADOT) Commuter Express 142 currently serves Ocean Boulevard. In addition to the Metro routes, LBT Route 151 serves Broadway, 3rd Street, and Pacific Avenue; Route 121 serves Ocean Boulevard and Pacific Avenue; LBT Route 181, 191 and 192 serve Broadway, 3rd Street, and Magnolia Avenue; LBT Route 21, 22, 61, and Passport serve Pacific Avenue. ***Figure 3-4*** graphically illustrates the transit routes of Long Beach Transit within the vicinity of the Project site. ***Figure 3-5*** identifies the location of the existing LBT bus stops, including the downtown Long Beach Transit Mall on 1st Street between Pacific Avenue and Long Beach Boulevard, in proximity to the Project site. From the westerly edge of the Project site, the Long Beach Transit Mall that is located directly east of the civic center block across Pacific Avenue.

3.4 Existing Bicycle Master Plan

The City of Long Beach promotes bicycling as a means of mobility and a way in which to improve the quality of life within its community. The Bicycle Master Plan recognizes the needs of bicycle users and aims to create a complete and safe bicycle network throughout the City. The City of Long Beach Bicycle Facilities in the vicinity of the Project site (existing and proposed) is shown on ***Figure 3-6***.

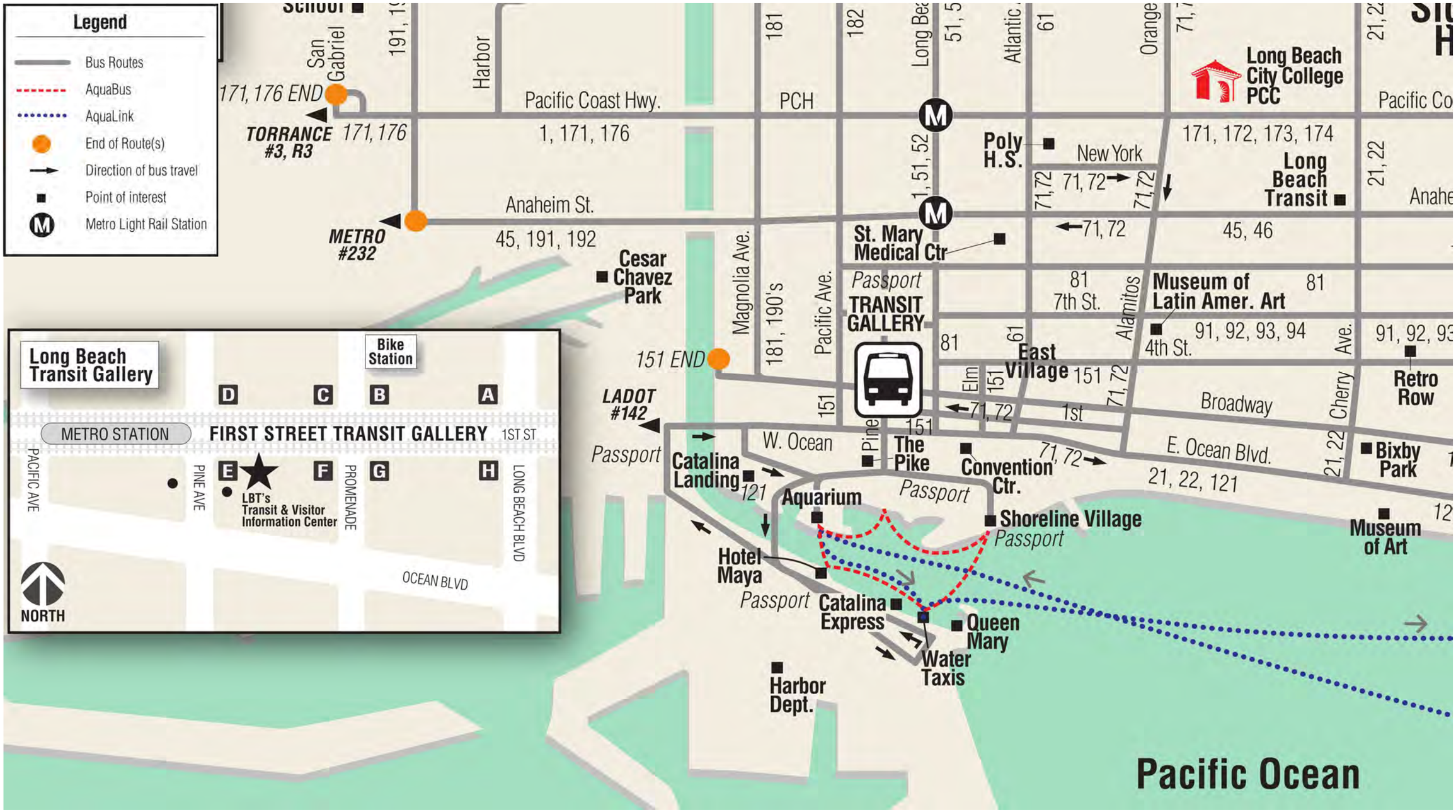
3.5 Existing Intersection Conditions

Existing AM and PM peak hour operating conditions for the key signalized study intersections were evaluated using the *Intersection Capacity Utilization* (ICU) methodology for signalized intersections.

3.5.1 *Intersection Capacity Utilization (ICU) Method of Analysis*

In conformance with City of Long Beach and LA County CMP requirements, existing weekday peak hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU technique is intended for signalized intersection analysis and estimates the volume to capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing.

Per LA County CMP requirements, the ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and dual left turn capacity of 2,880 vph. A clearance interval is also added to each Level of Service calculation. Per City of Long Beach requirements, clearance intervals are based on the number of phases in the intersection and whether the left turning movements are all fully protected or whether some of them are permitted with other



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SOURCE: LONG BEACH TRANSIT

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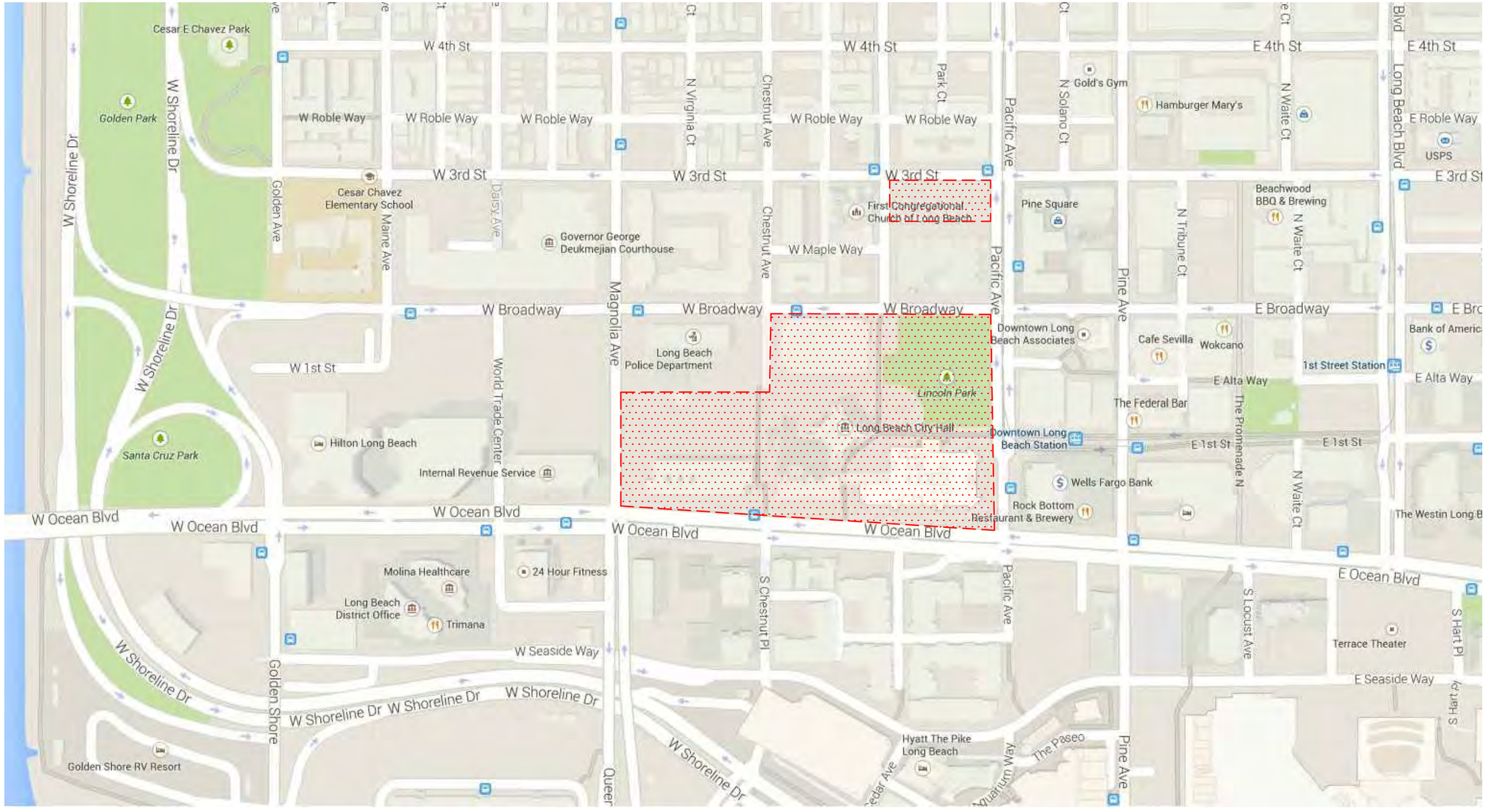
FIGURE 3-4

LONG BEACH TRANSIT MAP
NEW LONG BEACH CIVIC CENTER, LONG BEACH



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

= PROJECT SITE

= TRANSIT STOP

FIGURE 3-5

TRANSIT STOP LOCATIONS

NEW LONG BEACH CIVIC CENTER, LONG BEACH

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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: CITY OF LONG BEACH

KEY

= PROJECT SITE

FIGURE 3-6

LONG BEACH BIKEWAY FACILITIES

NEW LONG BEACH CIVIC CENTER, LONG BEACH

left-turn movements being protected. ***Table 3-1*** shows the clearance intervals used in the analysis of the key study intersections within the City of Long Beach.

The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in ***Table 3-2***. The ICU value is the sum of the critical volume to capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements.

3.5.2 *Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)*

The 2000 HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the key unsignalized intersections. This methodology estimates the average control delay for each of the subject movements and determines the level of service for each movement. For all-way stop controlled intersections, the overall average control delay measured in seconds per vehicle, and level of service is then calculated for the entire intersection. For one-way and two-way stop-controlled (minor street stop-controlled) intersections, this methodology estimates the worst side street delay, measured in seconds per vehicle and determines the level of service for that approach. The HCM control delay value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in ***Table 3-3***.

3.5.3 *Level of Service Criteria*

According to the City of Long Beach, LOS D is the minimum acceptable condition that should be maintained during the peak commute hours, or the current LOS if the existing LOS is worse than LOS D (i.e. LOS E of F).

3.6 Existing Level of Service Results

Table 3-4 summarizes the existing peak hour service level calculations for the ten (10) key study intersections based on existing traffic volumes and current street geometrics. Review of *Table 3-4* indicates that all ten (10) key study intersections currently operate at LOS C or better during the weekday AM and PM peak hours.

Appendix B contains the detailed peak hour count sheets for the key intersections evaluated in this report

TABLE 3-1

CITY OF LONG BEACH CLEARANCE INTERVALS[1]

Number of Signal Phases	Left-turn Phasing Type	Clearance Interval (Percent)
2	Permitted	10%
3	Protected and Permitted	12%
3	Fully Protected	15%
4	Protected and Permitted	14%
4	Fully Protected	18%

[1] Source: *City of Long Beach Guidelines for Signalized Intersection Analysis, 2004.*

TABLE 3-2

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	≤ 0.600	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.601 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

TABLE 3-3

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

TABLE 3-4

EXISTING PEAK HOUR LEVELS OF SERVICE

	Key Intersections	Time Period	Control Type	ICU/HCM	LOS
1.	Magnolia Avenue at Broadway	AM	2∅ Traffic	0.502	A
		PM	Signal	0.570	A
2.	Chestnut Avenue at Broadway	AM	3∅ Traffic	0.432	A
		PM	Signal	0.553	A
3.	Cedar Avenue at Broadway	AM	3∅ Traffic	0.432	A
		PM	Signal	0.531	A
4.	Pacific Avenue at Broadway	AM	3∅ Traffic	0.478	A
		PM	Signal	0.663	B
5.	Magnolia Avenue at Ocean Boulevard	AM	3∅ Traffic	0.770	C
		PM	Signal	0.730	C
6.	Chestnut Avenue at Ocean Boulevard	AM	2∅ Traffic	0.564	A
		PM	Signal	0.595	A
7.	Cedar Avenue at Ocean Boulevard	AM	One- Way	9.7 s/v	A
		PM	Stop	17.2 s/v	C
8.	Pacific Avenue at Ocean Boulevard	AM	6∅ Traffic	0.689	B
		PM	Signal	0.559	A
9.	Pacific Avenue at 3rd Street	AM	3∅ Traffic	0.569	A
		PM	Signal	0.430	A
10.	Pacific Avenue at 1st Street	AM	3∅ Traffic	0.302	A
		PM	Signal	0.336	A

Notes:

- ICU = Intersection Capacity Utilization
- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-2* and *3-3* for the LOS definitions
- ∅ = Phase

4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Ninth Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2012].

Trip generation rates/equations for ITE Land Use 230: Residential Condominium/Townhouse, ITE Land Use 310: Hotel, ITE Land Use 411: City Park, ITE Land Use 590: Library, ITE Land Use 710: General Office Building, ITE Land Use 820: Shopping Center and ITE Land Use 932: High-Turnover (Sit Down) Restaurant have been applied appropriately to the existing development and proposed Project uses.

As shown in the upper half of ***Table 5-1***, the proposed Project is forecast to generate 18,582 daily trips, with 1,185 trips (795 inbound, 390 outbound) produced in the AM peak hour and 1,668 trips (693 inbound, 975 outbound) produced in the PM peak hour on a typical weekday.

For the existing land use, a review of lower portion of *Table 5-1* shows the existing trip generation potential of the current civic center (i.e. City Hall office tower, Main Library and Lincoln Park) totals 7,659 daily trips, with 514 trips (418 inbound, 96 outbound) produced in the AM peak hour and 1,116 trips (446 inbound, 670 outbound) produced in the PM peak hour.

Comparison of the trips generated by the proposed Project to the trip generation potential of the Existing Land Use shows that the implementation of the proposed Project will result in an additional 10,923 daily trips, 671 net AM peak hour trips and 552 net PM peak hour trips. The potential traffic impact of these added trips are assessed in this report.

5.2 Downtown Plan Land Use Trip Generation Comparison

As mentioned previously, the *Long Beach Downtown Community Plan EIR Traffic Impact Analysis, dated February 4, 2010, prepared by Iteris,* and *Downtown Plan Draft Program Environmental Impact Report (Downtown Plan Draft PEIR), dated December 2010, prepared by AECOM* assumed development of up to 800 residential units, 460,000 SF of office/commercial floor area, 64,000 SF of retail space and 16,000 SF of restaurant uses for the Civic Center area in the Downtown Community Plan traffic analysis.

As shown in ***Table 5-2***, the trip generation potential of mix of uses assumed for the Civic Center totals generate 16,998 daily trips, with 1,036 trips (623 inbound, 413 outbound) produced in the AM peak hour, and 1,132 trips (489 inbound, 643 outbound) produced in the PM peak hour.

A comparison of the trips generated by the proposed Project to the trips generated by the mix of uses assumed in the Downtown Plan shows that that the implementation of the proposed Project will result in 6,075 fewer daily trips, 365 fewer AM peak hour trips, and 580 fewer PM peak hour trips.

TABLE 5-1

PROJECT TRIP GENERATION FORECAST[2]

No.	Name	Description	Land Use	Sub Land Use	ITE Code	Units	Data Type	Size	Rates: Daily	Rates: AM Peak Hour Enter	Rates: AM Peak Hour Exit	Rates: AM Peak Hour Total	Rates: PM Peak Hour Enter	Rates: PM Peak Hour Exit	Rates: PM Peak Hour Total	Trips: Daily	Trips: AM Peak Hour Enter	Trips: AM Peak Hour Exit	Trips: AM Peak Hour Total	Trips: PM Peak Hour Enter	Trips: PM Peak Hour Exit	Trips: PM Peak Hour Total
Proposed Project Trip Generation																						
1	Third & Pacific Block	Apartment	Residential	Residential Condominium/Townhouse	230	Dwelling Units	Equation	200	5.88	17%	83%	0.45	67%	33%	0.53	1,176	15	75	90	71	35	106
							Reduction for Transit Trips (26%)					0.26			0.26	0	-4	-19	-23	-18	-10	-28
							Third & Pacific Block Sub-total									**1,176**	**11**	**56**	**67**	**53**	**25**	**78**
2	Civic Block	City Hall	Office	General Office Building	710	1000 Sq. Feet Gross Floor Area	Equation	270	10.34	88%	12%	1.57	17%	83%	1.41	2,793	373	51	424	65	316	381
		Port Administration	Office	General Office Building	710	1000 Sq. Feet Gross Floor Area	Equation	240	10.64	88%	12%	1.61	17%	83%	1.45	2,554	339	46	385	59	288	347
							Reduction for Transit Trips (26%)					0.26			0.26	0	-185	-25	-210	-32	-157	-189
							Civic Block Sub-total									**5,347**	**527**	**72**	**599**	**92**	**447**	**539**
3	Lincoln Park Block	Main Library	Institutional	Library	590	1000 Sq. Feet Gross Floor Area	Equation	92	38.41	71%	29%	1.26	48%	52%	6.13	3,533	82	34	116	271	293	564
		Lincoln Park [A]	Recreational	City Park	411	Acres	Rate	3.17	35.00	56%	44%	4.50	57%	43%	3.50	111	8	6	14	6	5	11
							Lincoln Park Block Sub-total									**3,644**	**90**	**40**	**130**	**277**	**298**	**575**
4	Center Block	Apartment	Residential	Residential Condominium/Townhouse	230	Dwelling Units	Equation	580	5.12	17%	83%	0.36	67%	33%	0.44	2,969	36	175	211	170	84	254
							Reduction for Internal Capture (5%)		0.05	0.05	0.05	0.05	0.05	0.05	0.05	-148	-2	-9	-11	-9	-4	-13
							Reduction for Transit Trips (26%)					0.26			0.26	0	-9	-43	-52	-42	-21	-63
							Apartment Sub-total									*2,821*	*25*	*123*	*148*	*119*	*59*	*178*
		Hotel	Lodging	Hotel	310	Rooms	Rate	200	8.17	59%	41%	0.53	51%	49%	0.60	1,634	63	43	106	61	59	120
							Reduction for Internal Capture (5%)		0.05	0.05	0.05	0.05	0.05	0.05	0.05	-82	-3	-2	-5	-3	-3	-6
							Hotel Sub-total									*1,552*	*60*	*41*	*101*	*58*	*56*	*114*
		Retail	Retail	Shopping Center	820	1000 Sq. Feet Gross Leasable Area	Equation	32	101.19	62%	38%	2.43	48%	52%	8.73	3,238	48	30	78	134	145	279
							Reduction for Internal Capture (5%)		0.05	0.05	0.05	0.05	0.05	0.05	0.05	-162	-2	-2	-4	-7	-7	-14
							Reduction for Pass-by Trips(50% PM)								0.50	0	0	0	0	-64	-69	-133
							Retail Sub-total									*3,076*	*46*	*28*	*74*	*63*	*69*	*132*
		Restaurant	Services	High-Turnover (Sit-Down) Restaurant	932	1000 Sq. Feet Gross Floor Area	Rate	8	127.15	55%	45%	10.81	60%	40%	9.85	1,017	47	39	86	47	32	79
							Reduction for Internal Capture (5%)		0.05	0.05	0.05	0.05	0.05	0.05	0.05	-51	-2	-2	-4	-2	-2	-4
							Reduction for Pass-by Trips(20% AM/20% PM)					0.20			0.20	0	-9	-7	-16	-9	-6	-15
							Reduction for Bike, Walk, Mixed-use(10% PM)								0.10	0	0	0	0	-5	-3	-8
							Restaurant Sub-total									*966*	*36*	*30*	*66*	*31*	*21*	*52*
							Center Block Sub-total									**8,415**	**167**	**222**	**389**	**271**	**205**	**476**
															A. Total Proposed Project Trips	**18,582**	**795**	**390**	**1,185**	**693**	**975**	**1,668**
Existing Land Use Trip Generation																						
1	Main Library	Library	Institutional	Library	590	1000 Sq. Feet Gross Floor Area	Equation	138	33.87	71%	29%	1.28	48%	52%	5.91	4,674	125	51	176	391	424	815
2	City Hall	Office	Office	General Office Building	710	1000 Sq. Feet Gross Floor Area	Equation	283	10.23	88%	12%	1.55	17%	83%	1.40	2,894	387	53	440	67	328	395
							Reduction for Transit Trips (26%)					0.26			0.26	0	-101	-13	-114	-17	-86	-103
							City Hall Sub-total									*2,894*	*286*	*40*	*326*	*50*	*242*	*292*
3	Lincoln Park [A]	Park	Recreational	City Park	411	Acres	Rate	2.6	35.00	56%	44%	4.50	57%	43%	3.50	91	7	5	12	5	4	9
															B. Total Existing Land Use Trips	**7,659**	**418**	**96**	**514**	**446**	**670**	**1,116**
															C. Net Project Trips (Project - Existing)	**10,923**	**377**	**294**	**671**	**247**	**305**	**552**

[A] Trip rates were calculated based on information provided by ITE Trip Generation Manual, 9th Edition for City Parks. Daily trip rate was assumed to be 10 times the rate for the PM peak hour.

[2] Source: *Trip Generation, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012).*

TABLE 5-2

TRIP GENERATION FORECAST – DOWNTOWN PLAN CIVIC CENTER AREA[3]

No.	Name	Description	Land Use	Sub Land Use	ITE Code	Units	Data Type	Size	Daily	AM Peak Hour Enter	AM Peak Hour Exit	AM Peak Hour Total	PM Peak Hour Enter	PM Peak Hour Exit	PM Peak Hour Total	Daily	AM Peak Hour Enter	AM Peak Hour Exit	AM Peak Hour Total	PM Peak Hour Enter	PM Peak Hour Exit	PM Peak Hour Total
LB Downtown Plan 2010 EIR Project Trip Generation																						
1	LU Zone 8	Residential Condos	Residential	Residential Condominium/Townhouse	230	Dwelling Units	Equation	320	5.53	17%	83%	0.41	67%	33%	0.49	1,769	22	109	131	105	51	156
						Reduction for Transit Trips (26%)						*0.26*			*0.26*	*0*	*-6*	*-28*	*-34*	*-27*	*-14*	*-41*
																1,769	**16**	**81**	**97**	**78**	**37**	**115**
2	LU Zone 9	Residential Condos	Residential	Residential Condominium/Townhouse	230	Dwelling Units	Equation	800	4.91	17%	83%	0.34	67%	33%	0.41	3,927	46	227	273	222	109	331
						Reduction for Transit Trips (26%)						*0.26*			*0.26*	*0*	*-12*	*-59*	*-71*	*-58*	*-28*	*-86*
						Apartment Sub-total										*3,927*	*34*	*168*	*202*	*164*	*81*	*245*
		Office	Office	General Office Building	710	1000 Sq. Feet Gross Floor Area	Equation	460	9.10	88%	12%	1.41	17%	83%	1.29	4,187	571	78	649	101	493	594
						Reduction for Transit Trips (26%)						*0.26*			*0.26*	*0*	*-148*	*-21*	*-169*	*-26*	*-128*	*-154*
						Office Sub-total										*4,187*	*423*	*57*	*480*	*75*	*365*	*440*
		Shopping Center	Retail	Shopping Center	820	1000 Sq. Feet Gross Leasable Are	Equation	64	79.39	62%	38%	1.86	48%	52%	6.94	5,081	74	45	119	213	231	444
						Reduction for Pass-by Trips(50% PM)									*0.50*	*0*	*0*	*0*	*0*	*-107*	*-115*	*-222*
						Retail Sub-total										*5,081*	*74*	*45*	*119*	*106*	*116*	*222*
		Restaurant	Services	High-Turnover (Sit-Down) Restaurant	932	1000 Sq. Feet Gross Floor Area	Rate	16	127.15	55%	45%	10.81	60%	40%	9.85	2,034	95	78	173	95	63	158
						Reduction for Pass-by Trips(20% AM/20% PM)						*0.20*			*0.20*	*0*	*-19*	*-16*	*-35*	*-19*	*-13*	*-32*
						Reduction for Bike, Walk, Mixed-use(10% PM)									*0.10*	*0*	*0*	*0*	*0*	*-10*	*-6*	*-16*
						Restaurant Sub-total										*2,034*	*76*	*62*	*138*	*66*	*44*	*110*
						LU Zone 9 Sub-total										**15,229**	**607**	**332**	**939**	**411**	**606**	**1,017**
												LB Downtown Plan 2010 EIR Project Trips				**16,998**	**623**	**413**	**1,036**	**489**	**643**	**1,132**

[3] Source: *Trip Generation, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012).* The trip forecast for the mix of uses assumed in the Downtown Plan for the civic center area was updated using the most current trip rates published in the *9th Edition, Trip Generation*. Based on information contained in the *Long Beach Downtown Community Plan EIR Traffic Impact Analysis*, which uses the *8th Edition, Trip Generation*, the mix of uses for the civic center area had a trip generation potential of 15,237 daily trips, 1,035 AM peak hour trips and 1,160 PM peak hour trips.

5.3 Project Traffic Distribution and Assignment

Figure 5-1 illustrates the general, directional traffic distribution pattern for the existing civic center uses, whereas ***Figure 5-2A, Figure 5-2B, Figure 5-2C, Figure 5-2D*** and ***Figure 5-2E*** present the trip distribution patterns for various components of the proposed Project. Project traffic volumes both entering and exiting the project site have been distributed and assigned to the adjacent street system based on the following considerations:

- location of site access points in relation to the surrounding street system,
- the site's proximity to major traffic carriers and regional access routes,
- physical characteristics of the circulation system such as lane channelization and presence of traffic signals that affect travel patterns,
- presence of traffic congestion in the surrounding vicinity, and
- ingress/egress availability at the Project's parking structures, including turn restrictions to and from Ocean Boulevard.

The AM and PM peak hour traffic volumes associated with the current civic center uses are presented in ***Figures 5-3*** and ***5-4***, respectively. The anticipated AM and PM peak hour project traffic volumes associated with the proposed Project are presented in ***Figures 5-5*** and ***5-6***, respectively. The traffic volume assignments presented in *Figures 5-3* and *5-4* reflect the traffic distribution characteristics for the existing development as shown in *Figure 5-1* and the traffic generation potential presented in *Table 5-1 (Row B).*

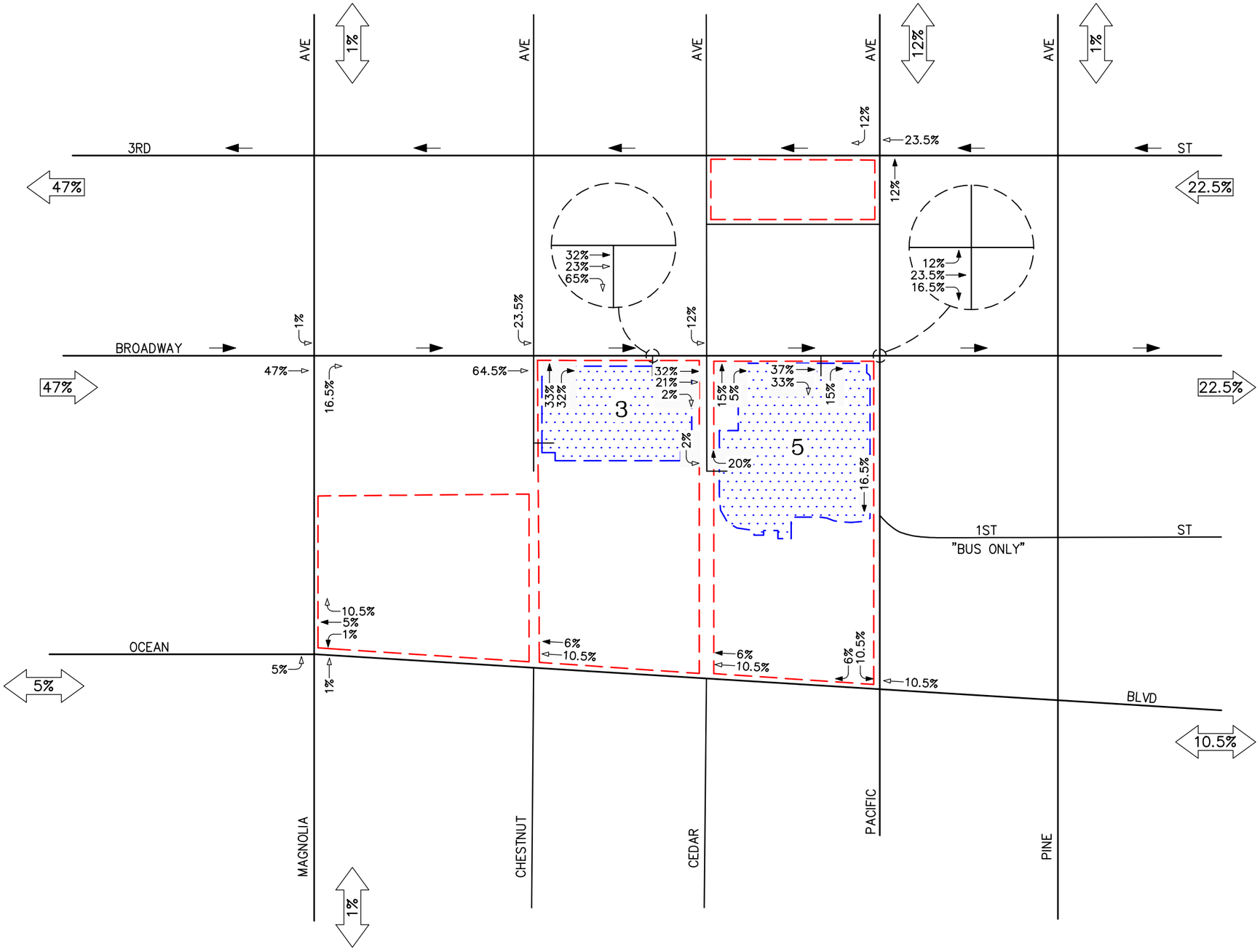
The Project's traffic volume forecasts illustrated in *Figures 5-5* and *5-6* reflect the traffic distribution characteristics of the proposed Project as shown in *Figures 5-2A through 5-2E* and the Project traffic generation potential presented in *Table 5-1 (Row C).*

It should be noted that the trip generation methodology and forecasts were approved by City staff prior to proceeding with further analyses.

5.4 Existing Plus Project Traffic Conditions

The existing plus project traffic conditions have been generated based upon existing conditions and the estimated project traffic. These forecast traffic conditions have been prepared pursuant to the California Environmental Quality Act (CEQA) guidelines, which require that the potential impacts of a Project be evaluated upon the circulation system as it currently exists. This traffic volume scenario and the related intersection capacity analyses will identify the roadway improvements necessary to mitigate the direct traffic impacts of the Project, if any.

Figures 5-7 and ***5-8*** present projected AM and PM peak hour traffic volumes at the ten (10) key study intersections with the addition of the trips generated by the proposed Project to existing traffic volumes, respectively.



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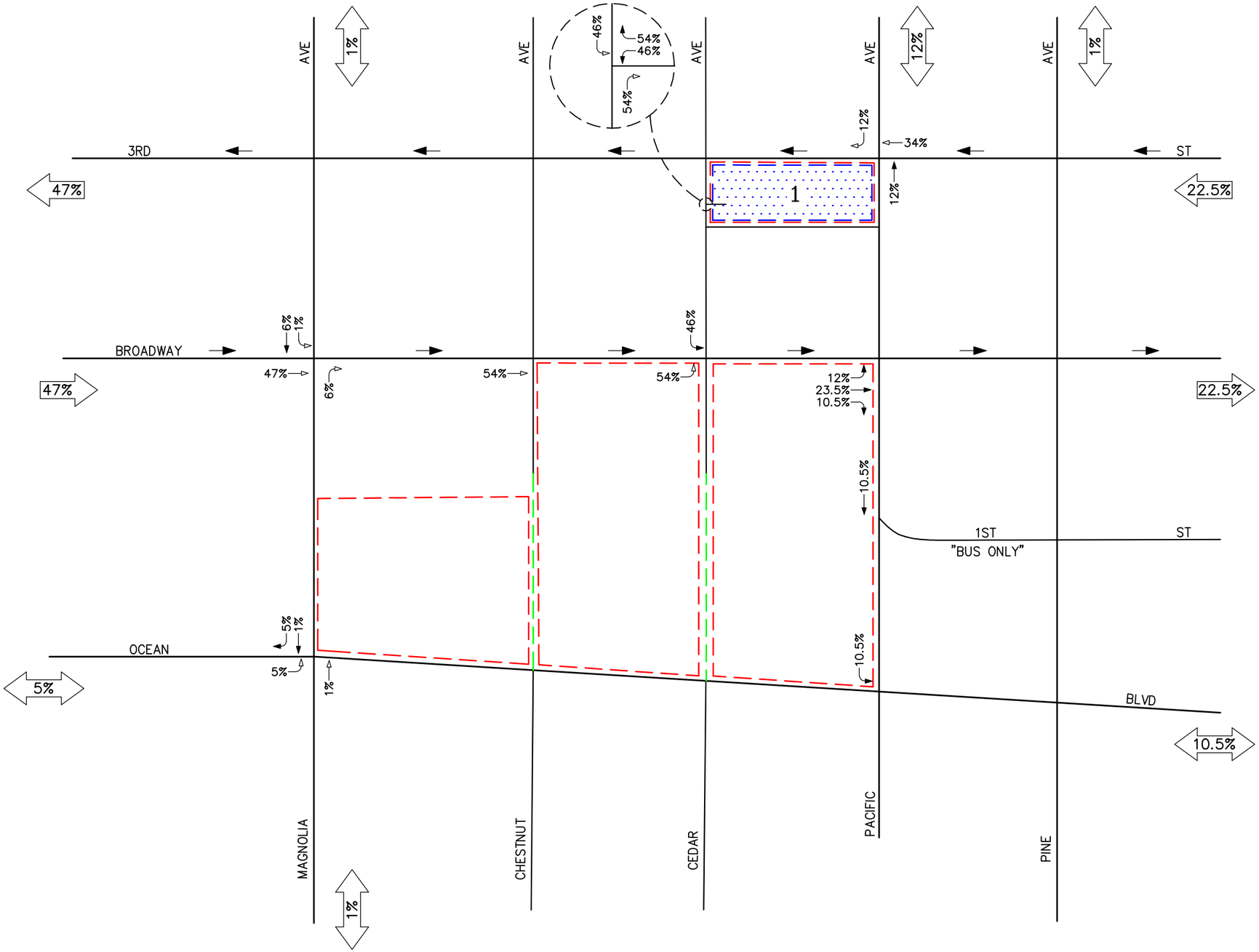
N NO SCALE

KEY
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
= PROJECT SITE
= PROJECT AREA

FIGURE 5-1

EXISTING CIVIC CENTER
TRAFFIC DISTRIBUTION PATTERN
NEW LONG BEACH CIVIC CENTER, LONG BEACH



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LINSCOTT LAW & GREENSPAN engineers

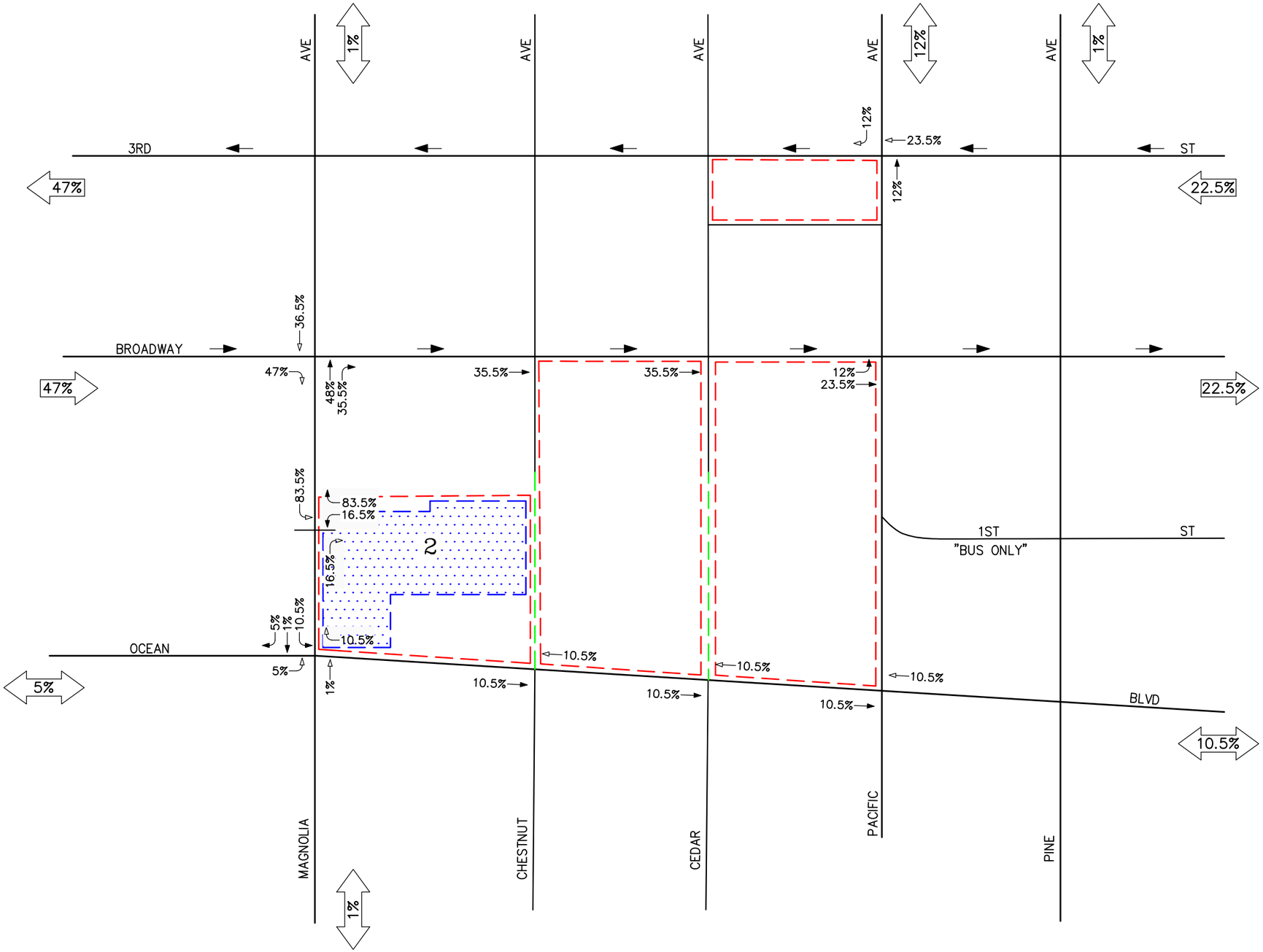
N NO SCALE

KEY

= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
= PROJECT SITE
= PROJECT AREA
= FUTURE ROAD

FIGURE 5-2A

THIRD & PACIFIC BLOCK
PROJECT TRAFFIC DISTRIBUTION PATTERN
NEW LONG BEACH CIVIC CENTER, LONG BEACH



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= INBOUND PERCENTAGE

= OUTBOUND PERCENTAGE

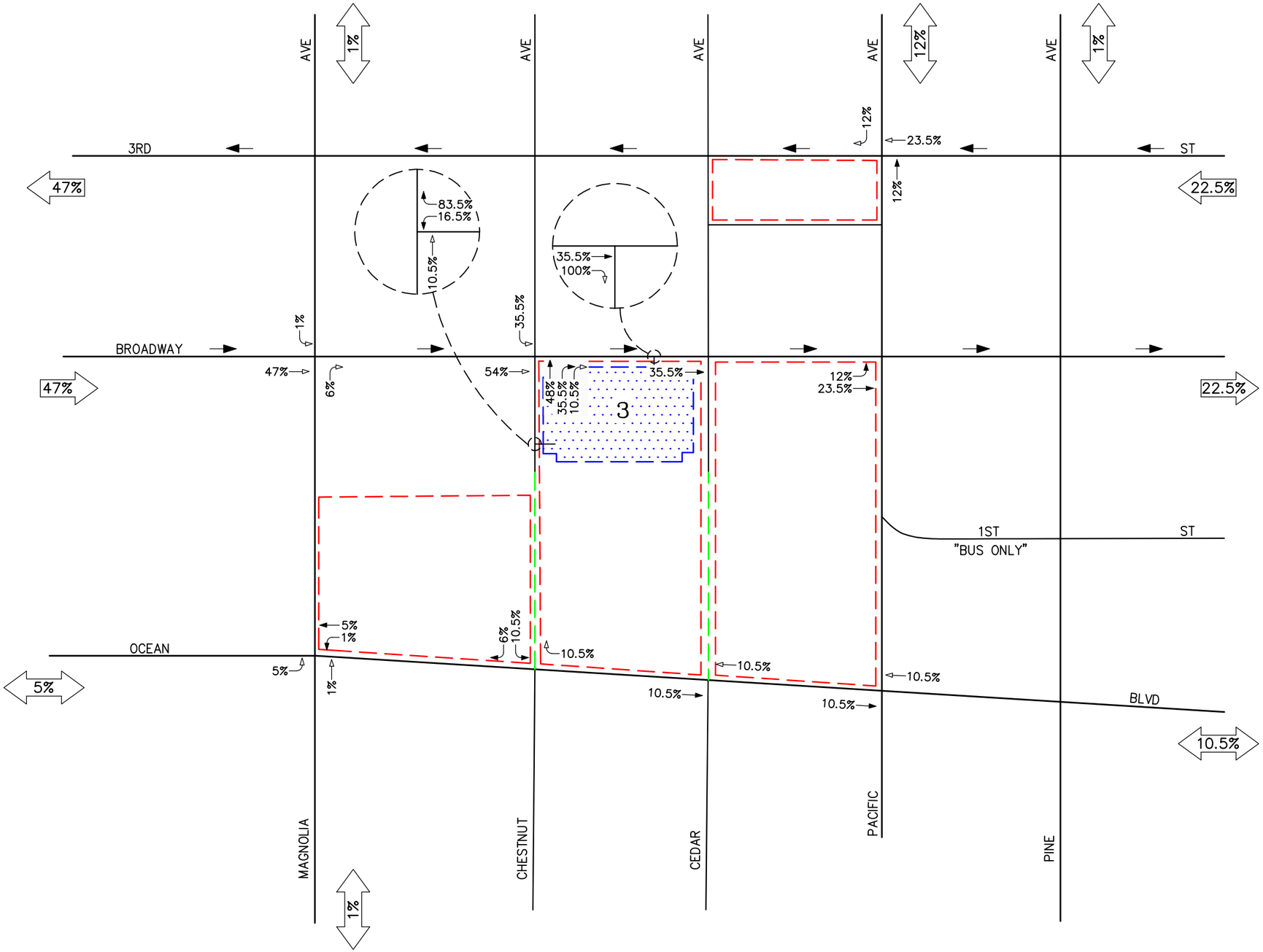
= PROJECT SITE

= PROJECT AREA

= FUTURE ROAD

FIGURE 5-2B

CIVIC BLOCK
PROJECT TRAFFIC DISTRIBUTION PATTERN
NEW LONG BEACH CIVIC CENTER, LONG BEACH



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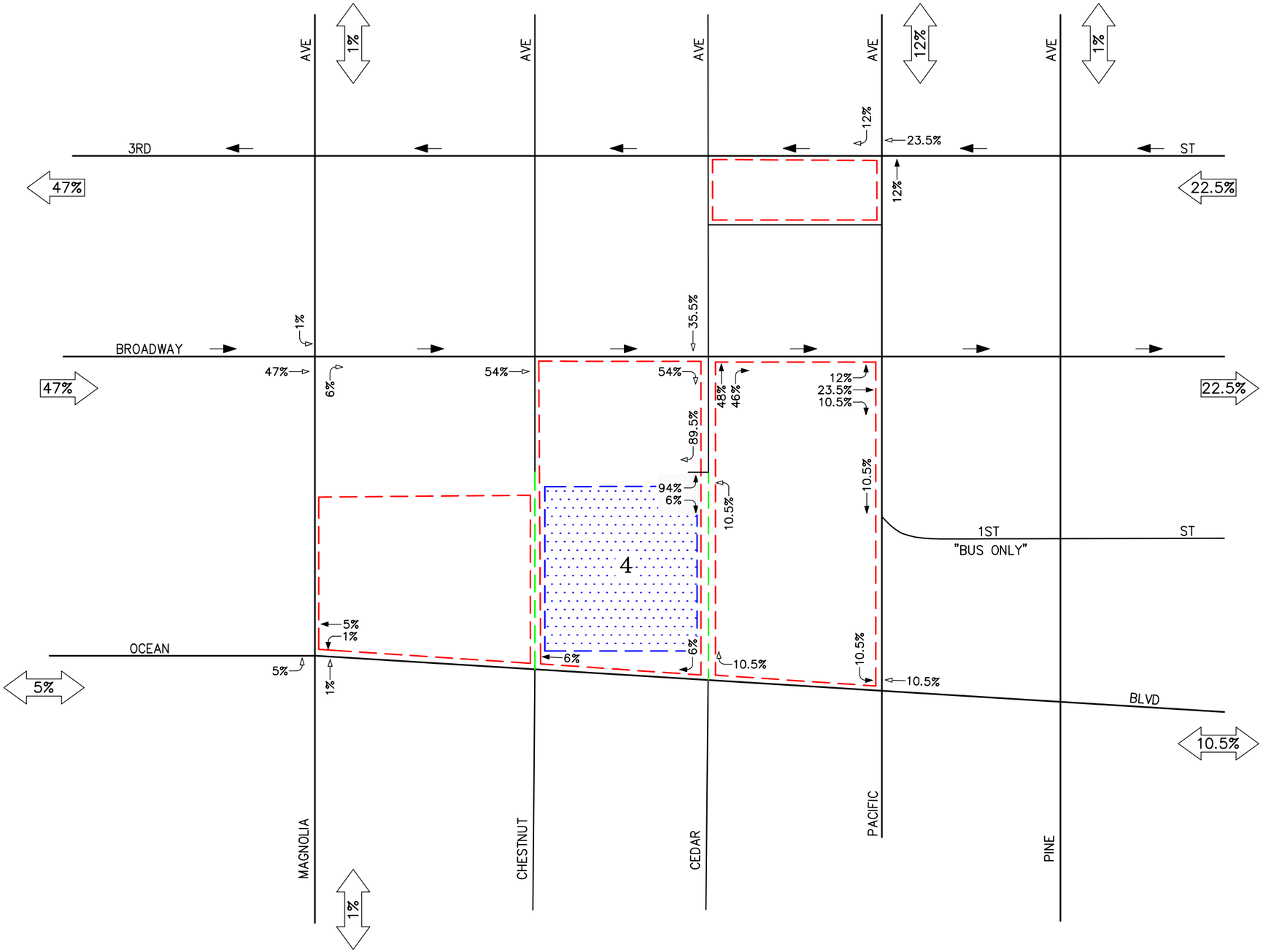
LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
= PROJECT SITE
= PROJECT AREA
= FUTURE ROAD

FIGURE 5-2C

CENTER BLOCK BROADWAY GARAGE
PROJECT TRAFFIC DISTRIBUTION PATTERN
NEW LONG BEACH CIVIC CENTER, LONG BEACH



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N NO SCALE

KEY

= INBOUND PERCENTAGE

= OUTBOUND PERCENTAGE

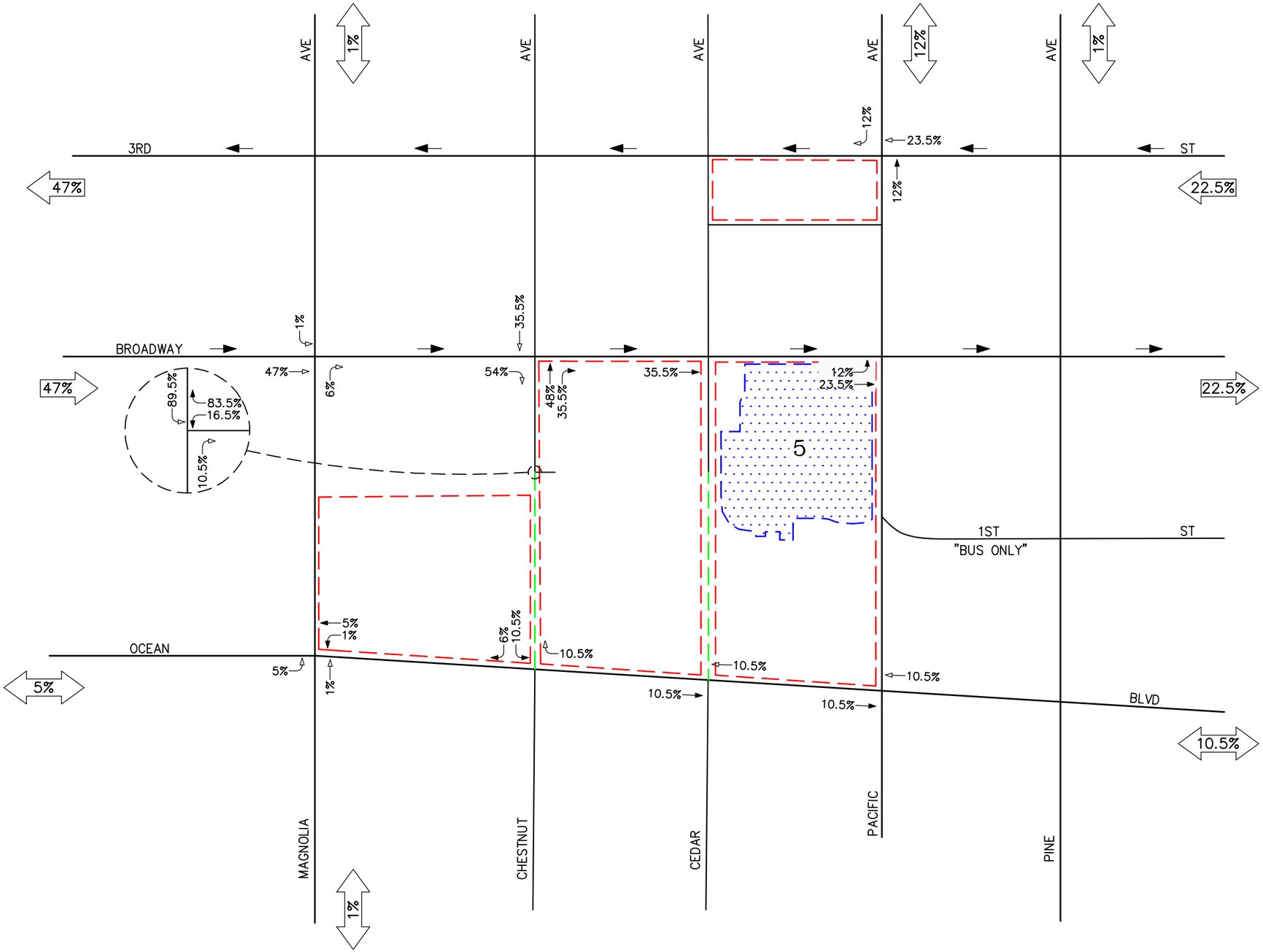
= PROJECT SITE

= PROJECT AREA

= FUTURE ROAD

FIGURE 5-2D

CENTER BLOCK COMMERCIAL GARAGE
PROJECT TRAFFIC DISTRIBUTION PATTERN
NEW LONG BEACH CIVIC CENTER, LONG BEACH



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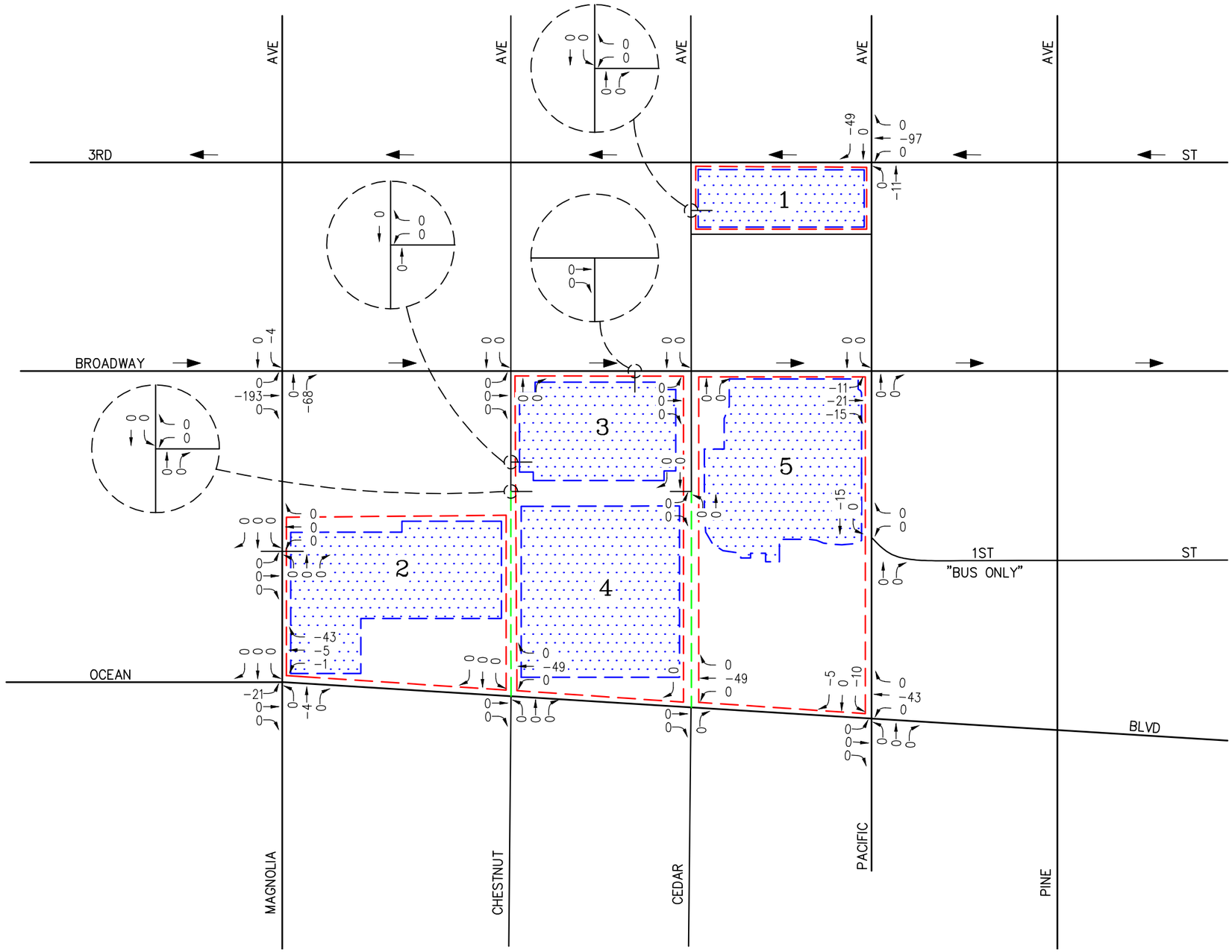
LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
= PROJECT SITE
= PROJECT AREA
= FUTURE ROAD

FIGURE 5-2E

LINCOLN PARK BLOCK
PROJECT TRAFFIC DISTRIBUTION PATTERN
NEW LONG BEACH CIVIC CENTER, LONG BEACH



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N NO SCALE

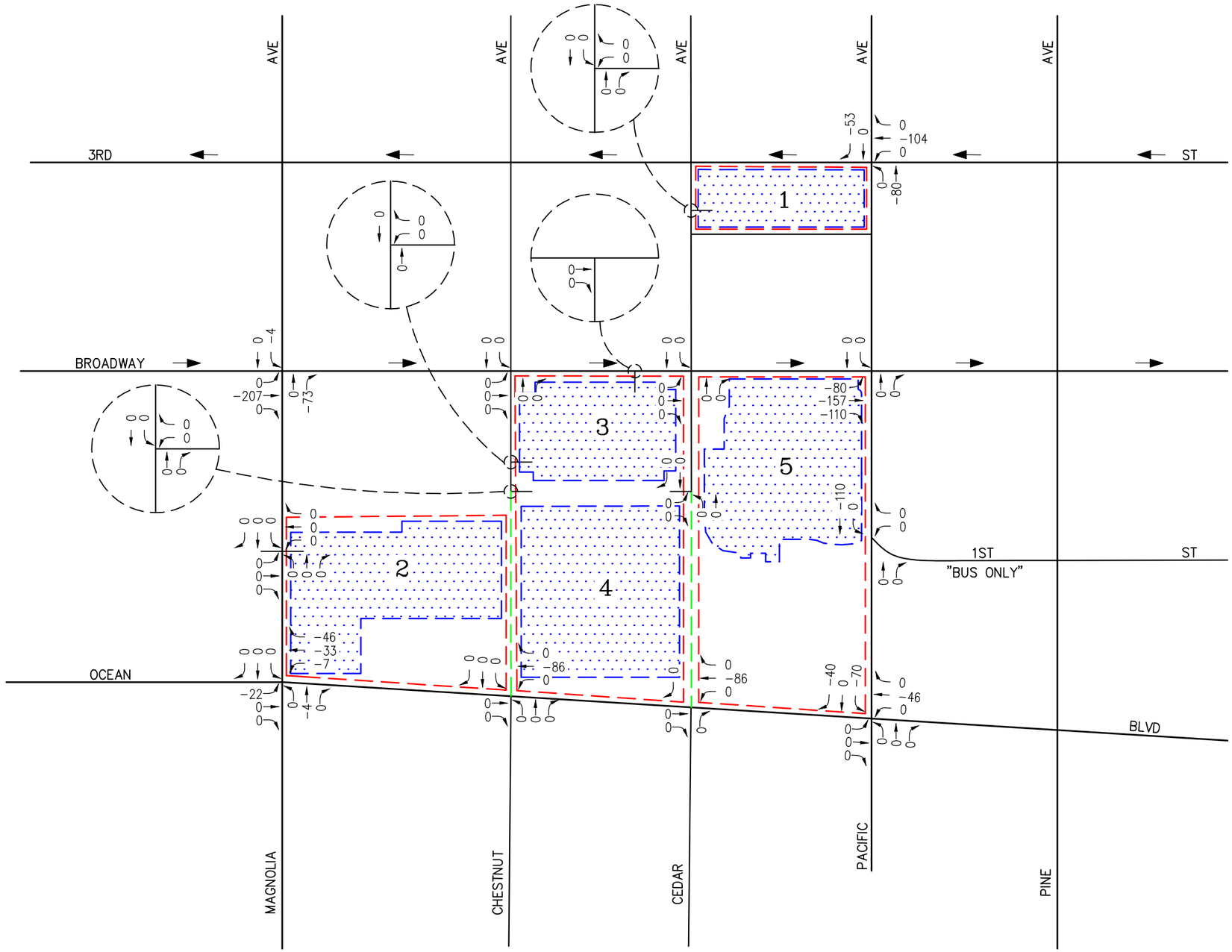
KEY

= PROJECT AREA
= PARKING LOCATIONS
= FUTURE ROAD

1 = THIRD & PACIFIC BLOCK RESIDENTIAL PARKING
2 = CIVIC CENTER BLOCK PARKING
3 = CENTER BLOCK BROADWAY PARKING GARAGE
4 = CENTER BLOCK COMMERCIAL PARKING GARAGE
5 = LINCOLN PARK BLOCK PARKING GARAGE

FIGURE 5-3

AM PEAK HOUR
EXISTING CIVIC CENTER TRAFFIC VOLUMES
NEW LONG BEACH CIVIC CENTER, LONG BEACH



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N NO SCALE

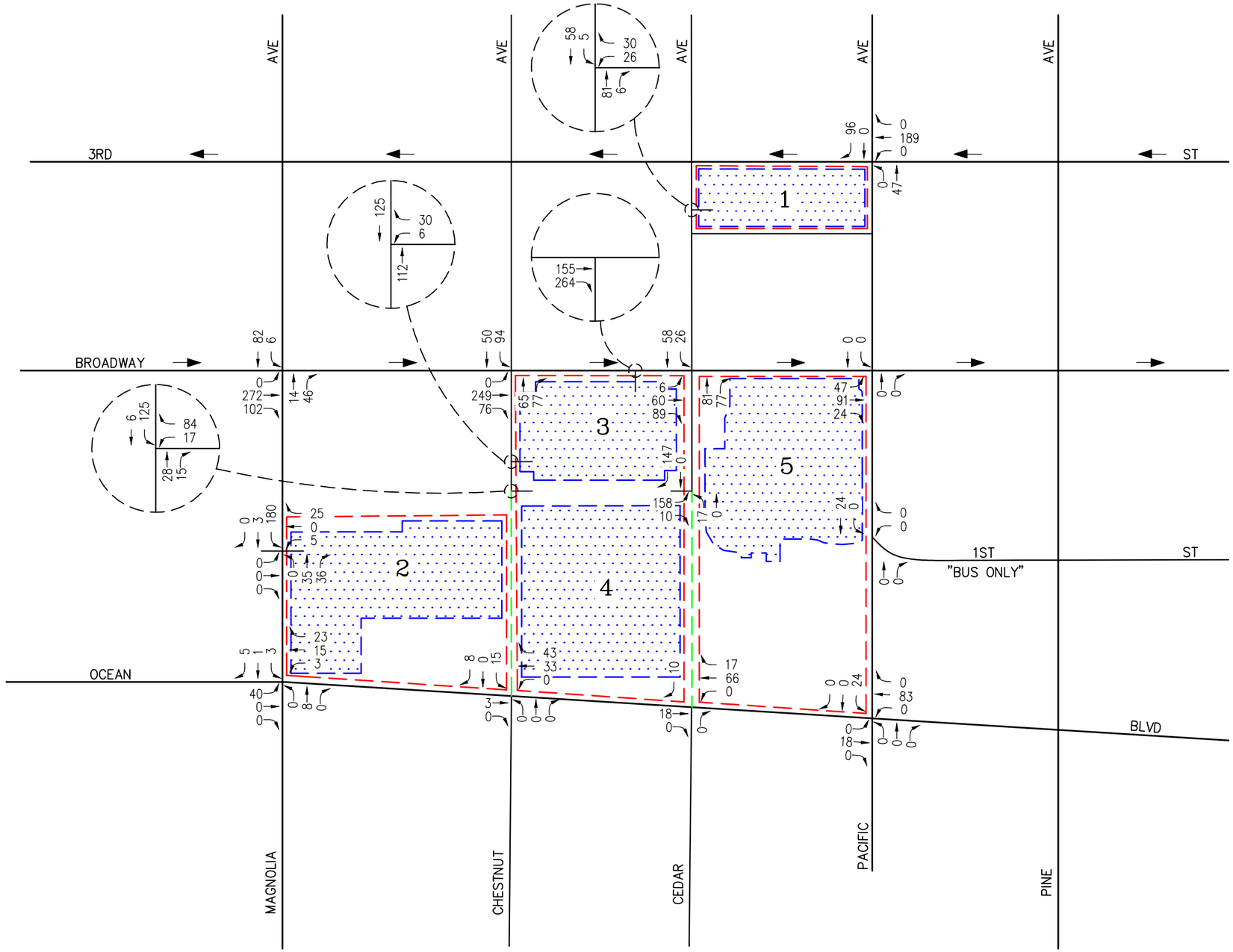
KEY

= PROJECT AREA
= PARKING LOCATIONS
= FUTURE ROAD

1 = THIRD & PACIFIC BLOCK RESIDENTIAL PARKING
2 = CIVIC CENTER BLOCK PARKING
3 = CENTER BLOCK BROADWAY PARKING GARAGE
4 = CENTER BLOCK COMMERCIAL PARKING GARAGE
5 = LINCOLN PARK BLOCK PARKING GARAGE

FIGURE 5-4

PM PEAK HOUR
EXISTING CIVIC CENTER TRAFFIC VOLUMES
NEW LONG BEACH CIVIC CENTER, LONG BEACH



KEY

= PROJECT AREA
= PARKING LOCATIONS
= FUTURE ROAD

1 = THIRD & PACIFIC BLOCK RESIDENTIAL PARKING
2 = CIVIC CENTER BLOCK PARKING
3 = CENTER BLOCK BROADWAY PARKING GARAGE
4 = CENTER BLOCK COMMERCIAL PARKING GARAGE
5 = LINCOLN PARK BLOCK PARKING GARAGE

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N NO SCALE

FIGURE 5-5

AM PEAK HOUR PROJECT TRAFFIC VOLUMES

NEW LONG BEACH CIVIC CENTER, LONG BEACH

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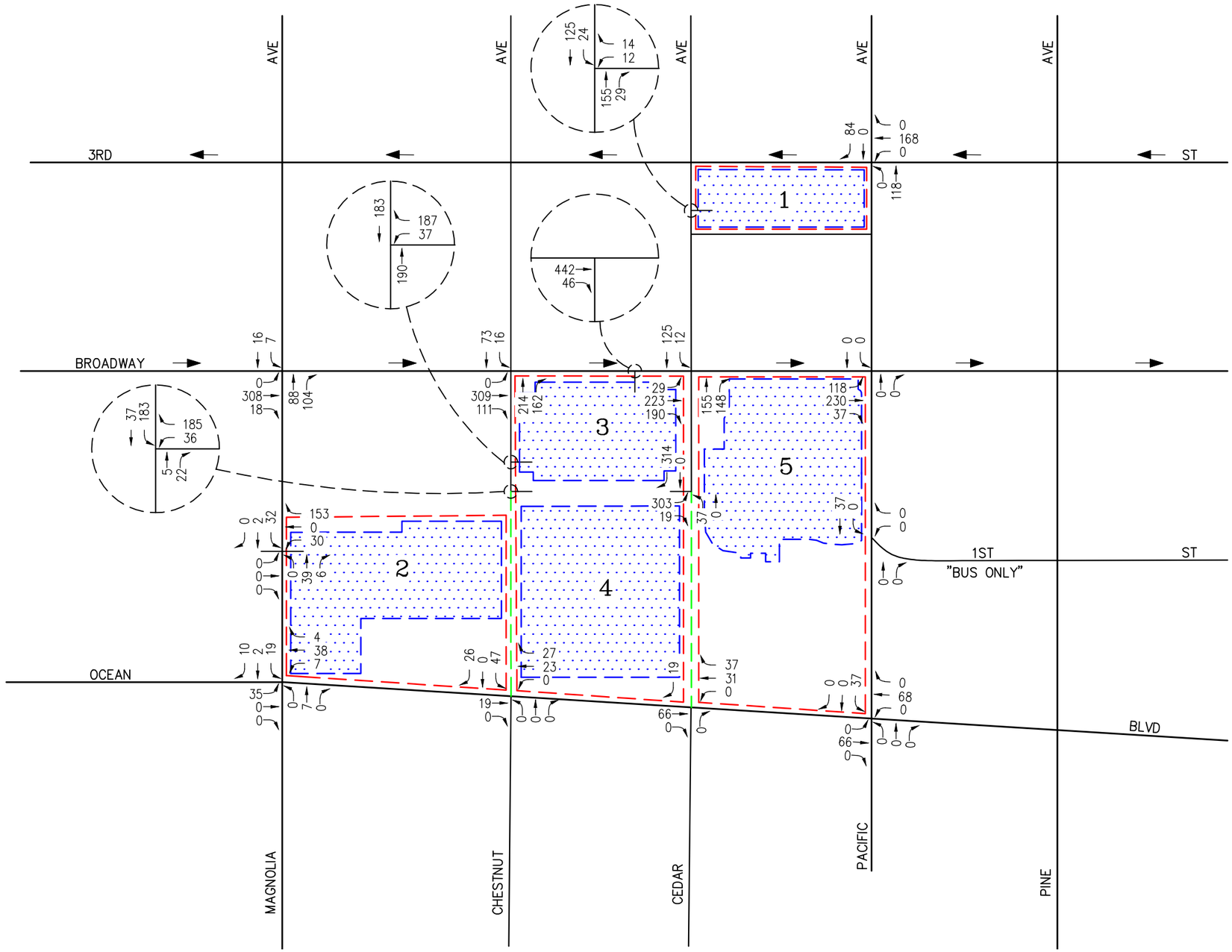

KEY

= PROJECT AREA
= PARKING LOCATIONS
= FUTURE ROAD

1 = THIRD & PACIFIC BLOCK RESIDENTIAL PARKING
2 = CIVIC CENTER BLOCK PARKING
3 = CENTER BLOCK BROADWAY PARKING GARAGE
4 = CENTER BLOCK COMMERCIAL PARKING GARAGE
5 = LINCOLN PARK BLOCK PARKING GARAGE

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N NO SCALE

FIGURE 5-6

PM PEAK HOUR PROJECT TRAFFIC VOLUMES

NEW LONG BEACH CIVIC CENTER, LONG BEACH

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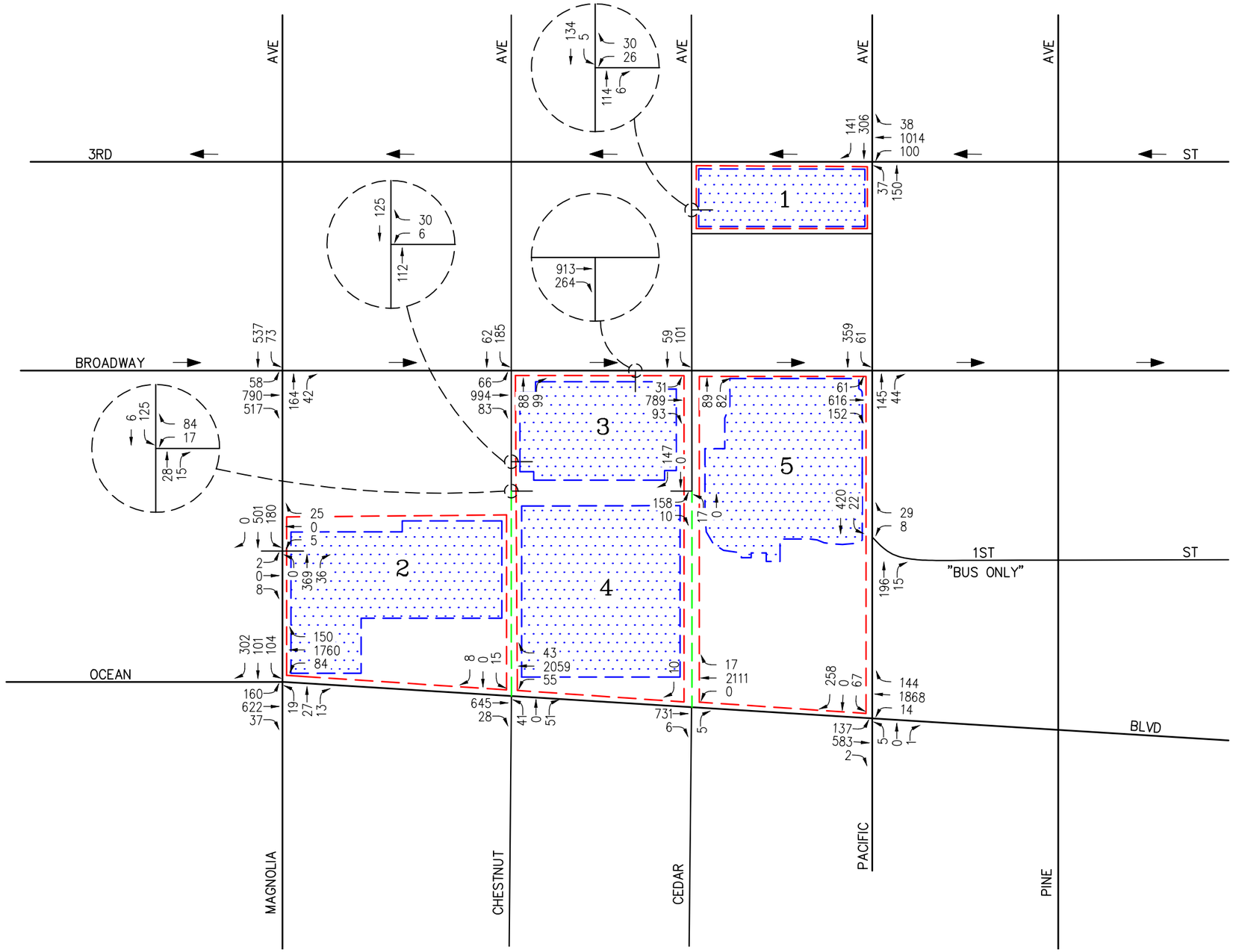

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N NO SCALE

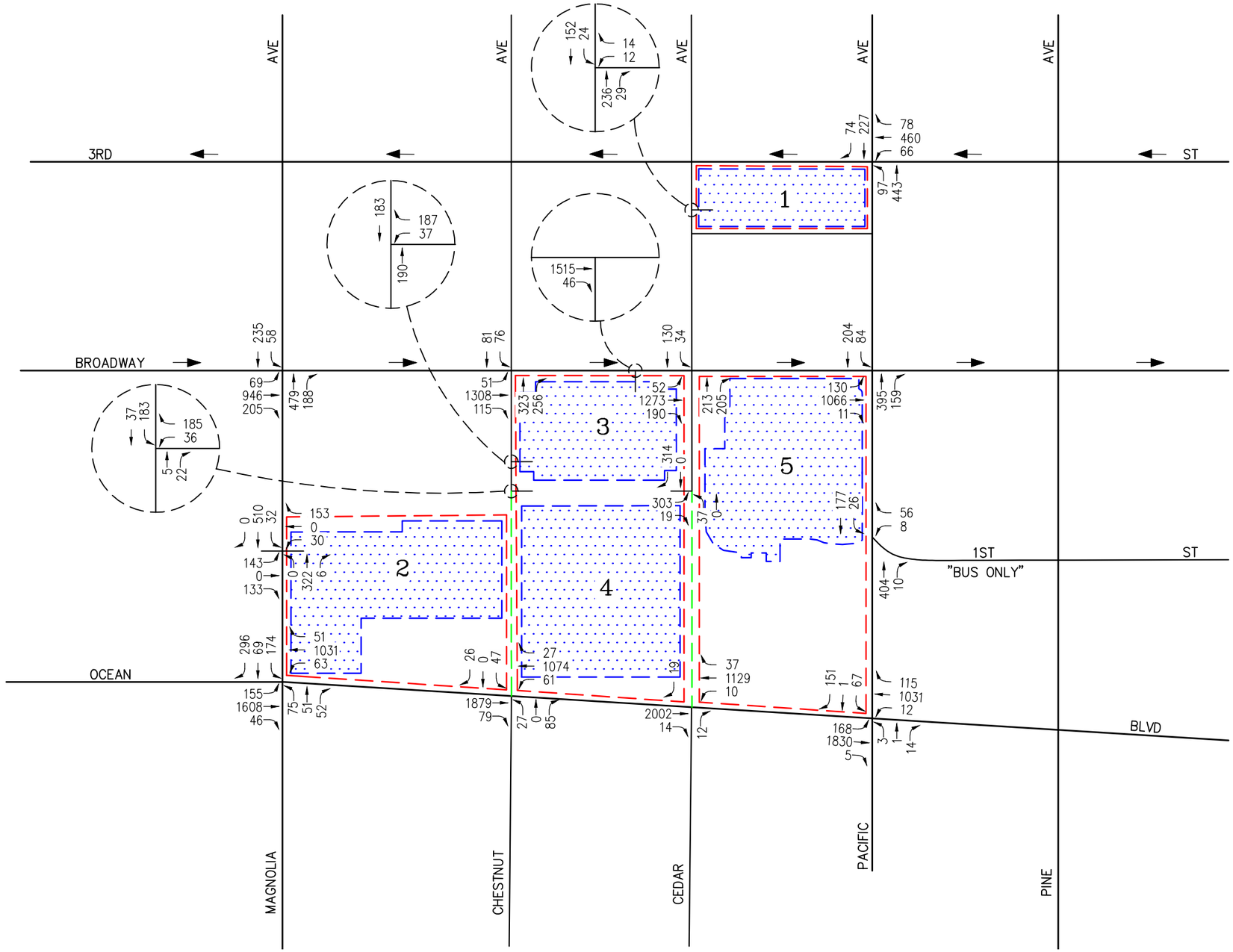
KEY

= PROJECT AREA
= PARKING LOCATIONS
= FUTURE ROAD

1 = THIRD & PACIFIC BLOCK RESIDENTIAL PARKING
2 = CIVIC CENTER BLOCK PARKING
3 = CENTER BLOCK BROADWAY PARKING GARAGE
4 = CENTER BLOCK COMMERCIAL PARKING GARAGE
5 = LINCOLN PARK BLOCK PARKING GARAGE

FIGURE 5-7

EXISTING PLUS PROJECT
AM PEAK HOUR TRAFFIC VOLUMES
NEW LONG BEACH CIVIC CENTER, LONG BEACH



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= PROJECT AREA
= PARKING LOCATIONS
= FUTURE ROAD

1 = THIRD & PACIFIC BLOCK RESIDENTIAL PARKING
2 = CIVIC CENTER BLOCK PARKING
3 = CENTER BLOCK BROADWAY PARKING GARAGE
4 = CENTER BLOCK COMMERCIAL PARKING GARAGE
5 = LINCOLN PARK BLOCK PARKING GARAGE

FIGURE 5-8

EXISTING PLUS PROJECT
PM PEAK HOUR TRAFFIC VOLUMES
NEW LONG BEACH CIVIC CENTER, LONG BEACH

6.0 FUTURE TRAFFIC CONDITIONS

6.1 Ambient Traffic Growth

Cumulative traffic growth estimates have been calculated using an ambient growth factor. The ambient traffic growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The future growth in traffic volumes has been calculated at one percent (1%) per year. Applied to existing Year 2015 traffic volumes results in a five percent (5%) increase of growth in existing volumes to horizon year 2020.

Please note that the recommended ambient growth factor is generally consistent with the background traffic growth estimates contained in the most current *Congestion Management Program for Los Angeles County*. It should be further noted that the 1.0% per year ambient growth factor was approved by City of Long Beach staff.

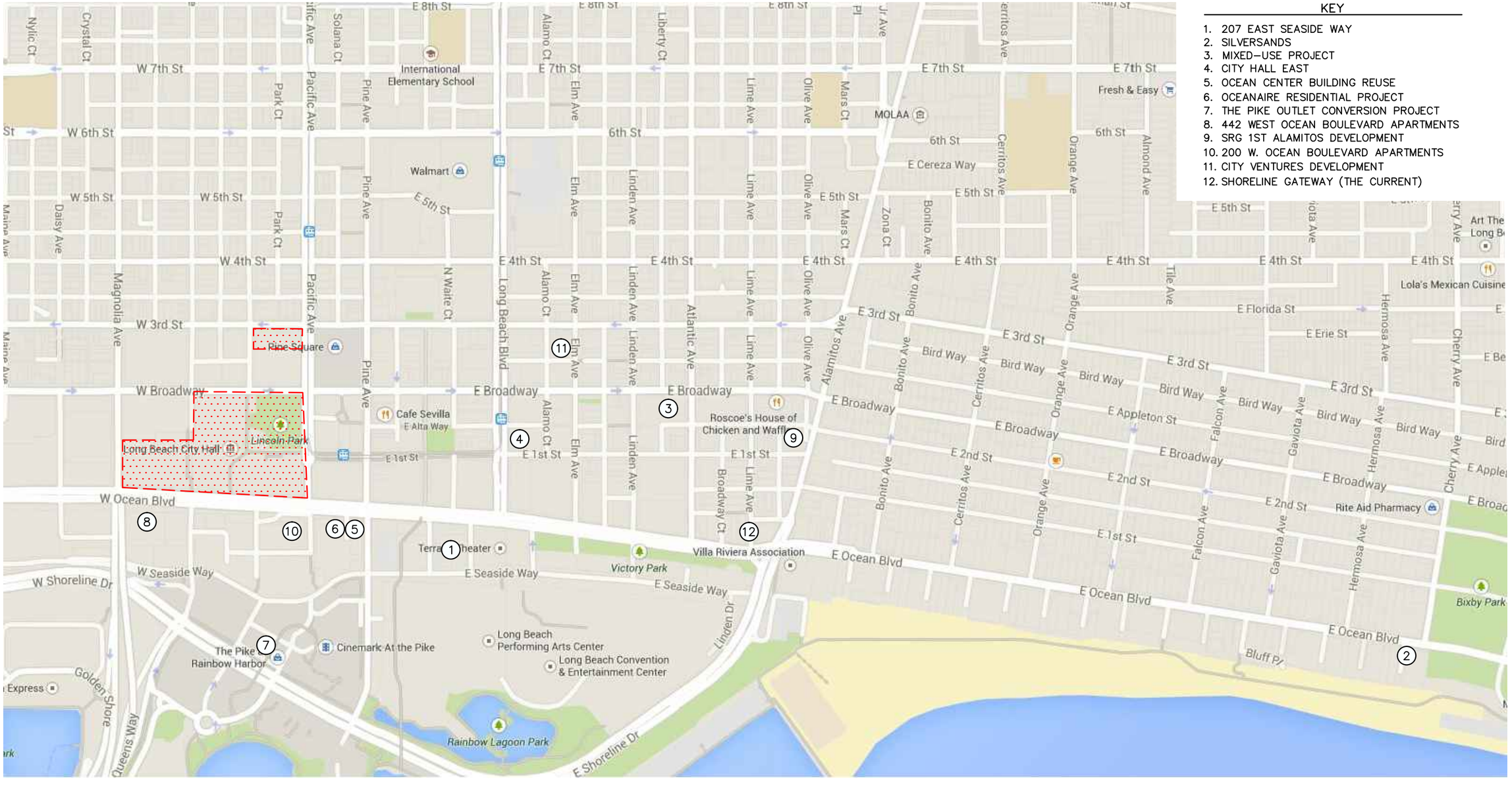
6.2 Cumulative Projects Traffic Characteristics

In order to make a realistic estimate of future on-street conditions prior to implementation of the proposed Project, the status of other known development projects (cumulative projects) in the area has been researched. With this information, the potential impact of the proposed Project can be evaluated within the context of the cumulative impact of all ongoing development. Based on our research, there are twelve (12) cumulative projects within a two-mile radius of the project site that are located in the City of Long Beach. These cumulative projects have either been built, but not yet fully occupied, or are being processed for approval and have been included as part of the cumulative background setting.

Table 6-1 provides the location and a brief description for each of the twelve (12) cumulative projects. ***Figure 6-1*** graphically illustrates the location of the cumulative projects. These cumulative projects are expected to generate vehicular traffic, which may affect the operating conditions of the key study intersections.

Table 6-2 presents the development totals and resultant trip generation for the twelve (12) cumulative projects. As shown in *Table 6-2*, the twelve (12) cumulative projects are expected to generate a combined total of 14,732 daily trips, 891 AM peak hour trips (251 inbound and 640 outbound) and 1,306 PM peak hour trips (761 inbound and 545 outbound) on a typical weekday.

The AM and PM peak hour traffic volumes associated with the twelve (12) cumulative projects are presented in ***Figures 6-2*** and ***6-3*** respectively.



KEY

1. 207 EAST SEASIDE WAY
2. SILVERSANDS
3. MIXED–USE PROJECT
4. CITY HALL EAST
5. OCEAN CENTER BUILDING REUSE
6. OCEANAIRE RESIDENTIAL PROJECT
7. THE PIKE OUTLET CONVERSION PROJECT
8. 442 WEST OCEAN BOULEVARD APARTMENTS
9. SRG 1ST ALAMITOS DEVELOPMENT
10. 200 W. OCEAN BOULEVARD APARTMENTS
11. CITY VENTURES DEVELOPMENT
12. SHORELINE GATEWAY (THE CURRENT)

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N NO SCALE

SOURCE: GOOGLE

KEY

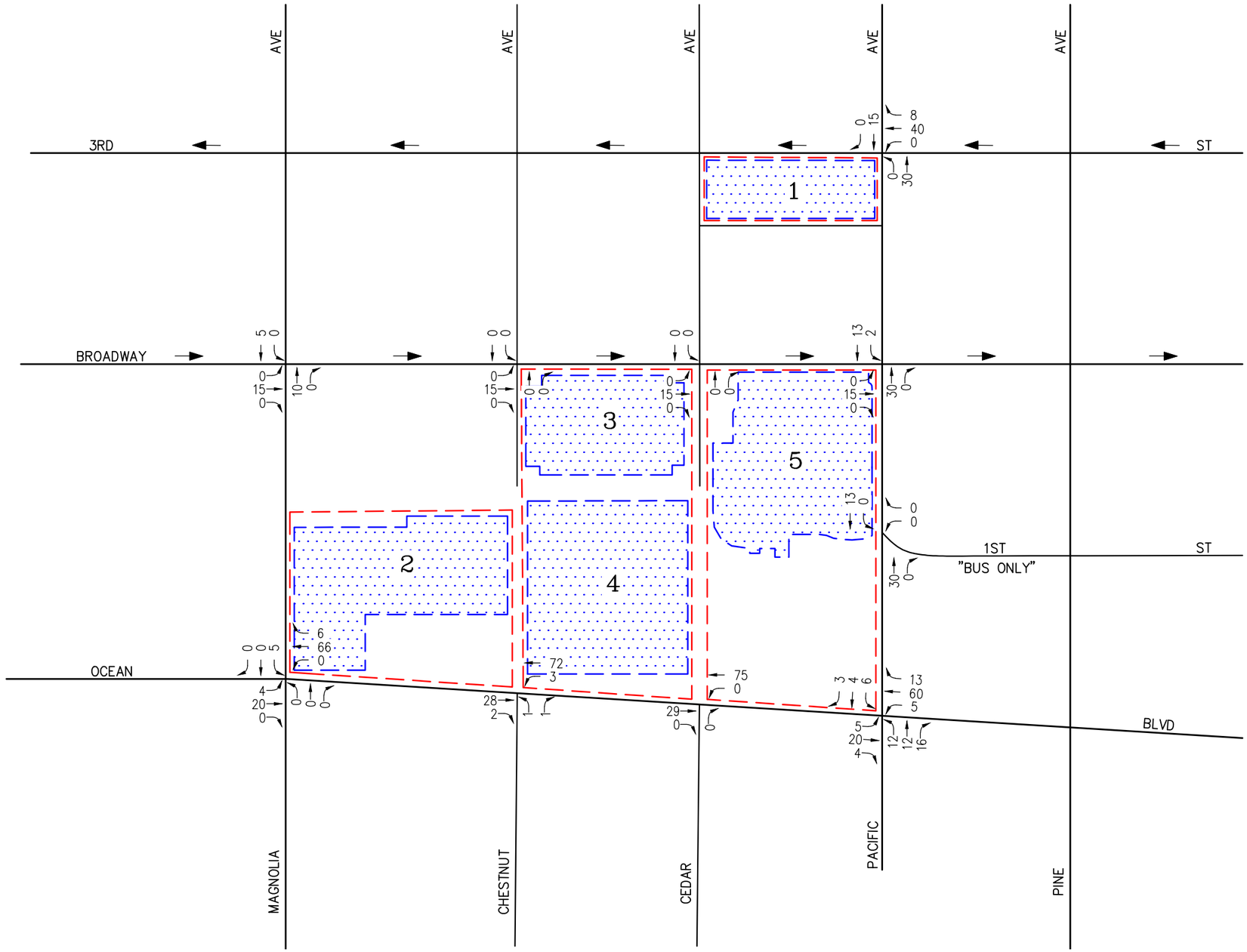
(#) = CUMULATIVE PROJECT LOCATION

= PROJECT SITE

FIGURE 6–1

LOCATION OF CUMULATIVE PROJECTS

NEW LONG BEACH CIVIC CENTER, LONG BEACH



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= PROJECT AREA

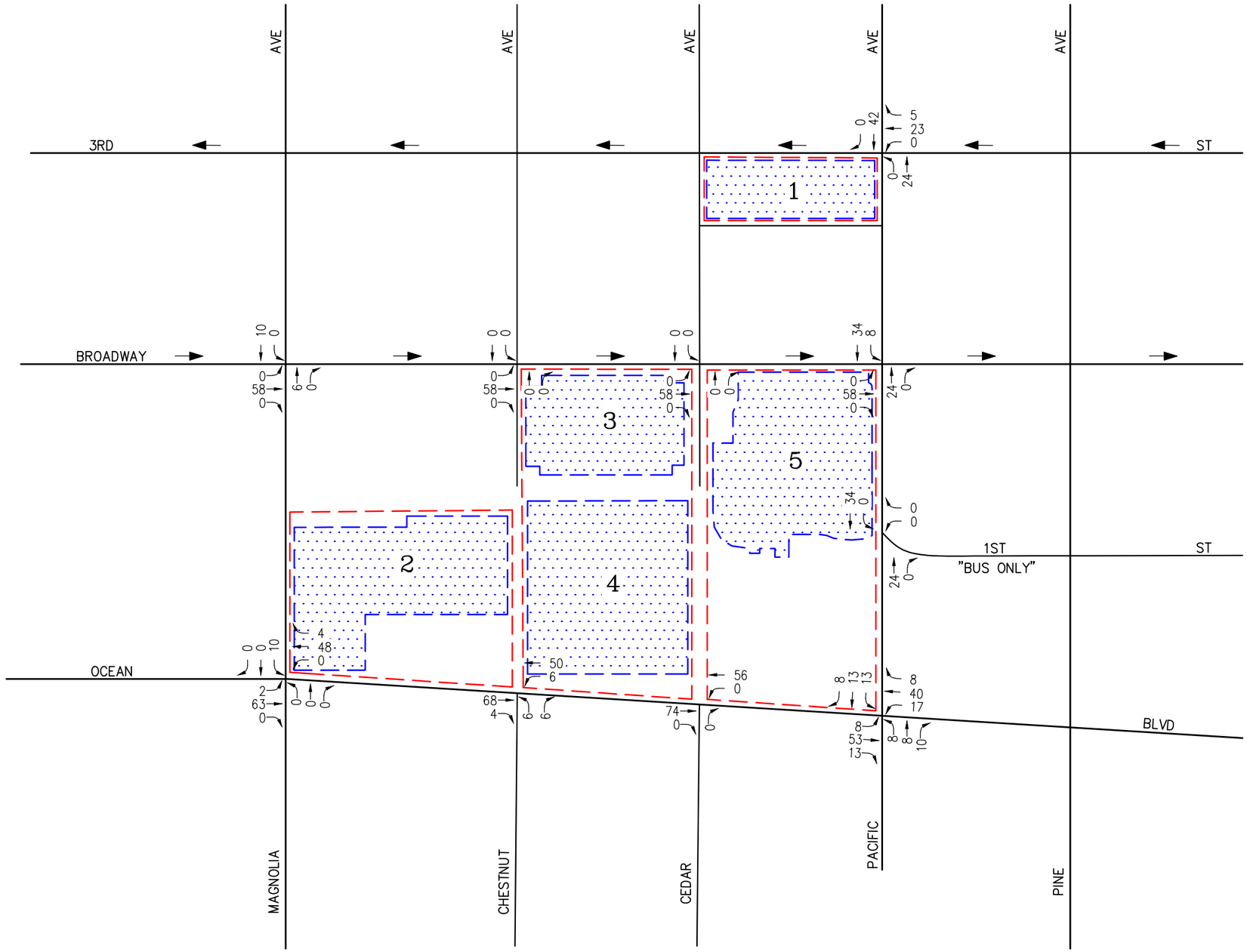
= PARKING LOCATIONS

1 = THIRD & PACIFIC BLOCK RESIDENTIAL PARKING
2 = CIVIC CENTER BLOCK PARKING
3 = CENTER BLOCK BROADWAY PARKING GARAGE
4 = CENTER BLOCK COMMERCIAL PARKING GARAGE
5 = LINCOLN PARK BLOCK PARKING GARAGE

FIGURE 6-2

AM PEAK HOUR CUMULATIVE PROJECT TRAFFIC VOLUMES

NEW LONG BEACH CIVIC CENTER, LONG BEACH



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N NO SCALE

KEY

= PROJECT AREA

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1 = THIRD & PACIFIC BLOCK RESIDENTIAL PARKING
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4 = CENTER BLOCK COMMERCIAL PARKING GARAGE
5 = LINCOLN PARK BLOCK PARKING GARAGE

FIGURE 6-3

PM PEAK HOUR CUMULATIVE PROJECT TRAFFIC VOLUMES

NEW LONG BEACH CIVIC CENTER, LONG BEACH

TABLE 6-1

LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS[4]

No.	Cumulative Project	Location	Description
1.	207 East Seaside Way Apartments	207 East Seaside Way	113 Apartments
2.	Silversands	2010 East Ocean Boulevard	40 Hotel Rooms and 56 DU Condominiums
3.	Mixed-Use Project	125 Linden Avenue	25 Apartments and 1,257 SF Retail
4.	City Hall East	100 Long Beach Boulevard	156 Apartments and 3,621 SF Retail
5.	Ocean Center Building Reuse	110 West Ocean Boulevard	81 Apartments, 5,000 SF Restaurant and 5,400 SF Retail
6.	Oceanaire Residential Project	150 West Ocean Boulevard	216 Apartments
7.	The Pike Outlet Conversion Project	Generally south of Seaside Way between Cedar Ave and Pine Ave	Conversion of Retail/Entertainment Center to Retail Outlet Center and the Construction of 49,825 SF of New Retail Space
8.	442 West Ocean Boulevard Apartments	442 West Ocean Boulevard	95 DU Apartments
9.	SRG 1st Alamitos Development	101 Alamitos Avenue	141 DU Condominiums and 2,700 SF Commercial
10.	200 W. Ocean Boulevard Apartments	200 W. Ocean Boulevard	94 DU Apartments and 4,597 SF Commercial
11.	City Ventures Development	227 Elm Avenue	40 DU Townhomes
12.	Shoreline Gateway (The Current)	777 E. Ocean Boulevard, north of Ocean Boulevard and east of Alamitos Boulevard	445 residential condominium units and 15,549 SF retail

[4] Source: City of Long Beach Planning Department.

TABLE 6-2

CUMULATIVE PROJECTS TRAFFIC GENERATION FORECAST[5]

Cumulative Project Description	Daily 2-way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1. 207 East Seaside Way Apartments[6]	751	11	47	58	45	25	70
2. Silversands	652	16	30	46	31	22	53
3. Mixed-Use Project	220	4	10	14	12	9	21
4. City Hall East	1,192	18	65	83	69	41	110
5. Ocean Center Building Reuse	1,247	41	59	100	60	38	98
6. Oceanaire Residential Project[7]	1,436	22	89	111	86	48	134
7. The Pike Outlet Conversion Project	2,266	41	22	63	85	124	209
8. 442 West Ocean Boulevard Apartments[8]	632	10	38	48	38	21	59
9. SRG 1st Alamitos Development	922	13	52	65	52	28	80
10. 200 W. Ocean Boulevard	801	12	40	52	43	26	69
11. City Ventures Development	232	3	15	18	14	7	21
12. Shoreline Gateway[9]	4,381	60	173	233	226	156	382
Total Cumulative Projects Trip Generation Potential	**14,732**	**251**	**640**	**891**	**761**	**545**	**1,306**

5 Source: *Trip Generation*, 9th Edition, Institute of Transportation Engineers (ITE) [Washington, D.C. (2012)].

6 Source: *207 East Seaside Way Apartments Project Traffic Impact Analysis*, prepared by LLG Irvine.

7 Source: *Oceanaire Apartments Traffic Impact Analysis*, prepared by Michael Baker International.

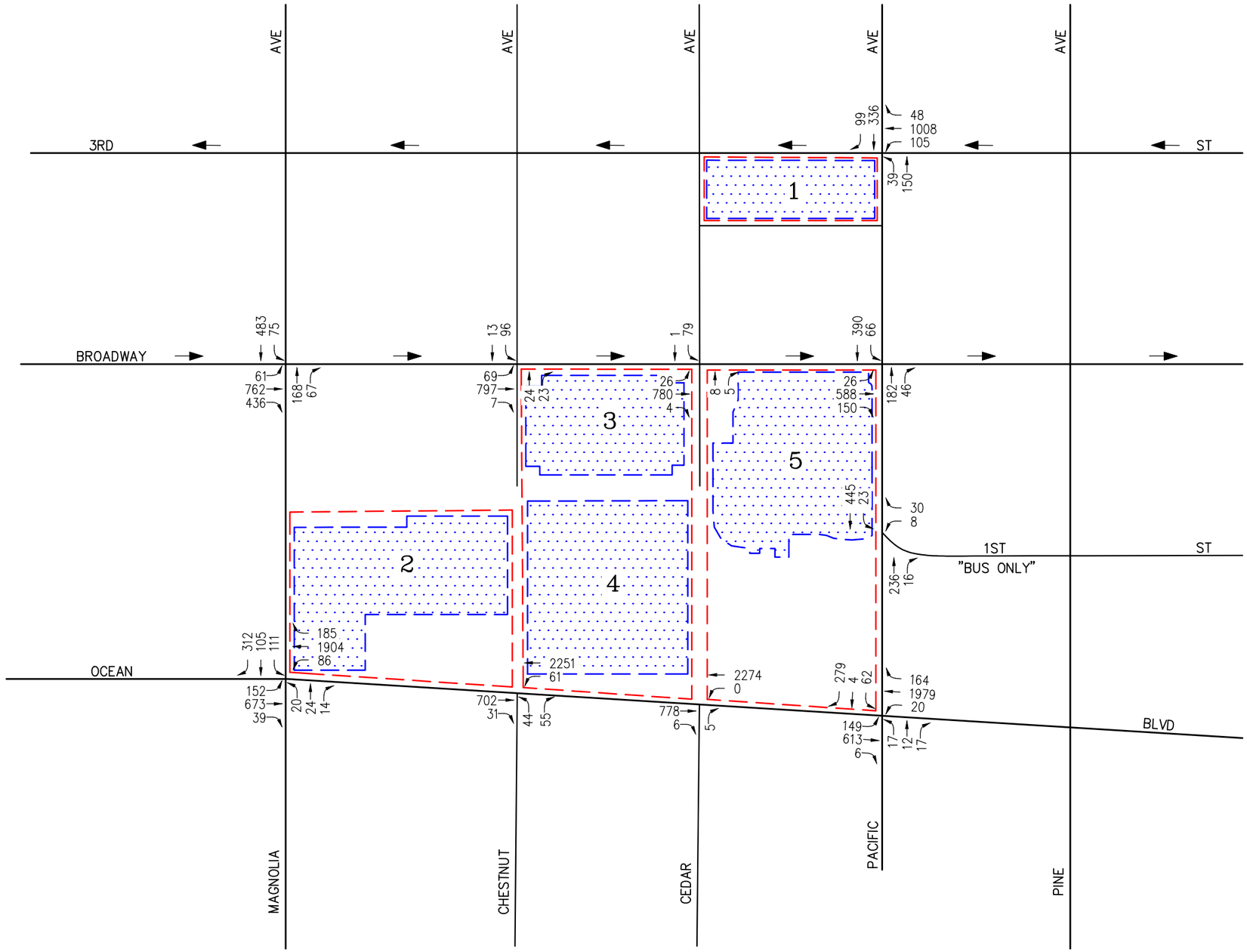
8 Source: *442 West Ocean Boulevard Apartments Project Traffic Impact Analysis*, prepared by LLG Irvine.

9 Trip Generation forecast based on the approach published in the *City of Long Beach Shoreline Gateway EIR Traffic Impact Study, June 2006, prepared by MMA.* Project Development Totals based on information provided by the City of Long Beach.

6.3 Year 2020 Traffic Volumes

Figures 6-4 and ***6-5*** present future AM and PM peak hour cumulative traffic volumes at the ten (10) key study intersections for the Year 2020, respectively. Please note that the cumulative traffic volumes represent the accumulation of existing traffic, ambient growth traffic and cumulative projects traffic.

Figures 6-6 and ***6-7*** illustrate Year 2020 forecast AM and PM peak hour traffic volumes with the inclusion of the trips generated by the proposed Project, respectively.



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N NO SCALE

KEY

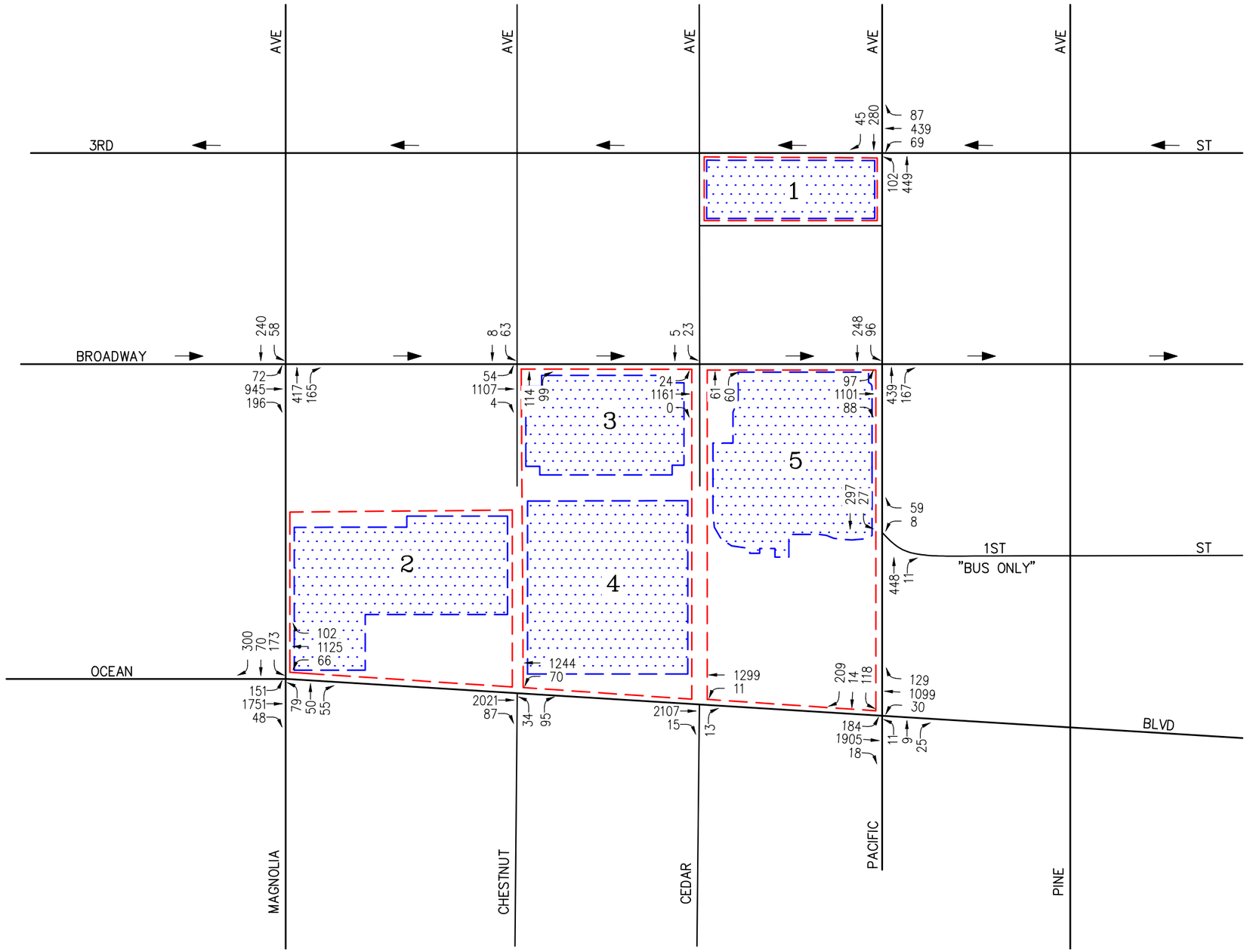
= PROJECT AREA

= PARKING LOCATIONS

1 = THIRD & PACIFIC BLOCK RESIDENTIAL PARKING
2 = CIVIC CENTER BLOCK PARKING
3 = CENTER BLOCK BROADWAY PARKING GARAGE
4 = CENTER BLOCK COMMERCIAL PARKING GARAGE
5 = LINCOLN PARK BLOCK PARKING GARAGE

FIGURE 6-4

YEAR 2020 CUMULATIVE
AM PEAK HOUR TRAFFIC VOLUMES
NEW LONG BEACH CIVIC CENTER, LONG BEACH



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N NO SCALE

KEY

= PROJECT AREA

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1 = THIRD & PACIFIC BLOCK RESIDENTIAL PARKING
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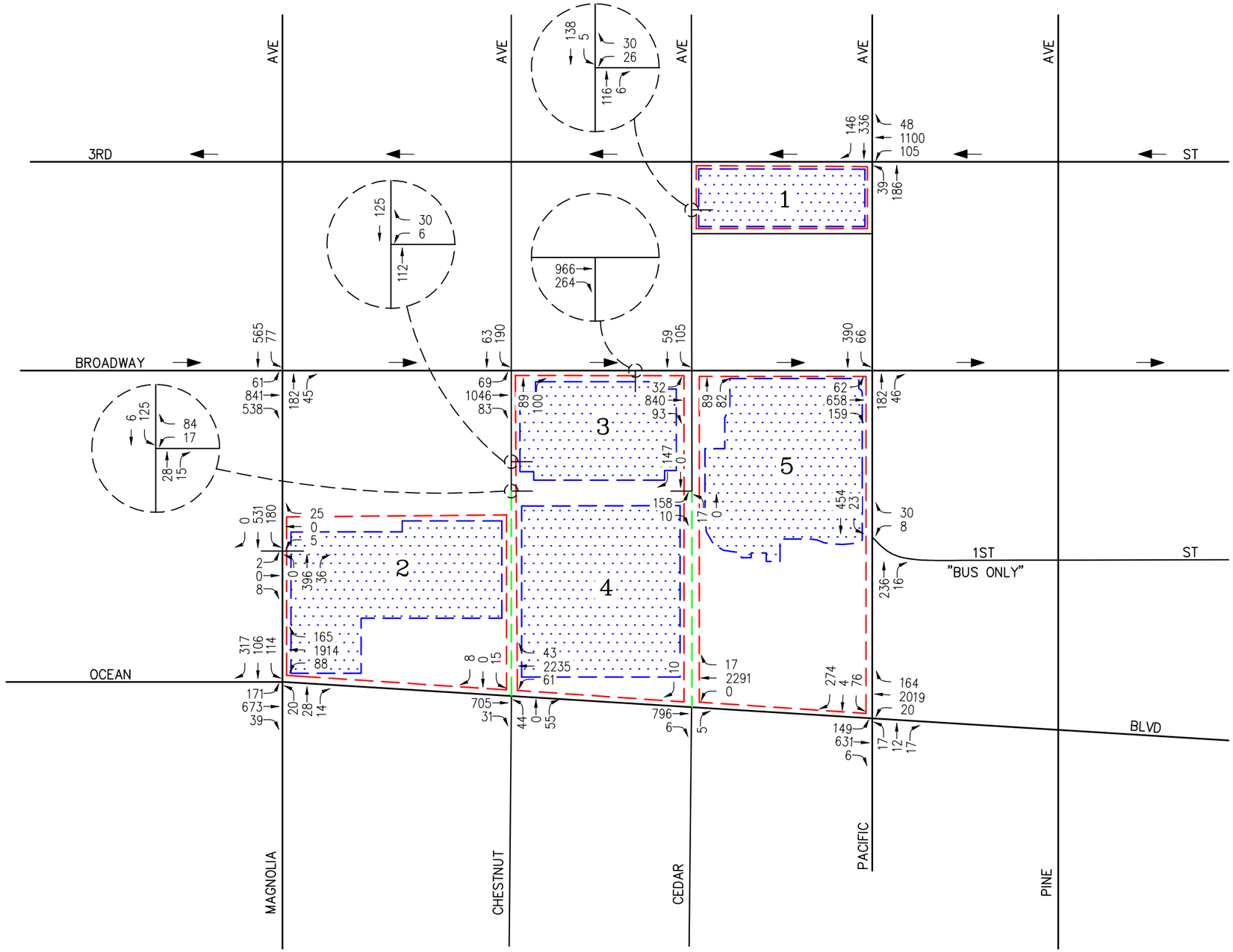
3 = CENTER BLOCK BROADWAY PARKING GARAGE
4 = CENTER BLOCK COMMERCIAL PARKING GARAGE
5 = LINCOLN PARK BLOCK PARKING GARAGE

FIGURE 6-5

YEAR 2020 CUMULATIVE
PM PEAK HOUR TRAFFIC VOLUMES
NEW LONG BEACH CIVIC CENTER, LONG BEACH



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= PROJECT AREA
= PARKING LOCATIONS
= FUTURE ROAD

1 = THIRD & PACIFIC BLOCK RESIDENTIAL PARKING
2 = CIVIC CENTER BLOCK PARKING
3 = CENTER BLOCK BROADWAY PARKING GARAGE
4 = CENTER BLOCK COMMERCIAL PARKING GARAGE
5 = LINCOLN PARK BLOCK PARKING GARAGE

FIGURE 6-6

YEAR 2020 CUMULATIVE PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES

NEW LONG BEACH CIVIC CENTER, LONG BEACH

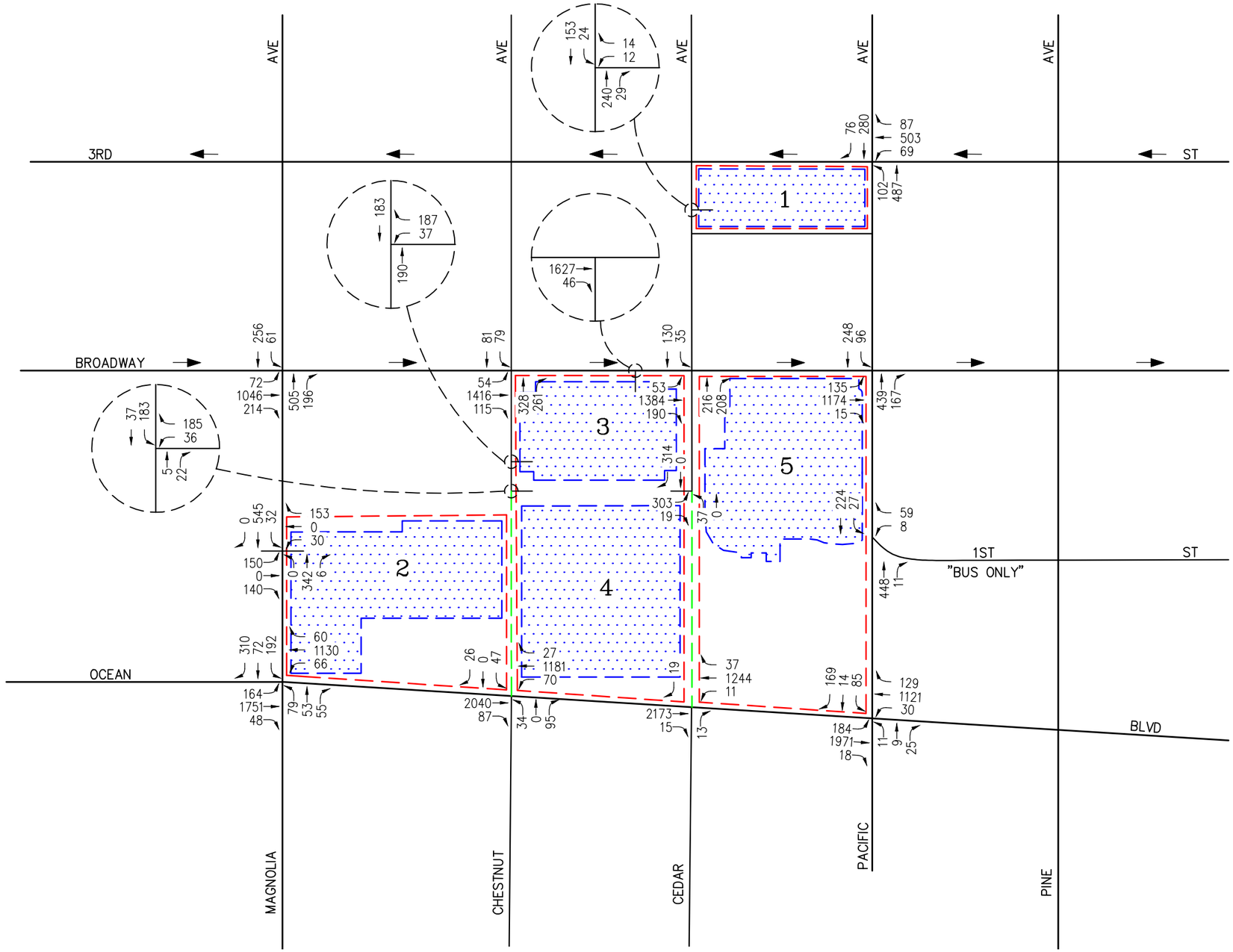

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FIGURE 6-7

YEAR 2020 CUMULATIVE PLUS PROJECT PM PEAK HOUR TRAFFIC VOLUMES

NEW LONG BEACH CIVIC CENTER, LONG BEACH

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7.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

7.1 Impact Criteria and Thresholds

The relative impact of the added project traffic volumes generated by the proposed Project during the weekday peak hours was evaluated based on analysis of future operating conditions at the ten (10) key study intersections, without, then with, the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics at each study intersection. The significance of the potential impacts of the project at each key intersection was then evaluated using the following traffic impact criteria.

7.1.1 *City of Long Beach*

Impacts to local and regional transportation systems are considered significant if:

- An unacceptable peak hour Level of Service (LOS) (i.e. LOS E or F) at any of the key intersections is projected. The City of Long Beach considers LOS D (ICU = 0.801 - 0.900) to be the minimum acceptable LOS for all intersections. For the City of Long Beach, the current LOS, if worse than LOS D (i.e. LOS E or F), should also be maintained; and

- The project increases traffic demand at the study intersection by 2% of capacity (ICU increase ≥ 0.020), causing or worsening LOS E or F (ICU > 0.901).

7.2 Traffic Impact Analysis Scenarios

The following scenarios are those for which volume/capacity calculations have been performed using the ICU/HCM methodologies:

A. Existing Traffic Conditions;
B. Existing Plus Project Traffic Conditions;
C. Scenario (B) with Improvements, if necessary;
D. Year 2020 Cumulative Traffic Conditions;
E. Year 2020 Cumulative Plus Project Traffic Conditions; and
F. Scenario (E) with Improvements, if necessary.

8.0 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

8.1 Existing Plus Project Traffic Conditions

Table 8-1 summarizes the peak hour Level of Service results at the ten (10) key study intersections for existing plus project traffic conditions. The first column (1) of ICU/LOS and HCM/LOS values in *Table 8-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-4*). The second column (2) lists existing plus project traffic conditions. The third column (3) shows the increase in ICU/HCM value due to the added peak hour project trips and indicates whether the traffic associated with the Project will have a significant impact based on the significant impact criteria defined in this report.

8.1.1 *Existing Traffic Conditions*

Review of Column 1 of *Table 8-1* indicates that the ten (10) key study intersections will operate at acceptable LOS C or better during the AM and PM peak under existing conditions.

8.1.2 *Existing Plus Project Traffic Conditions*

Review of Columns 2 and 3 of *Table 8-1* indicates that the traffic associated with the proposed project ***will not*** significantly impact any of the ten (10) key study intersections. The ten (10) key study intersections will continue to operate at acceptable LOS D or better during the AM and PM peak hours with the addition of Project generated traffic to existing traffic.

Appendix B presents the existing plus project weekday ICU/LOS and HCM/LOS calculations for the ten (10) key study intersections.

TABLE 8-1

EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[11]

Key Intersection	Control Type	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Traffic Conditions		(3) Significant Impact	
				ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No
1. Magnolia Avenue at Broadway	2∅ Traffic Signal	D	AM	0.502	A	0.591	A	0.089	No
			PM	0.570	A	0.640	B	0.070	No
2. Chestnut Avenue at Broadway	3∅ Traffic Signal	D	AM	0.432	A	0.626	B	0.194	No
			PM	0.553	A	0.847	D	0.294	No
3. Cedar Avenue at Broadway	3∅ Traffic Signal	D	AM	0.432	A	0.581	A	0.149	No
			PM	0.531	A	0.843	D	0.312	No
4. Pacific Avenue at Broadway	3∅ Traffic Signal	D	AM	0.478	A	0.502	A	0.024	No
			PM	0.663	B	0.663	B	0.000	No
5. Magnolia Avenue at Ocean Boulevard	3∅ Traffic Signal	D	AM	0.770	C	0.787	C	0.017	No
			PM	0.730	C	0.736	C	0.006	No
6. Chestnut Avenue at Ocean Boulevard	2∅ Traffic Signal	D	AM	0.564	A	0.584	A	0.020	No
			PM	0.595	A	0.645	B	0.050	No
7. Cedar Avenue at Ocean Boulevard	One-Way Stop	D	AM	9.7 s/v	A	14.7 s/v	B	5.0 s/v	No
			PM	17.2 s/v	C	18.0 s/v	C	0.8 s/v	No
8. Pacific Avenue at Ocean Boulevard	6∅ Traffic Signal	D	AM	0.689	B	0.694	B	0.005	No
			PM	0.559	A	0.562	A	0.003	No

Notes:

- LOS = Level of Service, please refer to *Tables 3-2* and *3-3* for the LOS definitions
- s/v = seconds per vehicle (delay)
- **Bold ICU/LOS and HCM/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[11] *Appendix B* contains the Existing plus Project ICU/LOS calculation worksheets for all study intersections.

TABLE 8-1 (CONTINUED)

EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[12]

Key Intersection	Control Type	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Traffic Conditions		(3) Significant Impact	
				ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No
9. Pacific Avenue at 3rd Street	3∅ Traffic Signal	D	AM	0.569	A	0.598	A	0.029	No
			PM	0.430	A	0.457	A	0.027	No
10. Pacific Avenue at 1st Street	3∅ Traffic Signal	D	AM	0.302	A	0.304	A	0.002	No
			PM	0.336	A	0.336	A	0.000	No

Notes:

- LOS = Level of Service, please refer to *Tables 3-2* and *3-3* for the LOS definitions
- s/v = seconds per vehicle (delay)
- **Bold ICU/LOS and HCM/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[12] *Appendix B* contains the Existing plus Project ICU/LOS calculation worksheets for all study intersections.

8.2 Year 2020 Traffic Conditions

Table 8-2 summarizes the peak hour Level of Service results at the ten (10) key study intersections for the Year 2020 horizon year. The first column (1) of ICU/LOS and HCM/LOS values in *Table 8-2* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-4*). The second column (2) lists future Year 2020 cumulative traffic conditions (existing plus ambient growth traffic plus cumulative projects traffic) based on existing intersection geometry, but without any traffic generated by the proposed Project. The third column (3) presents future forecast traffic conditions with the addition of traffic generated by the proposed Project. The fourth column (4) shows the increase in ICU/HCM value due to the added peak hour project trips and indicates whether the traffic associated with the Project will have a significant impact based on the LOS standards and significant impact criteria defined in this report.

8.2.1 *Year 2020 Cumulative Traffic Conditions*

Review of Column 2 of *Table 8-2* indicates that all ten (10) key study intersections will operate at an acceptable LOS D or better during the AM and PM peak hour with the addition of ambient traffic growth and cumulative projects traffic, when compared to the LOS standards and significant impact criteria in this report.

8.2.2 *Year 2020 Cumulative Plus Project Conditions*

Review of Columns 3 and 4 of *Table 8-2* indicates that the traffic associated with the proposed project ***will not*** significantly impact any of the ten (10) key study intersections. The ten (10) key study intersections are forecast to continue to operate at acceptable LOS D or better during the AM and PM peak hours with the addition of project generated traffic in the Year 2020.

Appendix B presents the Year 2020 ICU/LOS and HCM/LOS calculations for the ten (10) key study intersections.

TABLE 8-2

YEAR 2020 CUMULATIVE PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[13]

Key Intersection	Control Type	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2020 Cumulative Traffic Conditions		(3) Year 2020 Cumulative Plus Project Traffic Conditions		(4) Significant Impact	
				ICU/HCM	LOS	ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No
1. Magnolia Avenue at Broadway	2∅ Traffic Signal	D	AM	0.502	A	0.523	A	0.613	B	0.090	No
			PM	0.570	A	0.613	B	0.684	B	0.071	No
2. Chestnut Avenue at Broadway	3∅ Traffic Signal	D	AM	0.432	A	0.450	A	0.644	B	0.194	No
			PM	0.553	A	0.591	A	0.884	D	0.293	No
3. Cedar Avenue at Broadway	3∅ Traffic Signal	D	AM	0.432	A	0.450	A	0.600	A	0.150	No
			PM	0.531	A	0.568	A	0.880	D	0.312	No
4. Pacific Avenue at Broadway	3∅ Traffic Signal	D	AM	0.478	A	0.503	A	0.527	A	0.024	No
			PM	0.663	B	0.719	C	0.719	C	0.000	No
5. Magnolia Avenue at Ocean Boulevard	3∅ Traffic Signal	D	AM	0.770	C	0.819	D	0.836	D	0.017	No
			PM	0.730	C	0.773	C	0.779	C	0.006	No
6. Chestnut Avenue at Ocean Boulevard	2∅ Traffic Signal	D	AM	0.564	A	0.603	B	0.623	B	0.020	No
			PM	0.595	A	0.642	B	0.692	B	0.050	No
7. Cedar Avenue at Ocean Boulevard	One-Way Stop	D	AM	9.7 s/v	A	9.9 s/v	A	15.7 s/v	C	5.8 s/v	No
			PM	17.2 s/v	C	19.4 s/v	C	20.3 s/v	C	0.9 s/v	No
8. Pacific Avenue at Ocean Boulevard	6∅ Traffic Signal	D	AM	0.689	B	0.755	C	0.761	C	0.006	No
			PM	0.559	A	0.629	B	0.632	B	0.003	No

Notes:

- LOS = Level of Service, please refer to *Tables 3-2* and *3-3* for the LOS definitions
- s/v = seconds per vehicle (delay)
- **Bold ICU/LOS and HCM/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[13] *Appendix B* contains the Year 2020 Cumulative plus Project ICU/LOS and HCM/LOS calculation worksheets for all study intersections.

TABLE 8-2 (CONTINUED)

YEAR 2020 CUMULATIVE PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[14]

Key Intersection	Control Type	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2020 Cumulative Traffic Conditions		(3) Year 2020 Cumulative Plus Project Traffic Conditions		(4) Significant Impact	
				ICU/HCM	LOS	ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No
9. Pacific Avenue at 3rd Street	3∅ Traffic Signal	D	AM	0.569	A	0.609	B	0.638	B	0.029	No
			PM	0.430	A	0.466	A	0.486	A	0.020	No
10. Pacific Avenue at 1st Street	3∅ Traffic Signal	D	AM	0.302	A	0.313	A	0.316	A	0.003	No
			PM	0.336	A	0.352	A	0.352	A	0.000	No

Notes:

- LOS = Level of Service, please refer to *Tables 3-2* and *3-3* for the LOS definitions
- s/v = seconds per vehicle (delay)
- **Bold ICU/LOS and HCM/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[14] *Appendix B* contains the Year 2020 Cumulative plus Project ICU/LOS and HCM/LOS calculation worksheets for all study intersections.

9.0 SITE ACCESS EVALUATION

9.1 Level of Service Analysis For Project Access Locations

The proposed Project will provide three (3) new parking garages which also includes a new subterranean garage below the New City Hall and Harbor Department buildings. Vehicular access for the proposed Project includes the following:

- Civic Block: Primary access to the Civic Block subterranean parking structure will be provided from Magnolia Avenue (Project Driveway F). Access to the existing Broadway garage will continue to be provided by an ingress-only driveway on Broadway (Project Driveway B) as well as an egress-only driveway along Chestnut (Project Driveway C).

- Center Block: A new subterranean parking structure will be constructed, with primary vehicular access provided by the future extension of Cedar Avenue between Broadway and Ocean Boulevard (Project Driveway E).

- Lincoln Park Block: Access to the existing Lincoln garage will continue to be provided from the Cedar Avenue and Pacific Avenue access ramps in the interim, but will ultimately be served by the "Lincoln Alley" (Project Driveway D).

- Third & Pacific Block: Access to the site's parking garage will be provided from Cedar Avenue (Project Driveway A).

Table 9-1 summarizes the Year 2020 Cumulative plus Project peak hour level of service results for the six (6) project driveways. Review of *Table 9-1* shows that the project driveways are forecast to operate at an acceptable LOS C or better during the AM and PM peak hours in the Year 2020. As such, motorists entering and exiting the Project site will be able to do so comfortably, safely, and without undue congestion.

Appendix C presents the Year 2020 plus project HCM/LOS calculations for the six (6) project driveways.

TABLE 9-1

YEAR 2020 CUMULATIVE PLUS PROJECT

DRIVEWAY PEAK HOUR LEVELS OF SERVICE SUMMARY

Driveway	Time Period	Intersection Control	Year 2020 Cumulative Plus Project	
			HCM	LOS
A. Cedar Avenue at Project Driveway A	AM	One-Way Stop	9.7 s/v	A
	PM		10.7 s/v	B
B. Project Driveway B[15] at Broadway	AM	Uncontrolled Ingress Only	--	--
	PM		--	--
C. Chestnut Avenue at Project Driveway C	AM	One-Way Stop	9.0 s/v	A
	PM		10.2 s/v	B
D. Chestnut Avenue at Project Driveway D	AM	One-Way Stop	9.2 s/v	A
	PM		10.1 s/v	B
E. Cedar Avenue at Project Driveway E	AM	One-Way Stop	9.4 s/v	A
	PM		11.0 s/v	B
F. Magnolia Avenue at Project Driveway F	AM	Two-Way Stop	12.0 s/v	B
	PM		21.4 s/v	C

Notes:

- **Bold Delay/LOS** values indicate adverse service levels based on City of Long Beach LOS standards
- s/v = seconds per vehicle

[15] Project Driveway B is a "right-turn in only" driveway and therefore no delay is expected.

10.0 RECOMMEND IMPROVEMENTS

10.1 Existing Plus Project Traffic Conditions

The results of the intersection capacity analysis presented previously in *Table 8-1* shows that the proposed Project will not significantly impact any of the ten (10) key study intersections under the "Existing Plus Project" traffic scenario. Given that there are no significant project impacts, no improvements are required under this traffic scenario.

10.2 Year 2020 Plus Project Traffic Conditions

The results of the intersection capacity analysis presented previously in *Table 8-2* shows that the proposed Project will not significantly impact any of the ten (10) key study intersections under the "Year 2020 Plus Project" traffic scenario. Given that there are no significant project impacts, no improvements are required under this traffic scenario.

11.0 SUMMARY OF FINDINGS AND CONCLUSIONS

- ***Project Description*** – The Long Beach Civic Center is located north of Ocean Boulevard and south of Broadway, between Magnolia Avenue and Pacific Avenue in downtown Long Beach. The 0.89 acre parcel Third & Pacific site is currently a surface parking lot and is located south of 3rd Street, between Cedar Avenue and Pacific Avenue. The current Civic Center consists of the former 334,000 SF Los Angeles County Superior Courthouse, which is now vacant, the 283,000 SF City Hall office tower, the 138,000 SF Long Beach Main Library, 2.60 acre Lincoln Park and associated parking structures.

  The proposed New Long Beach Civic Center Project provides a New City Hall, a New Harbor Department administration building, a New Main Library, a relocated and redeveloped Lincoln Park and a vibrant commercial mixed use development. In total six (6) new buildings, three (3) new parking garages, including a new subterranean garage below the New City Hall and Harbor Department buildings, and related infrastructure and landscaping are proposed. Please refer to Chapter 2.0 for more project description details.

- ***Study Scope*** – The ten (10) key study intersections selected for evaluation in this report provide local access within the project study area. They consist of the following:

  1. Magnolia Avenue at Broadway
  2. Chestnut Avenue at Broadway
  3. Cedar Avenue at Broadway
  4. Pacific Avenue at Broadway
  5. Magnolia Avenue at Ocean Boulevard
  6. Chestnut Avenue at Ocean Boulevard
  7. Cedar Avenue at Ocean Boulevard
  8. Pacific Avenue at Ocean Boulevard
  9. Pacific Avenue at 3rd Street
  10. Pacific Avenue at 1st Street

  The analysis is focused on assessing potential traffic impacts during the morning and evening commute peak hours on a typical weekday.

- ***Existing Traffic Conditions*** – All ten (10) key study intersections currently operate at LOS C or better during the weekday AM and PM peak hours.

- ***Project Trip Generation*** – The proposed Project is forecast to generate 18,582 daily trips, with 1,185 trips (795 inbound, 390 outbound) produced in the AM peak hour and 1,668 trips (693 inbound, 975 outbound) produced in the PM peak hour on a typical weekday.

  The existing trip generation potential of the current civic center (i.e. City Hall office tower and Main Library) totals 7,659 daily trips, with 514 trips (418 inbound, 96 outbound) produced in the AM peak hour and 1,116 trips (446inbound, 670 outbound) produced in the PM peak hour.

  Comparison of the trips generated by the proposed Project to the trip generation potential of the Existing Land Use shows that that the implementation of the proposed Project will result in an additional 10,923 daily trips, 671 net AM peak hour trips and 552 net PM peak hour trips. The potential traffic impact of these added trips are assessed in this report.

A comparison of the trips generated by the proposed Project to the trips generated by the mix of uses assumed in the Downtown Plan shows that that the implementation of the proposed Project will result in 6,075 fewer daily trips, 365 fewer AM peak hour trips, and 580 fewer PM peak hour trips.

- ***Cumulative Projects Traffic Characteristics*** – The twelve (12) cumulative projects are expected to generate a combined total of 14,732 daily trips, 891 AM peak hour trips (251 inbound and 640 outbound) and 1,306 PM peak hour trips (761 inbound and 545 outbound) on a typical weekday.

- ***Existing Plus Project Traffic Characteristics*** – The traffic associated with the proposed project ***will not*** significantly impact any of the ten (10) key study intersections. The ten (10) key study intersections will continue to operate at acceptable LOS D or better during the AM and PM peak hours with the addition of Project generated traffic to existing traffic.

- ***Year 2020 Cumulative Plus Project Traffic Characteristics*** – The traffic associated with the proposed project ***will not*** significantly impact any of the ten (10) key study intersections. The ten (10) key study intersections are forecast to continue to operate at acceptable LOS D or better during the AM and PM peak hours with the addition of project generated traffic in the Year 2020.

- ***Site Access Evaluation*** – The project driveways are forecast to operate at an acceptable LOS C or better during the AM and PM peak hours in the Year 2020. As such, motorists entering and exiting the Project site will be able to do so comfortably, safely, and without undue congestion.

APPENDIX A

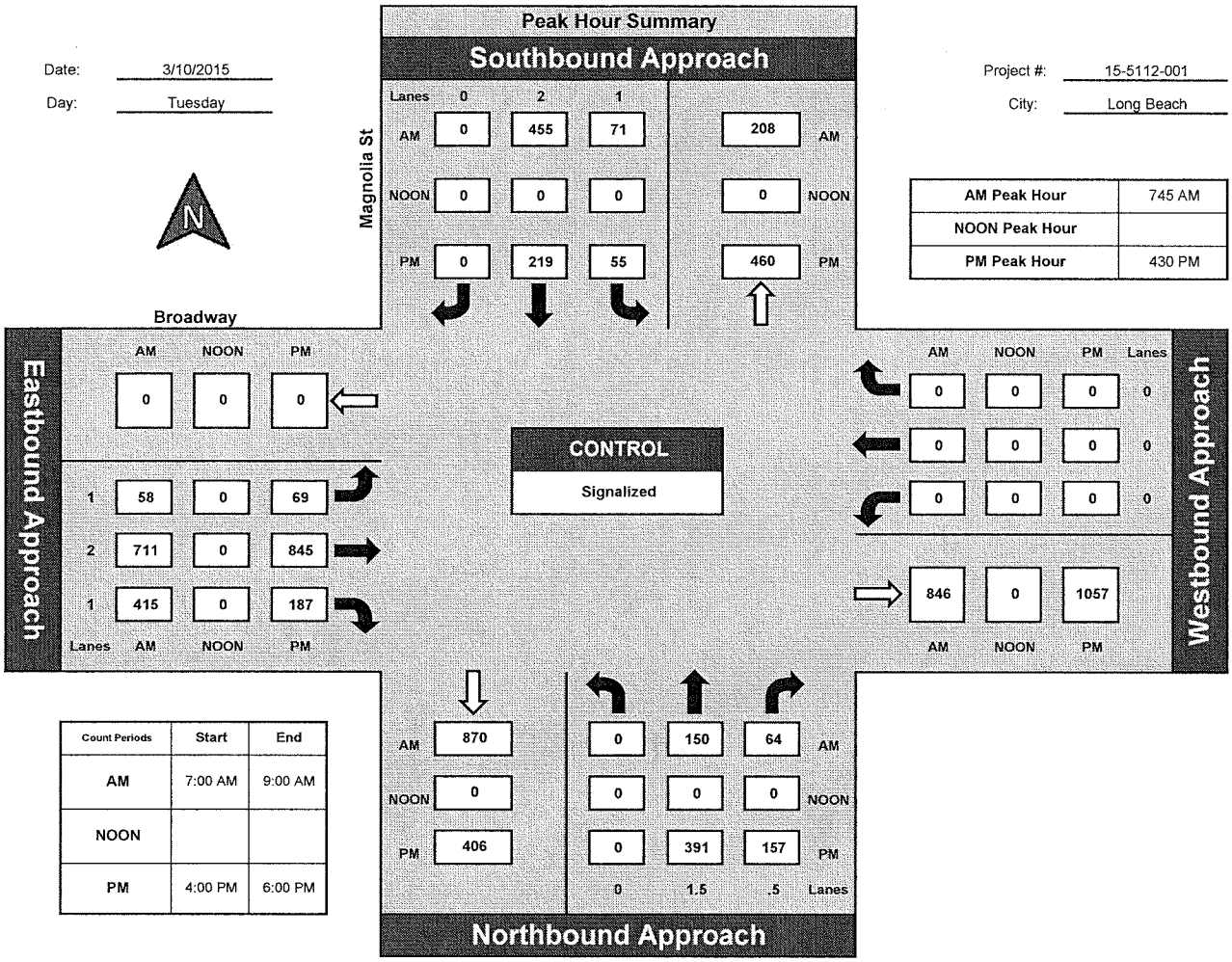
EXISTING TRAFFIC COUNT DATA

ITM Peak Hour Summary

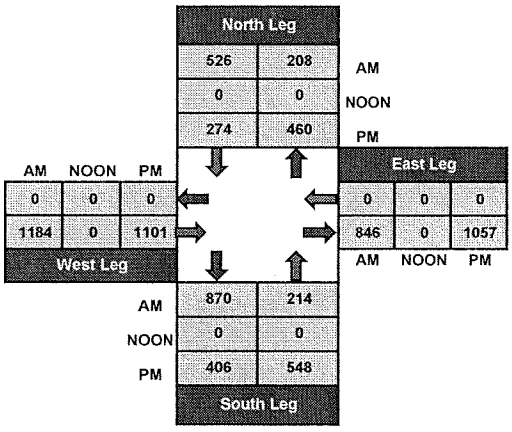
Prepared by:

National Data & Surveying Services

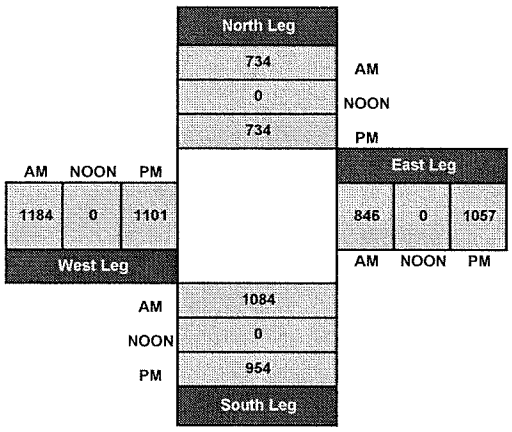
Magnolia St and Broadway , Long Beach



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-001 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

AM

NS/EW Streets:	Magnolia St			Magnolia St			Broadway			Broadway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1.5	NR .5	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 0	WT 0	WR 0	TOTAL
7:00 AM	0	18	15	15	93	0	7	132	57	0	0	0	337
7:15 AM	0	24	24	15	94	0	14	144	89	0	0	0	404
7:30 AM	0	33	14	7	108	0	12	137	69	0	0	0	380
7:45 AM	0	40	12	19	124	0	11	186	109	0	0	0	501
8:00 AM	0	52	17	17	114	0	14	168	92	0	0	0	474
8:15 AM	0	29	20	19	109	0	18	170	104	0	0	0	469
8:30 AM	0	29	15	16	108	0	15	187	110	0	0	0	480
8:45 AM	0	39	11	22	97	0	18	169	92	0	0	0	448
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	264	128	130	847	0	109	1293	722	0	0	0	3493
APPROACH %'s :	0.00%	67.35%	32.65%	13.31%	86.69%	0.00%	5.13%	60.88%	33.99%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	150	64	71	455	0	58	711	415	0	0	0	1924
PEAK HR FACTOR :		0.775			0.920			0.949			0.000		0.960

UTURNS	NB	SB	EB	WB
	0	0	0	0
	0	1	0	0
	0	0	0	0
	0	1	0	0
	0	1	0	0
	0	1	0	0
	0	0	0	0
	0	0	0	0
	NB	SB	EB	WB
	0	4	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-001 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

PM

NS/EW Streets:	Magnolia St			Magnolia St			Broadway			Broadway				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	1.5	.5	1	2	0	1	2	1	0	0	0					
4:00 PM	0	72	28	11	52	0	15	170	41	0	0	0	389	0	0	0	0
4:15 PM	0	71	46	19	45	0	13	200	43	0	0	0	437	0	0	0	0
4:30 PM	0	106	54	15	64	0	17	192	51	0	0	0	499	0	0	0	0
4:45 PM	0	103	36	11	60	0	20	224	50	0	0	0	504	0	0	0	0
5:00 PM	0	119	33	13	49	0	14	207	39	0	0	0	474	0	3	0	0
5:15 PM	0	63	34	16	46	0	18	222	47	0	0	0	446	0	0	0	0
5:30 PM	0	58	27	8	42	0	12	218	43	0	0	0	408	0	0	0	0
5:45 PM	0	45	23	15	40	0	14	199	39	0	0	0	375	0	0	0	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	0	637	281	108	398	0	123	1632	353	0	0	0	3532	0	3	0	0
APPROACH %'s :	0.00%	69.39%	30.61%	21.34%	78.66%	0.00%	5.83%	77.42%	16.75%	#DIV/0!	#DIV/0!	#DIV/0!					
PEAK HR START TIME :	430 PM												TOTAL				
PEAK HR VOL :	0	391	157	55	219	0	69	845	187	0	0	0	1923				
PEAK HR FACTOR :		0.856			0.867			0.936			0.000		0.954				

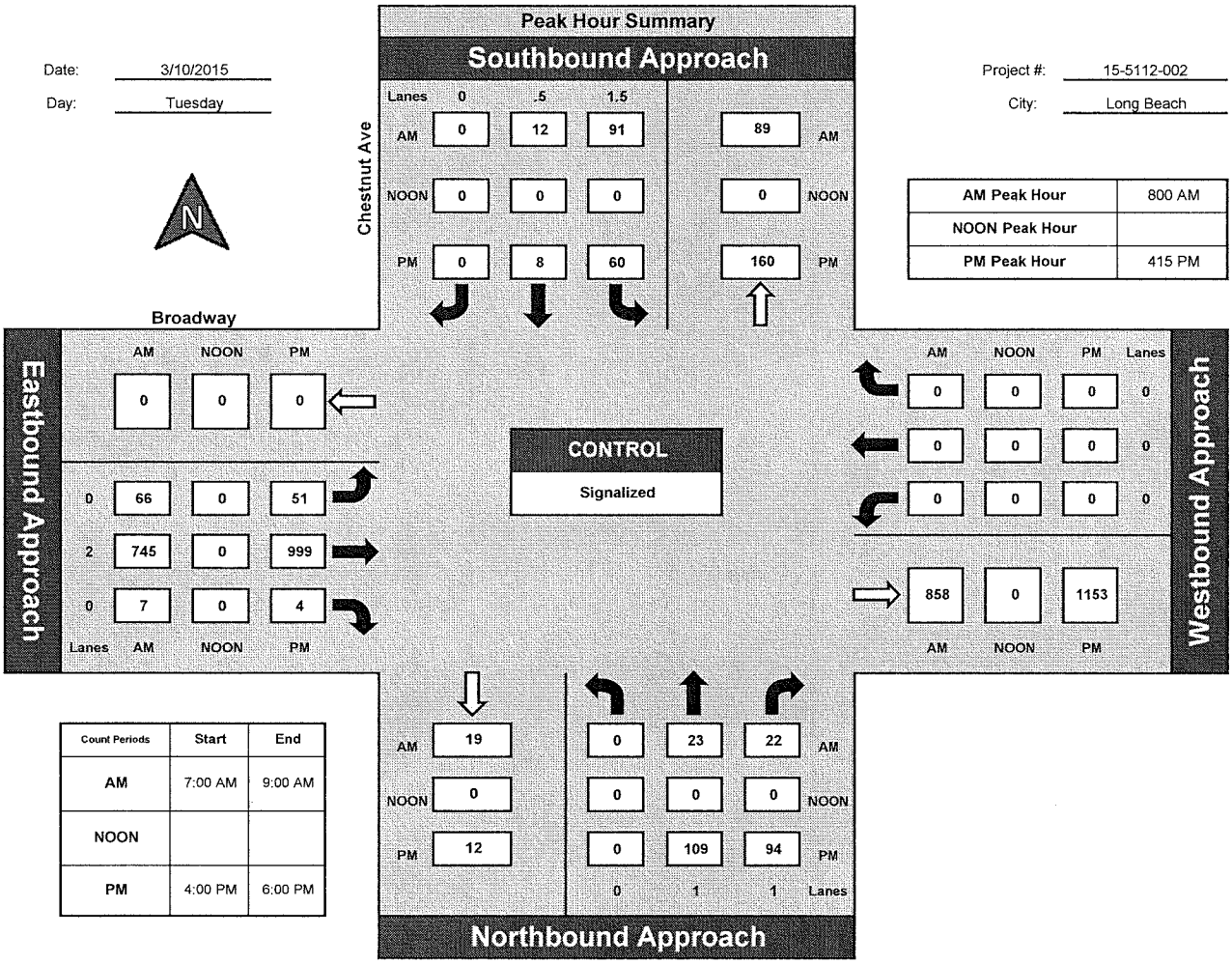
CONTROL : Signalized

ITM Peak Hour Summary

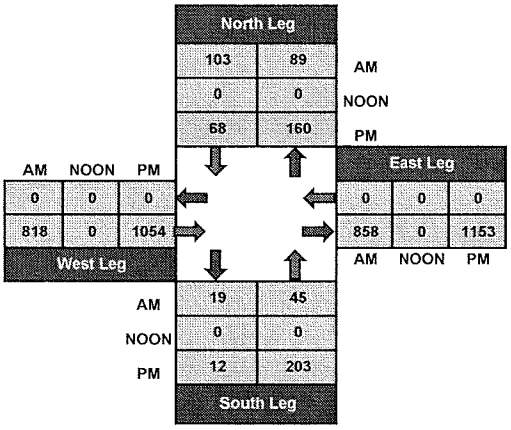
Prepared by:

National Data & Surveying Services

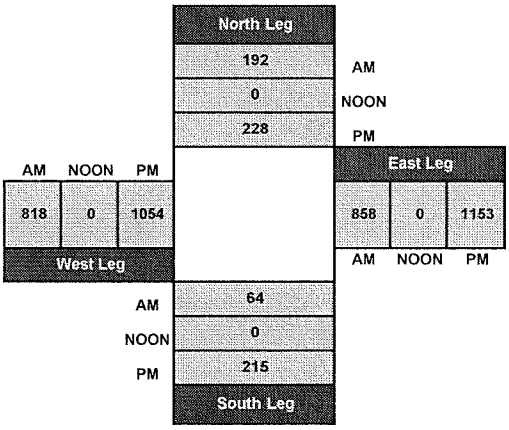
Chestnut Ave and Broadway , Long Beach



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-002 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

AM

NS/EW Streets:	Chestnut Ave			Chestnut Ave			Broadway			Broadway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1.5	.5	0	0	2	0	0	0	0	
7:00 AM	0	9	0	15	2	0	3	153	1	0	0	0	183
7:15 AM	0	4	3	38	1	0	7	167	4	0	0	0	224
7:30 AM	0	4	3	24	2	0	5	154	0	0	0	0	192
7:45 AM	0	3	1	17	3	0	6	200	1	0	0	0	231
8:00 AM	0	4	9	22	3	0	13	189	1	0	0	0	241
8:15 AM	0	2	2	27	2	0	14	190	2	0	0	0	239
8:30 AM	0	7	4	23	2	0	15	194	0	0	0	0	245
8:45 AM	0	10	7	19	5	0	24	172	4	0	0	0	241
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	43	29	185	20	0	87	1419	13	0	0	0	1796
APPROACH %'s :	0.00%	59.72%	40.28%	90.24%	9.76%	0.00%	5.73%	93.42%	0.86%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	23	22	91	12	0	66	745	7	0	0	0	966
PEAK HR FACTOR :		0.662			0.888			0.978			0.000		0.986

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-002 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

PM

NS/EW Streets:	Chestnut Ave			Chestnut Ave			Broadway			Broadway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1.5	.5	0	0	2	0	0	0	0	
4:00 PM	0	21	29	9	1	0	6	200	0	0	0	0	266
4:15 PM	0	11	12	21	5	0	18	246	0	0	0	0	313
4:30 PM	0	44	37	19	1	0	11	257	1	0	0	0	370
4:45 PM	0	23	22	8	2	0	13	253	2	0	0	0	323
5:00 PM	0	31	23	12	0	0	9	243	1	0	0	0	319
5:15 PM	0	25	10	7	1	0	13	253	0	0	0	0	309
5:30 PM	0	22	18	10	1	0	10	245	1	0	0	0	307
5:45 PM	0	15	15	8	2	0	8	239	0	0	0	0	287
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	192	166	94	13	0	88	1936	5	0	0	0	2494
APPROACH %'s :	0.00%	53.63%	46.37%	87.85%	12.15%	0.00%	4.34%	95.42%	0.25%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	0	109	94	60	8	0	51	999	4	0	0	0	1325
PEAK HR FACTOR :		0.627			0.654			0.980			0.000		0.895

UTURNS

NB	SB	EB	WB
NB	SB	EB	WB
0	0	0	0

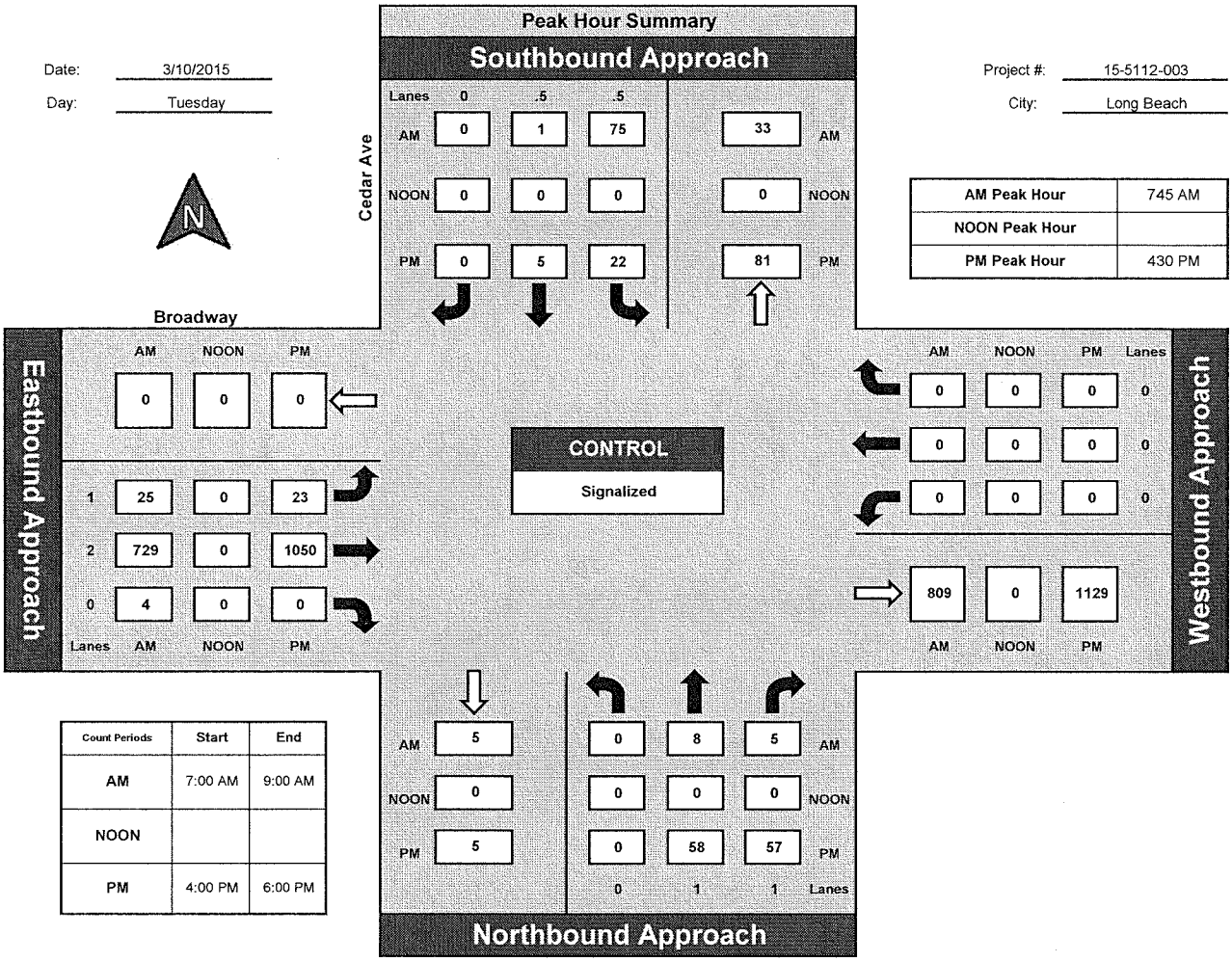
CONTROL : Signalized

ITM Peak Hour Summary

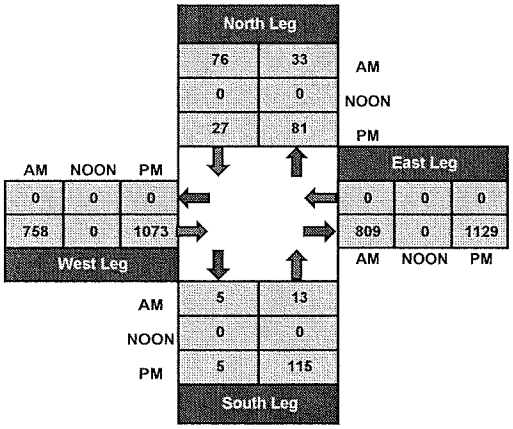
Prepared by:

National Data & Surveying Services

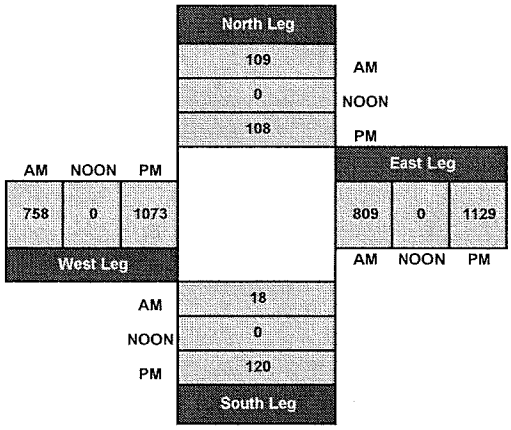
Cedar Ave and Broadway , Long Beach



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-003 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

AM

NS/EW Streets:	Cedar Ave			Cedar Ave			Broadway			Broadway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	.5	.5	0	1	2	0	0	0	0	
7:00 AM	0	0	0	13	0	0	1	133	0	0	0	0	147
7:15 AM	0	0	0	33	1	0	1	150	0	0	0	0	185
7:30 AM	0	1	1	25	1	0	2	134	0	0	0	0	164
7:45 AM	0	2	1	23	0	0	5	180	1	0	0	0	212
8:00 AM	0	2	1	19	0	0	5	186	2	0	0	0	215
8:15 AM	0	3	2	14	0	0	8	175	0	0	0	0	202
8:30 AM	0	1	1	19	1	0	7	188	1	0	0	0	218
8:45 AM	0	1	0	13	3	0	9	173	1	0	0	0	200
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	10	6	159	6	0	38	1319	5	0	0	0	1543
APPROACH %'s :	0.00%	62.50%	37.50%	96.36%	3.64%	0.00%	2.79%	96.84%	0.37%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	8	5	75	1	0	25	729	4	0	0	0	847
PEAK HR FACTOR :		0.650			0.826			0.967			0.000		0.971

UTURNS	NB	SB	EB	WB
	0	1	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	1	0	0
	0	0	0	0
	NB	SB	EB	WB
	0	2	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-003 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

PM

NS/EW Streets:	Cedar Ave			Cedar Ave			Broadway			Broadway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	.5	.5	0	1	2	0	0	0	0	
4:00 PM	0	9	8	6	2	0	10	215	0	0	0	0	250
4:15 PM	0	2	2	7	1	0	7	253	0	0	0	0	272
4:30 PM	0	15	16	9	0	0	5	281	0	0	0	0	326
4:45 PM	0	11	11	6	1	0	6	260	0	0	0	0	295
5:00 PM	0	19	20	3	4	0	4	255	0	0	0	0	305
5:15 PM	0	13	10	4	0	0	8	254	0	0	0	0	289
5:30 PM	0	9	14	6	0	0	5	258	0	0	0	0	292
5:45 PM	0	9	10	2	0	0	5	240	0	0	0	0	266
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	87	91	43	8	0	50	2016	0	0	0	0	2295
APPROACH %'s :	0.00%	48.88%	51.12%	84.31%	15.69%	0.00%	2.42%	97.58%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	58	57	22	5	0	23	1050	0	0	0	0	1215
PEAK HR FACTOR :		0.737			0.750			0.938			0.000		0.932

UTURNS

NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	0
0	0	0	0
0	0	0	0
NB	SB	EB	WB
0	1	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

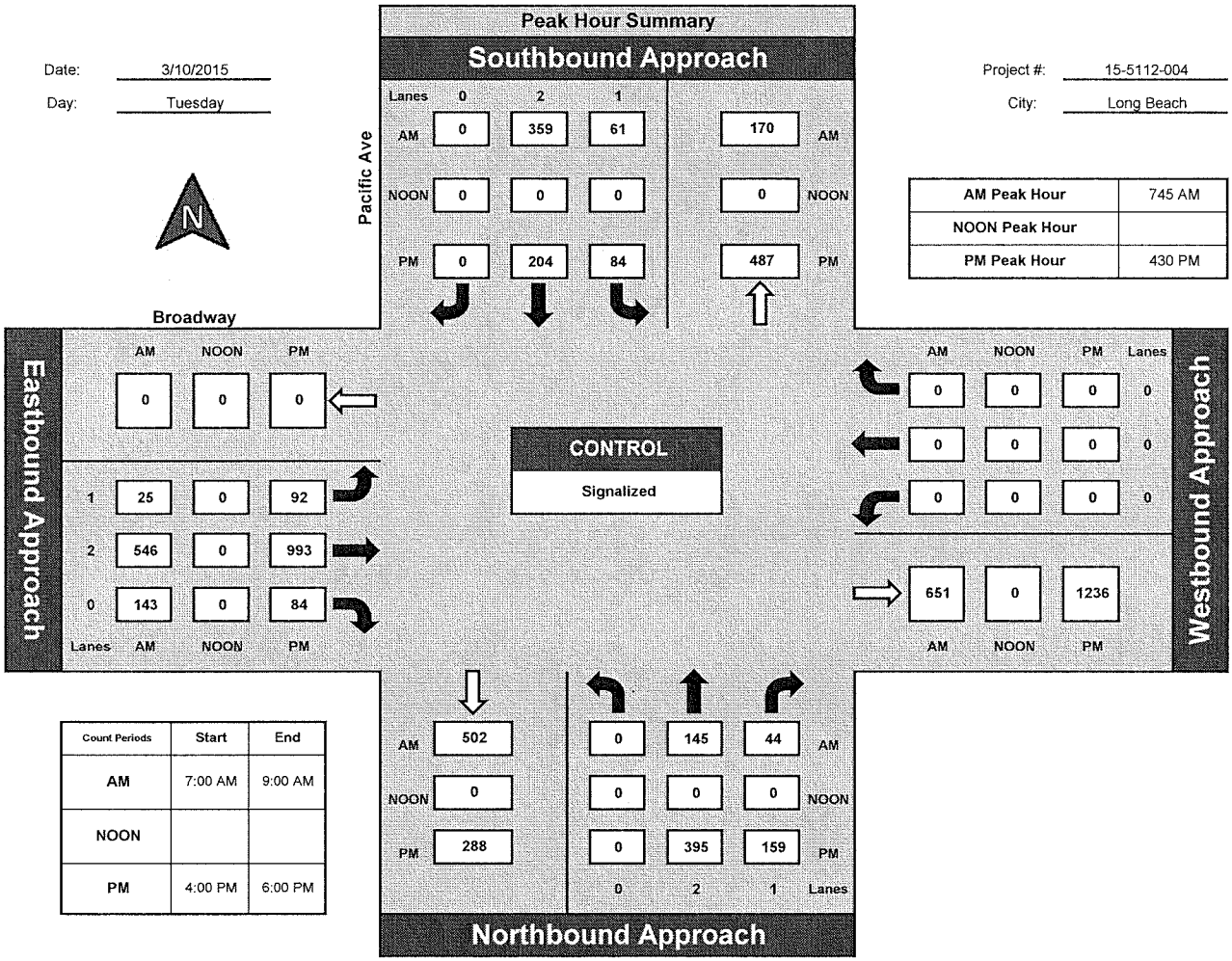
National Data & Surveying Services

Pacific Ave and Broadway , Long Beach

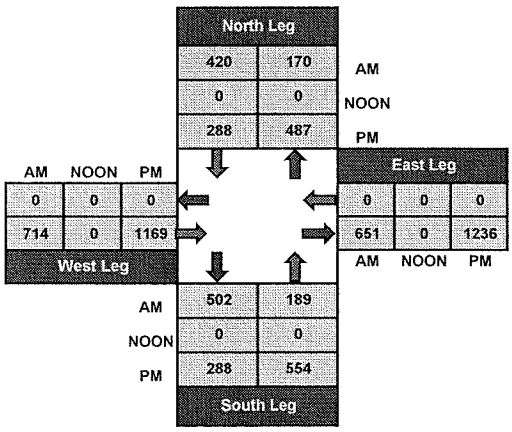
Date: 3/10/2015
Day: Tuesday

Project #: 15-5112-004
City: Long Beach

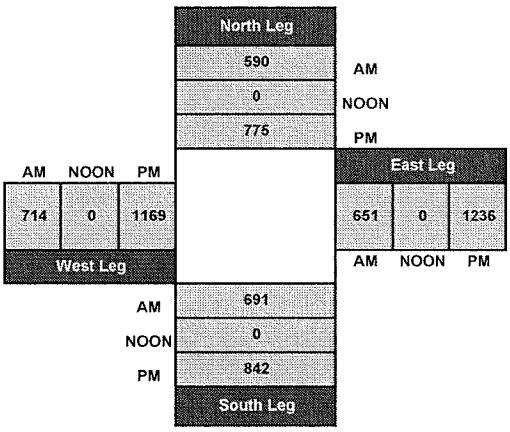
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	430 PM



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-004 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

AM

NS/EW Streets:	Pacific Ave			Pacific Ave			Broadway			Broadway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	1	2	0	0	0	0	
7:00 AM	0	21	9	10	64	0	7	96	12	0	0	0	219
7:15 AM	0	29	7	6	85	0	6	105	17	0	0	0	255
7:30 AM	0	19	5	15	82	0	11	87	17	0	0	0	236
7:45 AM	0	33	9	20	102	0	8	141	27	0	0	0	340
8:00 AM	0	40	6	10	93	0	5	139	35	0	0	0	328
8:15 AM	0	36	12	19	94	0	4	132	35	0	0	0	332
8:30 AM	0	36	17	12	70	0	8	134	46	0	0	0	323
8:45 AM	0	35	17	12	103	0	11	115	37	0	0	0	330
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	249	82	104	693	0	60	949	226	0	0	0	2363
APPROACH %'s :	0.00%	75.23%	24.77%	13.05%	86.95%	0.00%	4.86%	76.84%	18.30%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	145	44	61	359	0	25	546	143	0	0	0	1323
PEAK HR FACTOR :		0.892			0.861			0.949			0.000		0.973

UTURNS				
NB	SB	EB	WB	
0	1	0	0	
0	0	0	0	
0	1	0	0	
0	0	0	0	
0	0	0	0	
0	2	0	0	
0	2	0	0	
0	3	0	0	
NB	SB	EB	WB	
0	9	0	0	

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-004 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

PM

NS/EW Streets:	Pacific Ave			Pacific Ave			Broadway			Broadway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 0	WT 0	WR 0	TOTAL
4:00 PM	0	83	32	17	50	0	14	210	22	0	0	0	428
4:15 PM	0	63	29	15	47	0	16	228	16	0	0	0	414
4:30 PM	0	94	35	22	52	0	23	261	19	0	0	0	506
4:45 PM	0	88	37	24	53	0	26	259	21	0	0	0	508
5:00 PM	0	117	43	22	51	0	23	222	25	0	0	0	503
5:15 PM	0	96	44	16	48	0	20	251	19	0	0	0	494
5:30 PM	0	89	34	12	46	0	26	256	11	0	0	0	474
5:45 PM	1	62	26	23	37	0	15	219	13	0	0	0	396
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	692	280	151	384	0	163	1906	146	0	0	0	3723
APPROACH %'s :	0.10%	71.12%	28.78%	28.22%	71.78%	0.00%	7.36%	86.05%	6.59%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	395	159	84	204	0	92	993	84	0	0	0	2011
PEAK HR FACTOR :		0.866			0.935			0.955			0.000		0.990

UTURNS	NB	SB	EB	WB
	0	1	0	0
	0	0	0	0
	0	0	0	0
	0	1	0	0
	0	0	0	0
	0	2	0	0
	0	2	0	0
	1	0	0	0
	NB	SB	EB	WB
	1	6	0	0

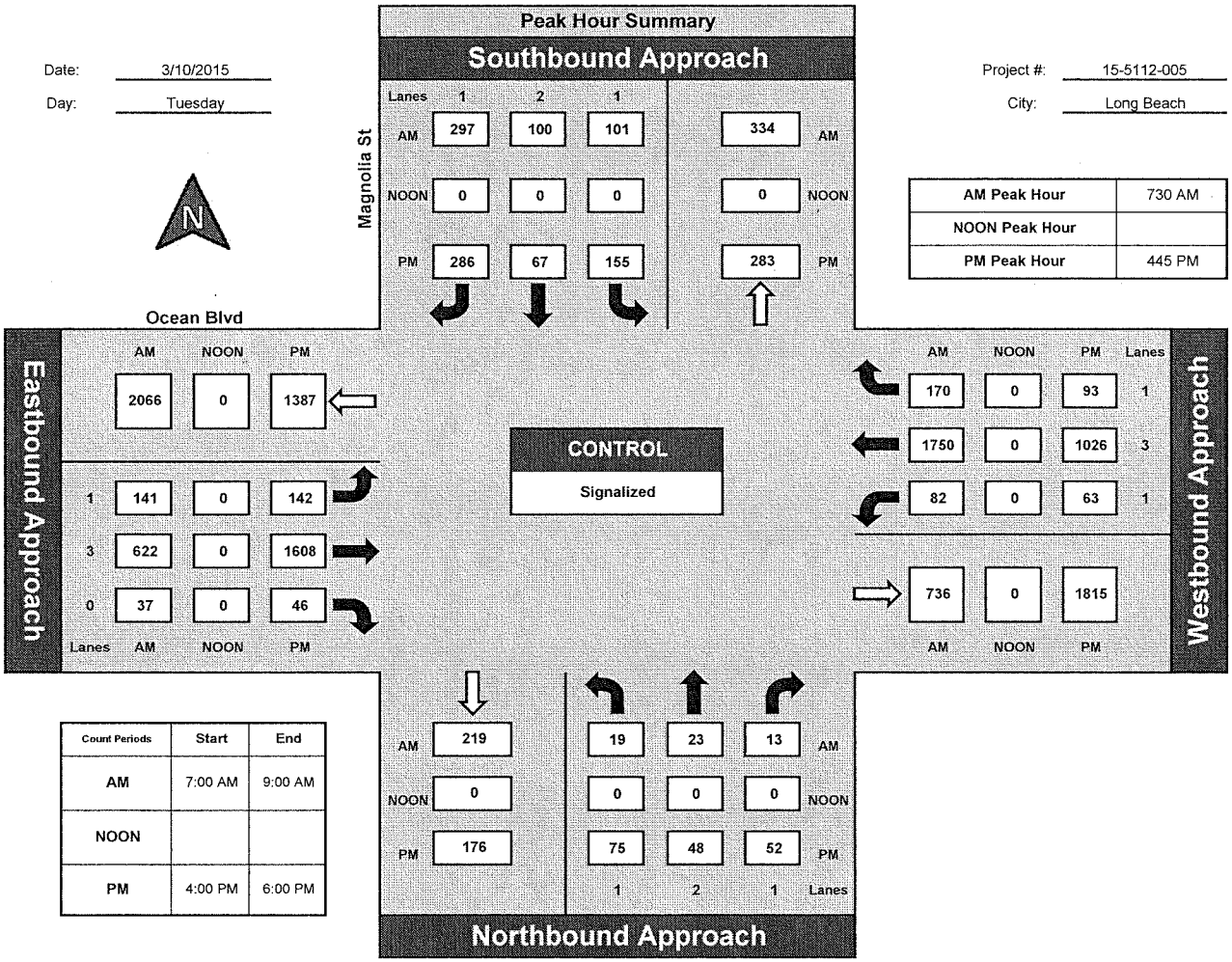
CONTROL : Signalized

ITM Peak Hour Summary

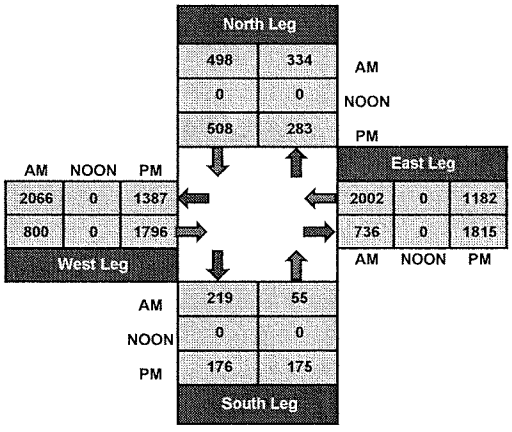
Prepared by:

National Data & Surveying Services

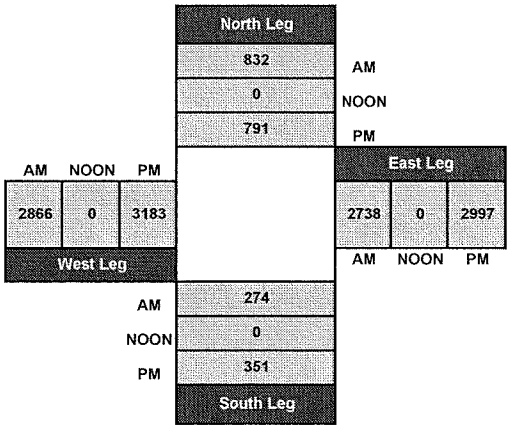
Magnolia St and Ocean Blvd , Long Beach



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-005 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

AM

NS/EW Streets:	Magnolia St			Magnolia St			Ocean Blvd			Ocean Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	1	3	0	1	3	1	
7:00 AM	1	3	1	14	21	68	13	92	7	17	446	22	705
7:15 AM	4	1	4	23	23	78	23	130	9	21	436	43	795
7:30 AM	5	4	6	18	22	66	25	137	13	18	483	52	849
7:45 AM	5	9	1	29	30	86	36	138	9	26	425	30	824
8:00 AM	4	8	2	21	19	80	45	188	10	18	438	42	875
8:15 AM	5	2	4	33	29	65	35	159	5	20	404	46	807
8:30 AM	7	1	6	42	25	74	40	150	3	27	316	37	728
8:45 AM	4	5	6	36	25	76	29	134	6	24	321	35	701
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	35	33	30	216	194	593	246	1128	62	171	3269	307	6284
APPROACH %'s :	35.71%	33.67%	30.61%	21.54%	19.34%	59.12%	17.13%	78.55%	4.32%	4.56%	87.24%	8.19%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	19	23	13	101	100	297	141	622	37	82	1750	170	3355
PEAK HR FACTOR :	0.917			0.859			0.823			0.905			0.959

UTURNS	NB	SB	EB	WB
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	1	1
	0	0	0	0
	1	0	0	2
	1	0	0	0
	NB	SB	EB	WB
	2	0	1	3

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-005 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

PM

NS/EW Streets:	Magnolia St			Magnolia St			Ocean Blvd			Ocean Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 1	TOTAL
4:00 PM	7	9	13	44	17	74	39	313	7	15	211	22	771
4:15 PM	13	11	8	45	18	60	40	364	6	17	199	22	803
4:30 PM	12	26	16	49	16	98	30	316	5	17	216	36	837
4:45 PM	26	16	19	45	21	77	34	413	10	15	226	29	931
5:00 PM	25	15	14	29	16	84	35	426	10	15	308	31	1008
5:15 PM	12	9	10	46	17	58	33	384	13	13	240	15	850
5:30 PM	12	8	9	35	13	67	40	385	13	20	252	18	872
5:45 PM	7	3	14	30	11	47	37	342	7	10	200	14	722
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	114	97	103	323	129	565	288	2943	71	122	1852	187	6794
APPROACH %'s :	36.31%	30.89%	32.80%	31.76%	12.68%	55.56%	8.72%	89.13%	2.15%	5.65%	85.70%	8.65%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	75	48	52	155	67	286	142	1608	46	63	1026	93	3661
PEAK HR FACTOR :		0.717			0.888			0.953			0.835		0.908

UTURNS

	NB	SB	EB	WB
	0	0	0	0
	2	0	0	0
	0	0	0	0
	2	0	0	1
	1	0	0	0
	0	0	0	1
	1	0	0	1
	0	0	0	0
	NB	SB	EB	WB
	6	0	0	3

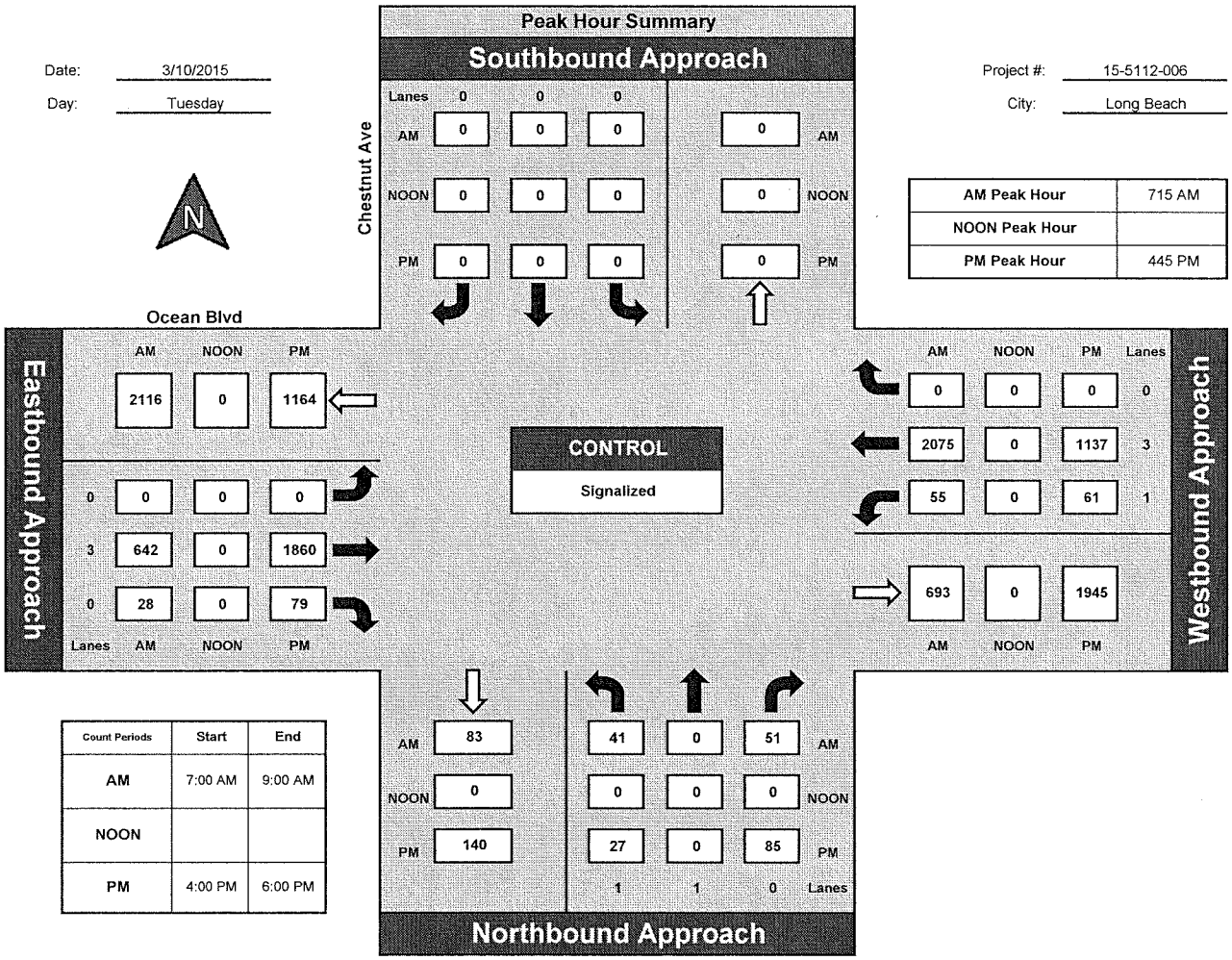
CONTROL : Signalized

ITM Peak Hour Summary

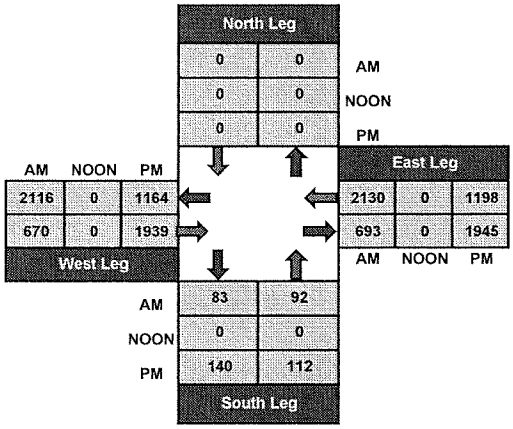
Prepared by:

National Data & Surveying Services

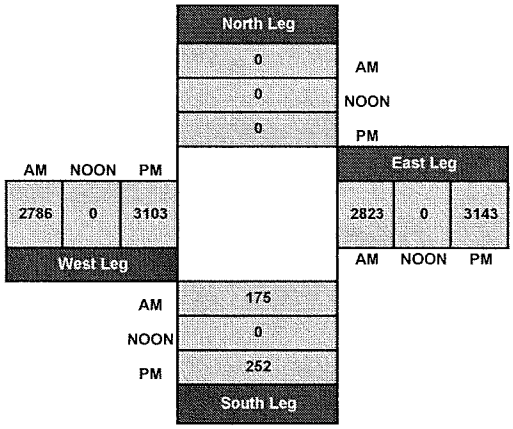
Chestnut Ave and Ocean Blvd , Long Beach



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-006 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

AM

NS/EW Streets:	Chestnut Ave			Chestnut Ave			Ocean Blvd			Ocean Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	0	0	0	3	0	1	3	0	
7:00 AM	5	0	7	0	0	0	0	100	3	8	500	0	623
7:15 AM	12	0	20	0	0	0	0	137	4	14	505	0	692
7:30 AM	9	0	15	0	0	0	0	151	8	10	557	0	750
7:45 AM	7	0	10	0	0	0	0	154	12	12	513	0	708
8:00 AM	13	0	6	0	0	0	0	200	4	19	500	0	742
8:15 AM	8	0	9	0	0	0	1	170	8	18	471	0	685
8:30 AM	12	0	11	0	0	0	0	185	6	15	386	0	615
8:45 AM	12	0	9	0	0	0	2	154	9	12	374	0	572
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	78	0	87	0	0	0	3	1251	54	108	3806	0	5387
APPROACH %'s :	47.27%	0.00%	52.73%	#DIV/0!	#DIV/0!	#DIV/0!	0.23%	95.64%	4.13%	2.76%	97.24%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	41	0	51	0	0	0	0	642	28	55	2075	0	2892
PEAK HR FACTOR :	0.719			0.000			0.821			0.939			0.964

UTURNS

	NB	SB	EB	WB
7:00 AM	0	0	0	2
7:15 AM	0	0	0	1
7:30 AM	0	0	0	0
7:45 AM	0	0	0	1
8:00 AM	0	0	0	2
8:15 AM	0	0	1	2
8:30 AM	0	0	0	0
8:45 AM	0	0	2	1
	NB	SB	EB	WB
TOTAL VOLUMES :	0	0	3	9

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-006 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

PM

NS/EW Streets:	Chestnut Ave			Chestnut Ave			Ocean Blvd			Ocean Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	0	0	0	3	0	1	3	0	
4:00 PM	10	0	17	0	0	0	0	375	13	4	244	0	663
4:15 PM	3	0	18	0	0	0	0	391	16	8	248	0	684
4:30 PM	10	0	12	0	0	0	0	373	21	13	283	0	712
4:45 PM	2	0	18	0	0	0	0	470	25	21	257	0	793
5:00 PM	14	0	27	0	0	0	0	481	20	15	324	0	881
5:15 PM	6	0	24	0	0	0	0	461	14	13	278	0	796
5:30 PM	5	0	16	0	0	0	0	448	20	12	278	0	779
5:45 PM	7	0	20	0	0	0	0	391	14	9	209	0	650
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	57	0	152	0	0	0	0	3390	143	95	2121	0	5958
APPROACH %'s :	27.27%	0.00%	72.73%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	95.95%	4.05%	4.29%	95.71%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	27	0	85	0	0	0	0	1860	79	61	1137	0	3249
PEAK HR FACTOR :		0.683			0.000			0.968			0.883		0.922

UTURNS				
NB	SB	EB	WB	
0	0	0	0	
0	0	0	2	
0	0	1	0	
0	0	1	1	
0	0	1	1	
0	0	0	0	
0	0	2	0	
0	0	1	1	
NB	SB	EB	WB	
0	0	6	5	

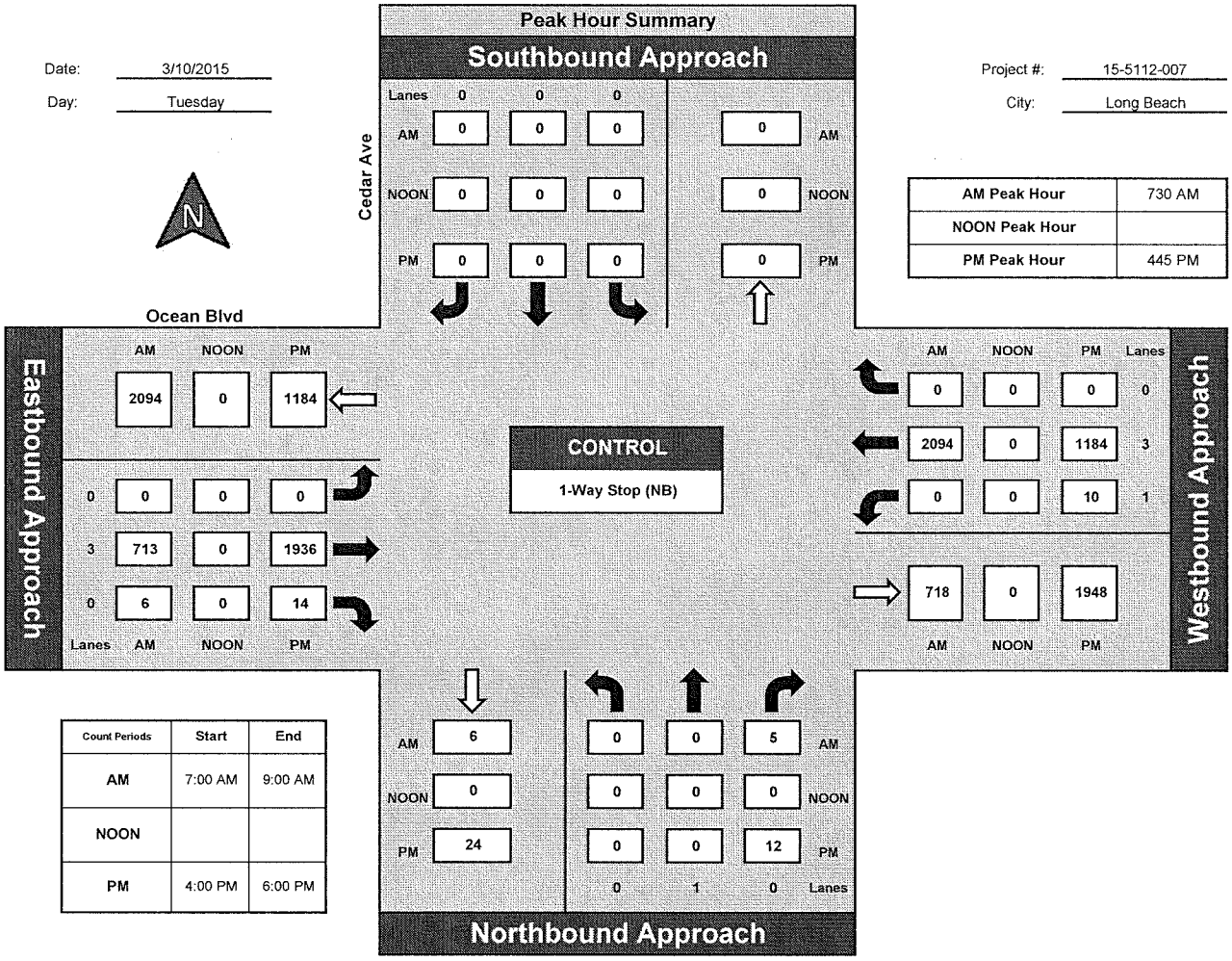
CONTROL : Signalized

ITM Peak Hour Summary

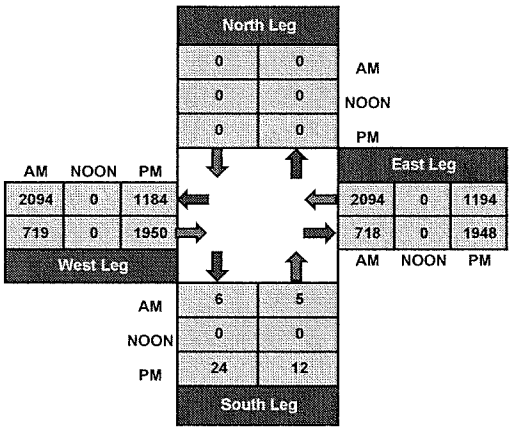
Prepared by:

National Data & Surveying Services

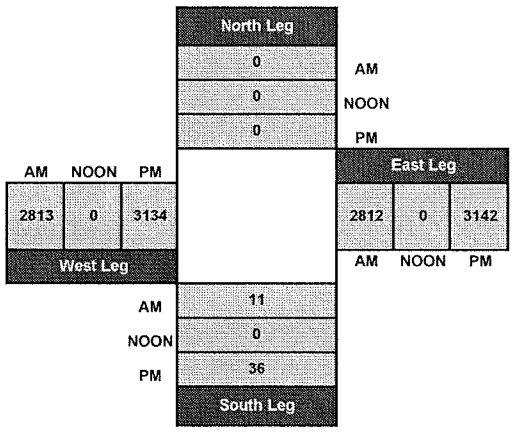
Cedar Ave and Ocean Blvd , Long Beach



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-007 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

AM

NS/EW Streets:	Cedar Ave			Cedar Ave			Ocean Blvd			Ocean Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	3	0	1	3	0	
7:00 AM	0	0	0	0	0	0	0	104	1	0	521	0	626
7:15 AM	0	0	1	0	0	0	0	154	4	3	526	0	688
7:30 AM	0	0	1	0	0	0	0	167	1	0	564	0	733
7:45 AM	0	0	0	0	0	0	0	157	0	0	519	0	676
8:00 AM	0	0	2	0	0	0	0	201	3	0	514	0	720
8:15 AM	0	0	2	0	0	0	0	188	2	0	497	0	689
8:30 AM	0	0	2	0	0	0	0	190	1	2	413	0	608
8:45 AM	0	0	0	0	0	0	0	156	2	1	379	0	538
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	8	0	0	0	0	1317	14	6	3933	0	5278
APPROACH %'s :	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	98.95%	1.05%	0.15%	99.85%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	5	0	0	0	0	713	6	0	2094	0	2818
PEAK HR FACTOR :	0.625			0.000			0.881			0.928			0.961

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	3
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	2
0	0	0	0
NB	SB	EB	WB
0	0	0	5

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-007 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

PM

NS/EW Streets:	Cedar Ave			Cedar Ave			Ocean Blvd			Ocean Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	3	0	1	3	0	
4:00 PM	0	0	1	0	0	0	0	386	2	1	250	0	640
4:15 PM	0	0	2	0	0	0	0	400	4	3	255	0	664
4:30 PM	0	0	4	0	0	0	0	391	2	4	308	0	709
4:45 PM	0	0	4	0	0	0	0	488	4	2	268	0	766
5:00 PM	0	0	3	0	0	0	0	495	2	3	333	0	836
5:15 PM	0	0	3	0	0	0	0	485	5	3	309	0	805
5:30 PM	0	0	2	0	0	0	0	468	3	2	274	0	749
5:45 PM	0	0	0	0	0	0	0	401	4	1	221	0	627
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	19	0	0	0	0	3514	26	19	2218	0	5796
APPROACH %'s :	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	99.27%	0.73%	0.85%	99.15%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	12	0	0	0	0	1936	14	10	1184	0	3156
PEAK HR FACTOR :	0.750			0.000			0.981			0.888			0.944

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	1
0	0	0	1
0	0	0	1
0	0	0	0
0	0	0	1
0	0	0	2
0	0	0	0
NB	SB	EB	WB
0	0	0	6

CONTROL : 1-Way Stop (NB)

ITM Peak Hour Summary

Prepared by:

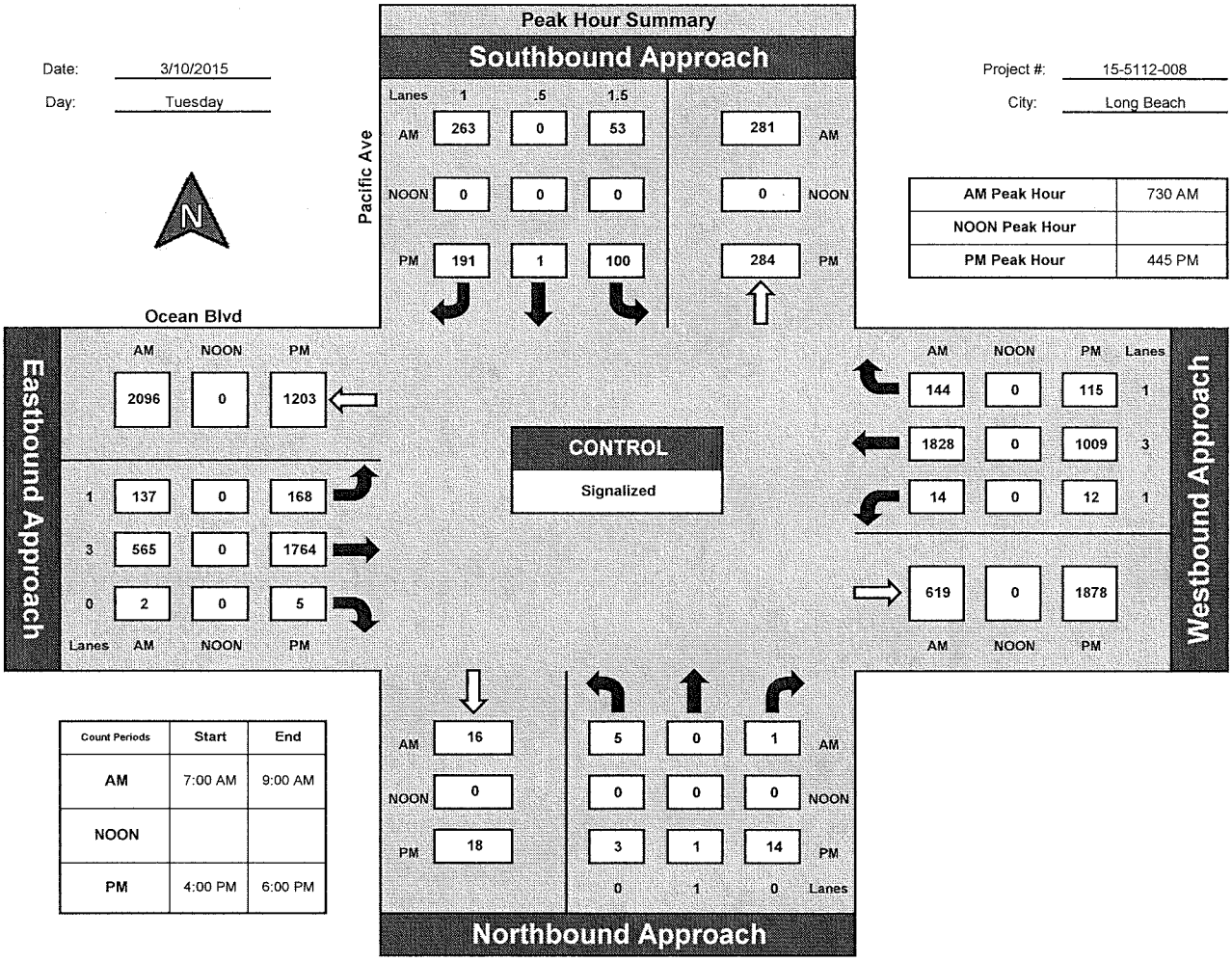
National Data & Surveying Services

Pacific Ave and Ocean Blvd , Long Beach

Date: 3/10/2015
Day: Tuesday

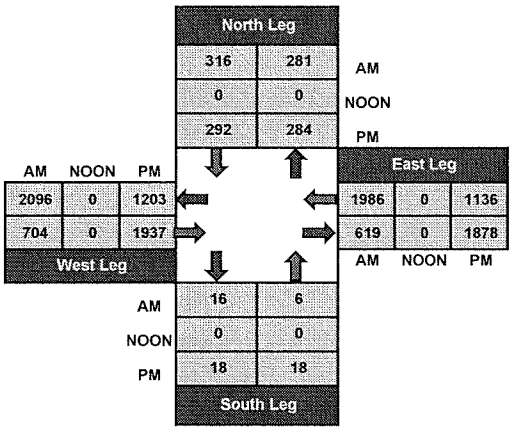
Project #: 15-5112-008
City: Long Beach

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

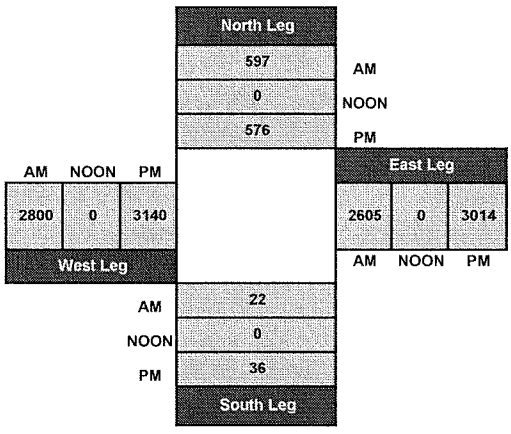


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-008 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

AM

NS/EW Streets:	Pacific Ave			Pacific Ave			Ocean Blvd			Ocean Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1.5	.5	1	1	3	0	1	3	1	
7:00 AM	2	0	0	9	0	40	14	87	0	3	486	21	662
7:15 AM	2	1	0	16	0	63	24	135	0	1	457	26	725
7:30 AM	1	0	0	13	0	68	16	142	1	0	500	23	764
7:45 AM	2	0	0	18	0	71	30	133	1	4	454	42	755
8:00 AM	0	0	0	8	0	69	46	152	0	4	437	43	759
8:15 AM	2	0	1	14	0	55	45	138	0	6	437	36	734
8:30 AM	0	1	0	15	0	57	54	148	0	4	368	36	683
8:45 AM	0	0	0	19	0	59	30	128	0	2	310	33	581
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	9	2	1	112	0	482	259	1063	2	24	3449	260	5663
APPROACH %'s :	75.00%	16.67%	8.33%	18.86%	0.00%	81.14%	19.56%	80.29%	0.15%	0.64%	92.39%	6.96%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	5	0	1	53	0	263	137	565	2	14	1828	144	3012
PEAK HR FACTOR :	0.500			0.888			0.889			0.949			0.986

CONTROL : Signalized

UTURNS	NB	SB	EB	WB
	0	0	0	3
	0	0	1	1
	0	0	0	0
	0	0	0	2
	0	0	1	4
	0	0	0	4
	0	0	1	4
	0	0	0	2
	NB	SB	EB	WB
	0	0	3	20

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-008 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

PM

NS/EW Streets:	Pacific Ave			Pacific Ave			Ocean Blvd			Ocean Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1.5	.5	1	1	3	0	1	3	1	
4:00 PM	1	0	2	24	1	36	42	359	1	4	222	20	712
4:15 PM	1	1	3	25	0	46	32	349	3	1	206	29	696
4:30 PM	1	0	0	23	0	42	37	376	0	6	262	31	778
4:45 PM	0	0	6	30	0	38	42	451	0	4	232	31	834
5:00 PM	1	0	4	28	0	64	34	441	2	2	280	34	890
5:15 PM	1	0	1	24	0	52	46	457	1	2	265	20	869
5:30 PM	1	1	3	18	1	37	46	415	2	4	232	30	790
5:45 PM	2	0	1	26	0	31	24	372	0	2	194	23	675
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	8	2	20	198	2	346	303	3220	9	25	1893	218	6244
APPROACH %'s :	26.67%	6.67%	66.67%	36.26%	0.37%	63.37%	8.58%	91.17%	0.25%	1.17%	88.62%	10.21%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	3	1	14	100	1	191	168	1764	5	12	1009	115	3383
PEAK HR FACTOR :		0.750			0.793			0.961			0.899		0.950

UTURNS				
NB	SB	EB	WB
0	0	0	3
0	0	0	1
0	0	1	4
0	0	0	4
0	0	0	1
0	0	0	2
0	0	0	4
0	0	0	2
NB	SB	EB	WB
0	0	1	21

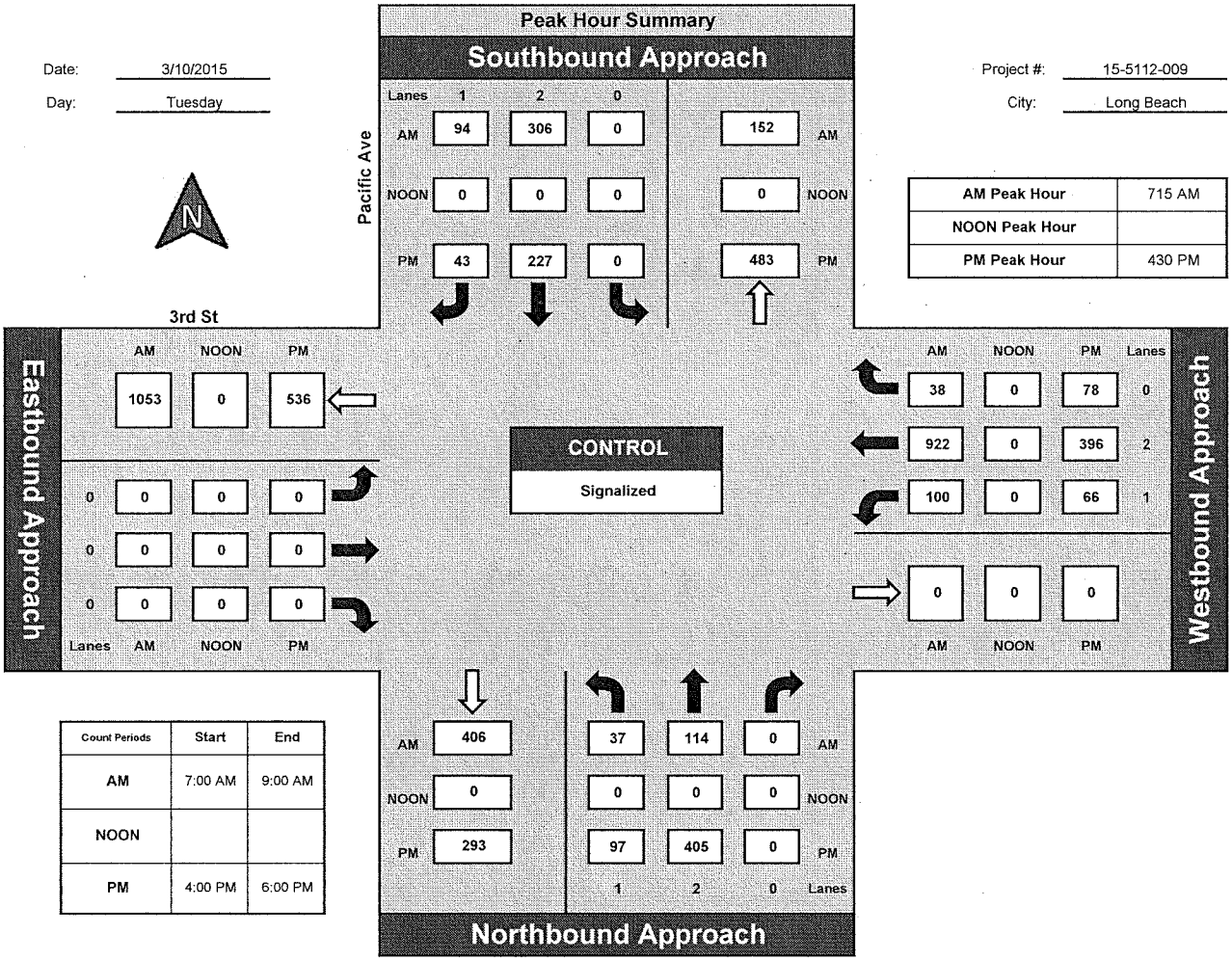
CONTROL : Signalized

ITM Peak Hour Summary

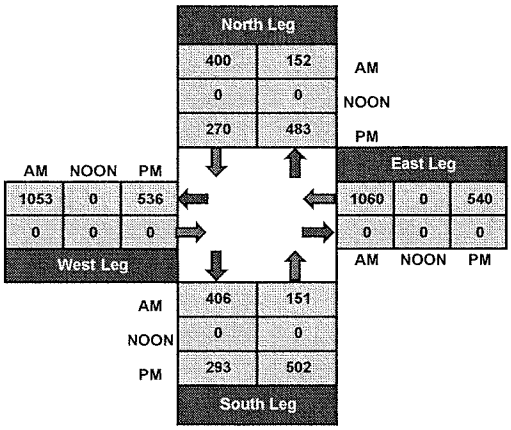
Prepared by:

National Data & Surveying Services

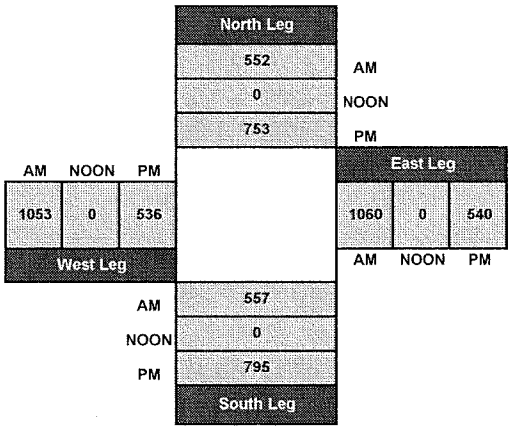
Pacific Ave and 3rd St , Long Beach



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-009 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

AM

NS/EW Streets:	Pacific Ave			Pacific Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	1	0	0	0	1	2	0	
7:00 AM	7	17	0	0	64	16	0	0	0	16	235	10	365
7:15 AM	8	32	0	0	65	32	0	0	0	23	245	6	411
7:30 AM	4	19	0	0	71	11	0	0	0	35	239	12	391
7:45 AM	10	35	0	0	93	36	0	0	0	24	221	10	429
8:00 AM	15	28	0	0	77	15	0	0	0	18	217	10	380
8:15 AM	12	32	0	0	100	29	0	0	0	16	200	9	398
8:30 AM	6	38	0	0	68	28	0	0	0	12	176	11	339
8:45 AM	8	31	0	0	96	12	0	0	0	27	148	6	328
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	70	232	0	0	634	179	0	0	0	171	1681	74	3041
APPROACH %'s :	23.18%	76.82%	0.00%	0.00%	77.98%	22.02%	#DIV/0!	#DIV/0!	#DIV/0!	8.88%	87.28%	3.84%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	37	114	0	0	306	94	0	0	0	100	922	38	1611
PEAK HR FACTOR :		0.839			0.775			0.000			0.927		0.939

UTURNS				
NB	SB	EB	WB
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
NB	SB	EB	WB
2	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-009 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

PM

NS/EW Streets:	Pacific Ave			Pacific Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	1	0	0	0	1	2	0	
4:00 PM	23	75	0	0	54	18	0	0	0	7	112	21	310
4:15 PM	16	60	0	0	53	15	0	0	0	9	99	12	264
4:30 PM	31	87	0	0	58	10	0	0	0	18	102	21	327
4:45 PM	18	89	0	0	69	14	0	0	0	15	90	18	313
5:00 PM	28	138	0	0	44	10	0	0	0	17	114	23	374
5:15 PM	20	91	0	0	56	9	0	0	0	16	90	16	298
5:30 PM	18	101	0	0	49	9	0	0	0	12	109	11	309
5:45 PM	21	58	0	0	42	15	0	0	0	10	94	20	260
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	175	699	0	0	425	100	0	0	0	104	810	142	2455
APPROACH %'s :	20.02%	79.98%	0.00%	0.00%	80.95%	19.05%	#DIV/0!	#DIV/0!	#DIV/0!	9.85%	76.70%	13.45%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	97	405	0	0	227	43	0	0	0	66	396	78	1312
PEAK HR FACTOR :		0.756			0.813			0.000			0.877		0.877

UTURNS	NB	SB	EB	WB
	2	0	0	0
	0	0	0	0
	2	0	0	0
	0	0	0	0
	3	0	0	0
	2	0	0	0
	3	0	0	0
	0	0	0	0
	NB	SB	EB	WB
	12	0	0	0

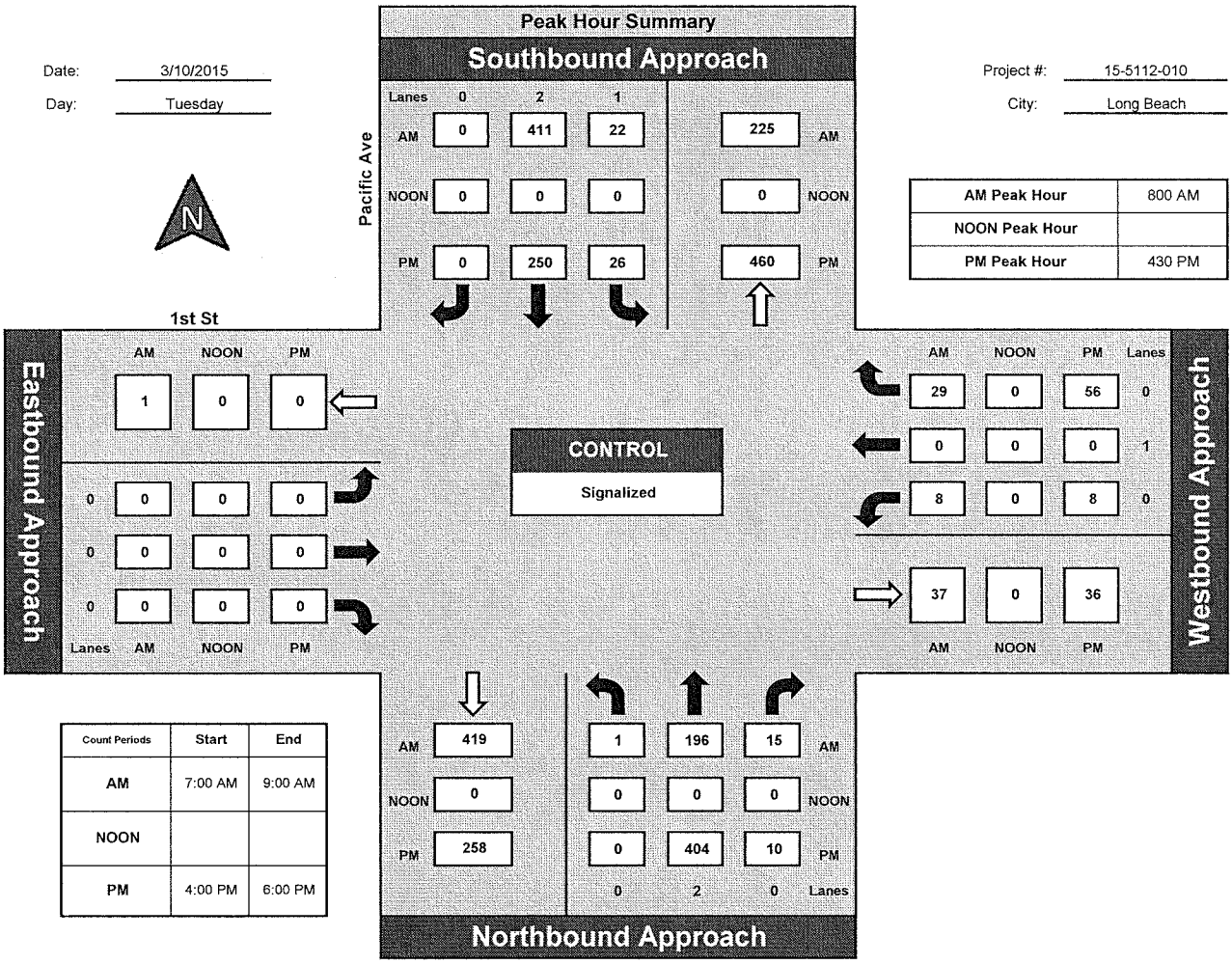
CONTROL : Signalized

ITM Peak Hour Summary

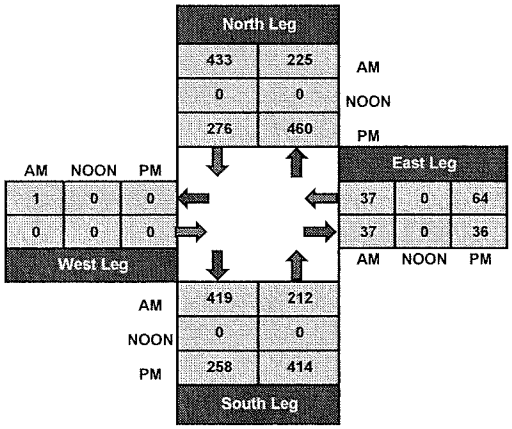
Prepared by:

National Data & Surveying Services

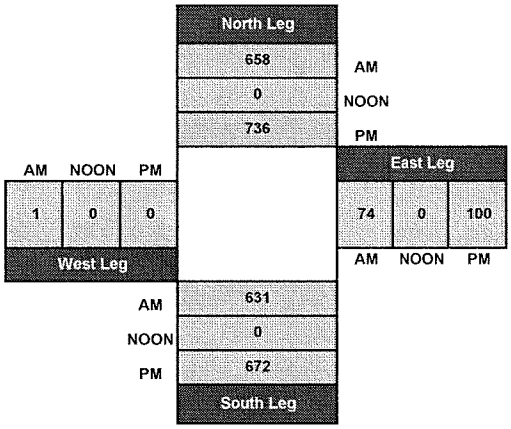
Pacific Ave and 1st St , Long Beach



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-010 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

AM

NS/EW Streets:	Pacific Ave			Pacific Ave			1st St			1st St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	0	0	0	1	0	
7:00 AM	0	24	3	4	67	0	0	0	0	2	0	10	110
7:15 AM	0	35	3	7	89	0	0	0	0	2	0	12	148
7:30 AM	0	17	5	7	82	0	0	0	0	1	0	8	120
7:45 AM	0	42	6	5	101	0	0	0	0	3	0	9	166
8:00 AM	1	47	5	6	106	0	0	0	0	2	0	8	175
8:15 AM	0	47	2	7	102	0	0	0	0	2	0	5	165
8:30 AM	0	59	3	7	95	0	0	0	0	3	0	8	175
8:45 AM	0	43	5	2	108	0	0	0	0	1	0	8	167
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	314	32	45	750	0	0	0	0	16	0	68	1226
APPROACH %'s :	0.29%	90.49%	9.22%	5.66%	94.34%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	19.05%	0.00%	80.95%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	1	196	15	22	411	0	0	0	0	8	0	29	682
PEAK HR FACTOR :	0.855			0.967			0.000			0.841			0.974

UTURNS

NB	SB	EB	WB
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

NB	SB	EB	WB
2	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5112-010 **Day:** Tuesday

City: Long Beach **Date:** 3/10/2015

PM

NS/EW Streets:	Pacific Ave			Pacific Ave			1st St			1st St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	0	0	0	1	0	
4:00 PM	0	87	3	9	63	0	0	0	0	1	0	13	176
4:15 PM	0	62	3	4	51	0	0	0	0	3	0	10	133
4:30 PM	0	105	0	8	53	0	0	0	0	2	0	18	186
4:45 PM	0	95	4	7	63	0	0	0	0	0	0	9	178
5:00 PM	0	108	3	4	76	0	0	0	0	3	0	19	213
5:15 PM	0	96	3	7	58	0	0	0	0	3	0	10	177
5:30 PM	1	90	5	5	48	0	0	0	0	2	0	8	159
5:45 PM	0	64	3	4	42	0	0	0	0	3	0	17	133
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	707	24	48	454	0	0	0	0	17	0	104	1355
APPROACH %'s :	0.14%	96.58%	3.28%	9.56%	90.44%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	14.05%	0.00%	85.95%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	404	10	26	250	0	0	0	0	8	0	56	754
PEAK HR FACTOR :		0.932			0.863			0.000			0.727		0.885

UTURNS				
NB	SB	EB	WB	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
1	0	0	0	
0	0	0	0	
NB	SB	EB	WB	
1	0	0	0	

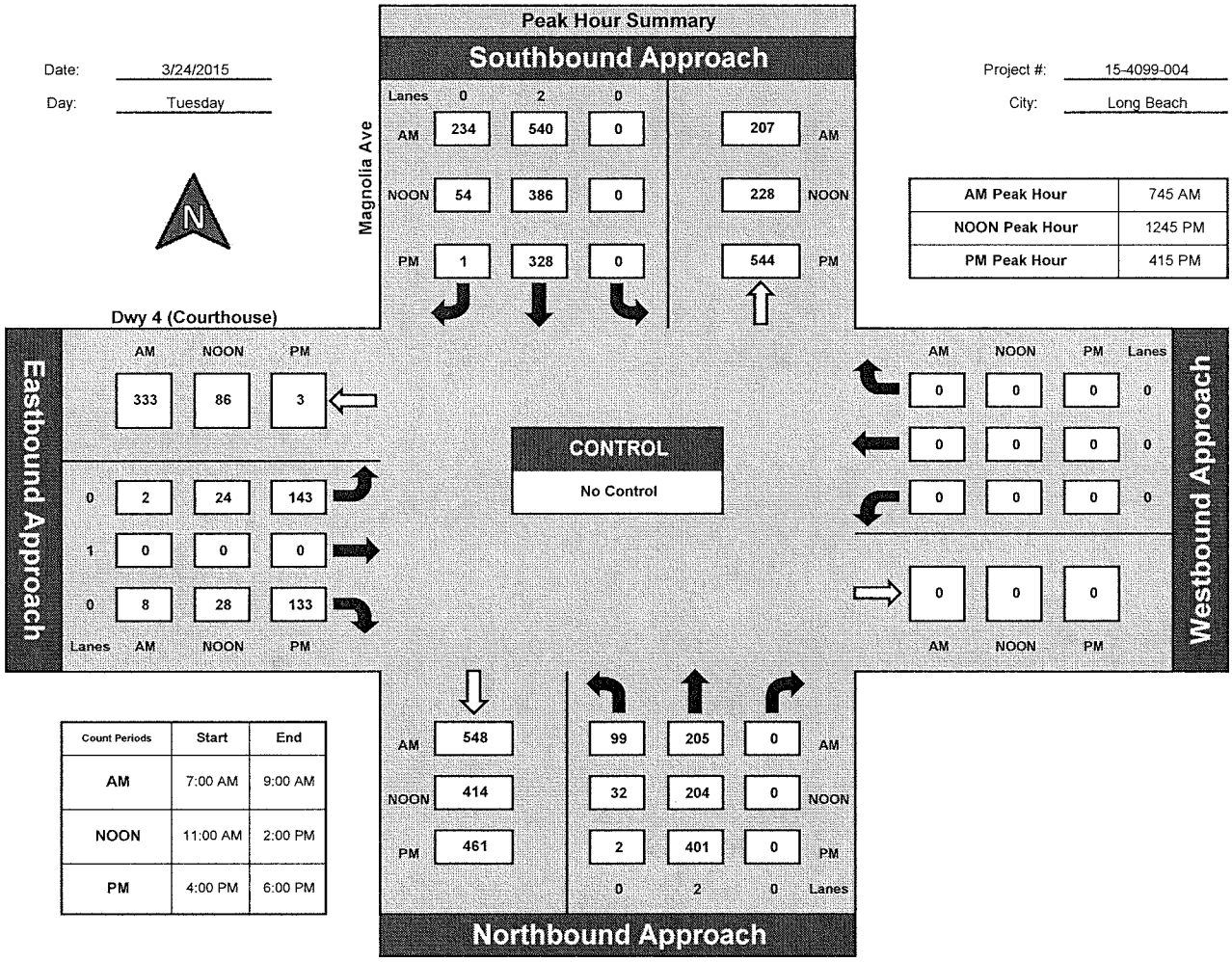
CONTROL : Signalized

ITM Peak Hour Summary

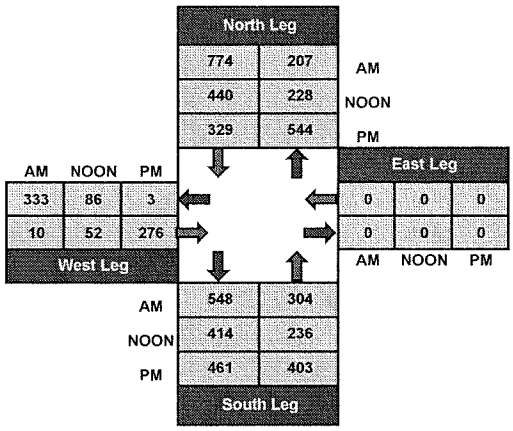
Prepared by:

National Data & Surveying Services

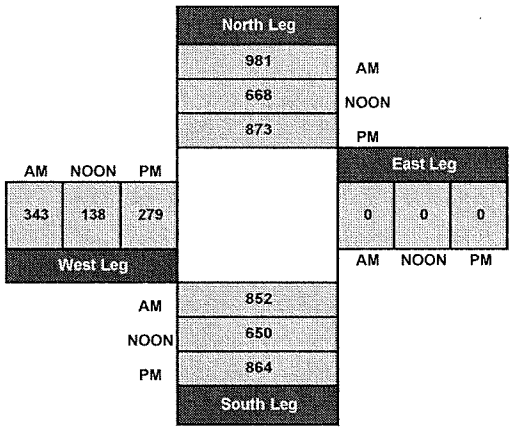
Magnolia Ave and Dwy 4 (Courthouse) , Long Beach



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4099-004 **Day:** Tuesday

City: Long Beach **Date:** 3/24/2015

AM

NS/EW Streets:	Magnolia Ave			Magnolia Ave			Dwy 4 (Courthouse)			Dwy 4 (Courthouse)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	0	0	
7:00 AM	8	17	0	0	117	18	0	0	0	0	0	0	160
7:15 AM	13	33	0	0	120	39	0	0	0	0	0	0	205
7:30 AM	18	45	0	0	122	49	1	0	0	0	0	0	235
7:45 AM	23	51	0	0	153	63	1	0	0	0	0	0	291
8:00 AM	22	41	0	0	122	61	1	0	3	0	0	0	250
8:15 AM	34	69	0	0	132	56	0	0	3	0	0	0	294
8:30 AM	20	44	0	0	133	54	0	0	2	0	0	0	253
8:45 AM	19	51	0	0	127	48	0	0	3	0	0	0	248
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	157	351	0	0	1026	388	3	0	11	0	0	0	1936
APPROACH %'s :	30.91%	69.09%	0.00%	0.00%	72.56%	27.44%	21.43%	0.00%	78.57%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	99	205	0	0	540	234	2	0	8	0	0	0	1088
PEAK HR FACTOR :	0.738			0.896			0.625			0.000			0.925

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4099-004 **Day:** Tuesday

City: Long Beach **Date:** 3/24/2015

PM

NS/EW Streets:	Magnolia Ave			Magnolia Ave			Dwy 4 (Courthouse)			Dwy 4 (Courthouse)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	0	0	
4:00 PM	2	83	0	0	67	0	14	0	21	0	0	0	187
4:15 PM	0	95	0	0	85	0	22	0	26	0	0	0	228
4:30 PM	1	115	0	0	76	1	41	0	40	0	0	0	274
4:45 PM	1	113	0	0	85	0	29	0	33	0	0	0	261
5:00 PM	0	78	0	0	82	0	51	0	34	0	0	0	245
5:15 PM	0	79	0	0	97	0	20	0	15	0	0	0	211
5:30 PM	0	64	0	0	91	0	18	0	12	0	0	0	185
5:45 PM	0	74	0	0	57	0	4	0	7	0	0	0	142
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	4	701	0	0	640	1	199	0	188	0	0	0	1733
APPROACH %'s :	0.57%	99.43%	0.00%	0.00%	99.84%	0.16%	51.42%	0.00%	48.58%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	2	401	0	0	328	1	143	0	133	0	0	0	1008
PEAK HR FACTOR :		0.869			0.968			0.812			0.000		0.920

UTURNS				
NB	SB	EB	WB	
NB	SB	EB	WB	
0	0	0	0	

CONTROL : No Control

APPENDIX B

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX B-I

EXISTING TRAFFIC CONDITIONS

AM Existing Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #1 Magnolia Ave at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Magnolia Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	2	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	150	64	71	455	0	58	711	415	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	150	64	71	455	0	58	711	415	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	150	64	71	455	0	58	711	415	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	150	64	71	455	0	58	711	415	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	150	64	71	455	0	58	711	415	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	150	64	71	455	0	58	711	415	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	1.40	0.60	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2243	957	1600	3200	0	1600	3200	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.04	0.14	0.00	0.04	0.22	0.26	0.00	0.00	0.00
Crit Moves:	****				****				****			

AM Existing Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #2 Chestnut Ave at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.432
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Chestnut Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	1 1	0	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	23	22	91	12	0	66	745	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	22	91	12	0	66	745	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	23	22	91	12	0	66	745	7	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	23	22	91	12	0	66	745	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	23	22	91	12	0	66	745	7	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	23	22	91	12	0	66	745	7	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	1.00	1.00	1.77	0.23	0.00	1.00	1.98	0.02	0.00	0.00	0.00
Final Sat.:	0	1600	1600	2827	373	0	1600	3170	30	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.03	0.03	0.00	0.04	0.23	0.24	0.00	0.00	0.00
Crit Moves:		****			****				****			

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AM Existing Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #3 Cedar Avenue at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.432
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Cedar Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	0 1	0 0	0	1 0	1	1 0	0 0	0 0	0
Volume Module:												
Base Vol:	0	8	5	75	1	0	25	729	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	8	5	75	1	0	25	729	4	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	8	5	75	1	0	25	729	4	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	8	5	75	1	0	25	729	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	8	5	75	1	0	25	729	4	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	8	5	75	1	0	25	729	4	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	1.00	1.00	0.99	0.01	0.00	1.00	1.99	0.01	0.00	0.00	0.00
Final Sat.:	0	1600	1600	1579	21	0	1600	3183	17	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.05	0.05	0.00	0.02	0.23	0.23	0.00	0.00	0.00
Crit Moves:		****			****				****			

AM Existing Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #4 Pacific Avenue at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Pacific Avenue						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	145	44	61	359	0	25	546	143	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	145	44	61	359	0	25	546	143	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	145	44	61	359	0	25	546	143	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	145	44	61	359	0	25	546	143	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	145	44	61	359	0	25	546	143	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	145	44	61	359	0	25	546	143	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	1.00	1.58	0.42	0.00	0.00	0.00
Final Sat.:	0	3200	1600	1600	3200	0	1600	2536	664	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.03	0.04	0.11	0.00	0.02	0.22	0.22	0.00	0.00	0.00
Crit Moves:					****				****			

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AM Existing Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #5 Magnolia Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Magnolia Avenue						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	19	23	13	101	100	297	141	622	37	82	1750	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	23	13	101	100	297	141	622	37	82	1750	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	23	13	101	100	297	141	622	37	82	1750	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	23	13	101	100	297	141	622	37	82	1750	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	23	13	101	100	297	141	622	37	82	1750	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	23	13	101	100	297	141	622	37	82	1750	170
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4531	269	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.03	0.19	0.09	0.14	0.14	0.05	0.36	0.11
Crit Moves:	****					****	****				****	

AM Existing Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #6 Chestnut Avenue at Ocean Blvd

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

Street Name:	Chestnut Avenue						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	2	1 0	1 0	3	0 0
Volume Module:												
Base Vol:	41	0	51	0	0	0	0	642	28	55	2075	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	0	51	0	0	0	0	642	28	55	2075	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	0	51	0	0	0	0	642	28	55	2075	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:	41	0	51	0	0	0	0	642	28	55	2075	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	0	51	0	0	0	0	642	28	55	2075	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	0	51	0	0	0	0	642	28	55	2075	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.87	0.13	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4599	201	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.14	0.14	0.03	0.43	0.00
Crit Moves:			****				****				****	

AM Existing Traffic Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Cedar Avenue at Ocean Blvd

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.7]

Street Name:	Cedar Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			1 0 3 0 0		
Volume Module:												
Base Vol:	0	0	5	0	0	0	0	713	6	0	2094	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	5	0	0	0	0	713	6	0	2094	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	5	0	0	0	0	713	6	0	2094	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	0	5	0	0	0	0	713	6	0	2094	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	5	0	0	0	0	713	6	0	2094	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	241	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	766	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	766	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

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

Intersection #8 Pacific Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	1 0	0 1	1	0 2	1 0	1	0 3
Volume Module:												
Base Vol:	5	0	1	53	0	263	137	565	2	14	1828	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	1	53	0	263	137	565	2	14	1828	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	1	53	0	263	137	565	2	14	1828	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	1	53	0	263	137	565	2	14	1828	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	1	53	0	263	137	565	2	14	1828	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	1	53	0	263	137	565	2	14	1828	144
OvlAdjVol:						126						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.83	0.00	0.17	2.00	0.00	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1333	0	267	3200	0	1600	1600	4783	17	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.16	0.09	0.12	0.12	0.01	0.38	0.09
OvlAdjV/S:						0.08						
Crit Moves:	****					****	****				****	

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

Intersection #9 Pacific Ave at 3rd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Pacific Ave						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1 1	0
Volume Module:												
Base Vol:	37	114	0	0	306	94	0	0	0	100	922	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	114	0	0	306	94	0	0	0	100	922	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	114	0	0	306	94	0	0	0	100	922	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	114	0	0	306	94	0	0	0	100	922	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	114	0	0	306	94	0	0	0	100	922	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	114	0	0	306	94	0	0	0	100	922	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	1.92	0.08
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	3073	127
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.00	0.00	0.10	0.06	0.00	0.00	0.00	0.06	0.30	0.30
Crit Moves:	****				****						****	

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

Intersection #10 Pacific Avenue at 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Pacific Ave						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	196	15	22	411	0	0	0	0	8	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	196	15	22	411	0	0	0	0	8	0	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	196	15	22	411	0	0	0	0	8	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	196	15	22	411	0	0	0	0	8	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	196	15	22	411	0	0	0	0	8	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	196	15	22	411	0	0	0	0	8	0	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.86	0.14	1.00	2.00	0.00	0.00	0.00	0.00	0.22	0.00	0.78
Final Sat.:	0	2973	227	1600	3200	0	0	0	0	346	0	1254
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.01	0.13	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:					****							****

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

Intersection #1 Magnolia Ave at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Magnolia Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	2	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	391	157	55	219	0	69	845	187	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	391	157	55	219	0	69	845	187	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	391	157	55	219	0	69	845	187	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	391	157	55	219	0	69	845	187	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	391	157	55	219	0	69	845	187	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	391	157	55	219	0	69	845	187	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	1.43	0.57	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2283	917	1600	3200	0	1600	3200	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.03	0.07	0.00	0.04	0.26	0.12	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #2 Chestnut Ave at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Chestnut Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	1 1	0	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	109	94	60	8	0	51	999	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	109	94	60	8	0	51	999	4	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	109	94	60	8	0	51	999	4	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	109	94	60	8	0	51	999	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	109	94	60	8	0	51	999	4	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	109	94	60	8	0	51	999	4	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	1.00	1.00	1.76	0.24	0.00	1.00	1.99	0.01	0.00	0.00	0.00
Final Sat.:	0	1600	1600	2824	376	0	1600	3187	13	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.06	0.02	0.02	0.00	0.03	0.31	0.31	0.00	0.00	0.00
Crit Moves:		****		****					****			

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

Intersection #3 Cedar Avenue at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Cedar Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	0 1	0 0	0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	58	57	22	5	0	23	1050	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	58	57	22	5	0	23	1050	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	58	57	22	5	0	23	1050	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	58	57	22	5	0	23	1050	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	58	57	22	5	0	23	1050	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
FinalVolume:	0	58	57	22	5	0	23	1050	0	0	0	0
OvlAdjVol:			57									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.81	0.19	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1600	1600	1304	296	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.02	0.02	0.00	0.01	0.33	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #4 Pacific Avenue at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Street Name:	Pacific Avenue						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 0	1 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	395	159	84	204	0	92	993	84	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	395	159	84	204	0	92	993	84	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	395	159	84	204	0	92	993	84	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	395	159	84	204	0	92	993	84	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	395	159	84	204	0	92	993	84	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	395	159	84	204	0	92	993	84	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	1.00	1.84	0.16	0.00	0.00	0.00
Final Sat.:	0	3200	1600	1600	3200	0	1600	2950	250	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.10	0.05	0.06	0.00	0.06	0.34	0.34	0.00	0.00	0.00
Crit Moves:		****		****					****			

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

Intersection #5 Magnolia Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Magnolia Avenue						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	75	48	52	155	67	286	142	1608	46	63	1026	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	48	52	155	67	286	142	1608	46	63	1026	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	48	52	155	67	286	142	1608	46	63	1026	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	48	52	155	67	286	142	1608	46	63	1026	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	48	52	155	67	286	142	1608	46	63	1026	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	48	52	155	67	286	142	1608	46	63	1026	93
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4667	133	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.03	0.10	0.02	0.18	0.09	0.34	0.34	0.04	0.21	0.06
Crit Moves:	****					****		****		****		

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

Intersection #6 Chestnut Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Chestnut Avenue						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 2	1 0	1	0 3	0 0
Volume Module:												
Base Vol:	27	0	85	0	0	0	0	1860	79	61	1137	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	0	85	0	0	0	0	1860	79	61	1137	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	0	85	0	0	0	0	1860	79	61	1137	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:	27	0	85	0	0	0	0	1860	79	61	1137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	0	85	0	0	0	0	1860	79	61	1137	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	0	85	0	0	0	0	1860	79	61	1137	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.88	0.12	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4604	196	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.40	0.40	0.04	0.24	0.00
Crit Moves:			****					****		****		

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #7 Cedar Avenue at Ocean Blvd

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[17.2]

****

Street Name:	Cedar Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			1 0 3 0 0		
Volume Module:												
Base Vol:	0	0	12	0	0	0	0	1936	14	10	1184	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	12	0	0	0	0	1936	14	10	1184	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	12	0	0	0	0	1936	14	10	1184	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	0	12	0	0	0	0	1936	14	10	1184	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	12	0	0	0	0	1936	14	10	1184	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	652	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1950	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	415	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	304	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	415	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	304	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.2	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	C	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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

Intersection #8 Pacific Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	3	1	14	100	1	191	168	1764	5	12	1009	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	14	100	1	191	168	1764	5	12	1009	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	14	100	1	191	168	1764	5	12	1009	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	14	100	1	191	168	1764	5	12	1009	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	14	100	1	191	168	1764	5	12	1009	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1	14	100	1	191	168	1764	5	12	1009	115
OvlAdjVol:						23						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.05	0.78	1.98	0.02	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	267	89	1244	3168	32	1600	1600	4786	14	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.03	0.12	0.11	0.37	0.37	0.01	0.21	0.07
OvlAdjV/S:						0.01						
Crit Moves:			****	****				****		****		

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

Intersection #9 Pacific Ave at 3rd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.430
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Pacific Ave						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 2	0 1	0	0 0	0 0	1	0 1	1 0
Volume Module:												
Base Vol:	97	405	0	0	227	43	0	0	0	66	396	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	405	0	0	227	43	0	0	0	66	396	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	405	0	0	227	43	0	0	0	66	396	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	405	0	0	227	43	0	0	0	66	396	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	405	0	0	227	43	0	0	0	66	396	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	405	0	0	227	43	0	0	0	66	396	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	1.67	0.33
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	2673	527
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.00	0.00	0.07	0.03	0.00	0.00	0.00	0.04	0.15	0.15
Crit Moves:	****				****						****	

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

Intersection #10 Pacific Avenue at 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.336
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Pacific Ave						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	404	10	26	250	0	0	0	0	8	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	404	10	26	250	0	0	0	0	8	0	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	404	10	26	250	0	0	0	0	8	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	404	10	26	250	0	0	0	0	8	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	404	10	26	250	0	0	0	0	8	0	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	404	10	26	250	0	0	0	0	8	0	56
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	0.12	0.00	0.88
Final Sat.:	0	3123	77	1600	3200	0	0	0	0	200	0	1400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.02	0.08	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:		****		****						****		

APPENDIX B-II

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

AM Existing Plus Project Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #1 Magnolia Ave at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Magnolia Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	2 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	164	42	73	537	0	58	790	517	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	164	42	73	537	0	58	790	517	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	164	42	73	537	0	58	790	517	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	164	42	73	537	0	58	790	517	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	164	42	73	537	0	58	790	517	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	164	42	73	537	0	58	790	517	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	1.59	0.41	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2548	652	1600	3200	0	1600	3200	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.05	0.17	0.00	0.04	0.25	0.32	0.00	0.00	0.00
Crit Moves:	****				****				****			

AM Existing Plus Project Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #2 Chestnut Ave at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Chestnut Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	1 1	0	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	88	99	185	62	0	66	994	83	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	88	99	185	62	0	66	994	83	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	88	99	185	62	0	66	994	83	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	88	99	185	62	0	66	994	83	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	88	99	185	62	0	66	994	83	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	88	99	185	62	0	66	994	83	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	1.00	1.00	1.50	0.50	0.00	1.00	1.85	0.15	0.00	0.00	0.00
Final Sat.:	0	1600	1600	2397	803	0	1600	2953	247	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.08	0.08	0.00	0.04	0.34	0.34	0.00	0.00	0.00
Crit Moves:			****	****				****				

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AM Existing Plus Project Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #3 Cedar Avenue at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Cedar Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	0	1 0	0 0	1	0 1	1 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	89	82	101	59	0	31	789	93	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	89	82	101	59	0	31	789	93	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	89	82	101	59	0	31	789	93	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	89	82	101	59	0	31	789	93	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	89	82	101	59	0	31	789	93	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	89	82	101	59	0	31	789	93	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	1.00	1.00	0.63	0.37	0.00	1.00	1.79	0.21	0.00	0.00	0.00
Final Sat.:	0	1600	1600	1010	590	0	1600	2863	337	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.05	0.10	0.10	0.00	0.02	0.28	0.28	0.00	0.00	0.00
Crit Moves:		****			****			****				

AM Existing Plus Project Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #4 Pacific Avenue at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Pacific Avenue						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	145	44	61	359	0	61	616	152	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	145	44	61	359	0	61	616	152	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	145	44	61	359	0	61	616	152	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	145	44	61	359	0	61	616	152	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	145	44	61	359	0	61	616	152	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	145	44	61	359	0	61	616	152	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	1.00	1.60	0.40	0.00	0.00	0.00
Final Sat.:	0	3200	1600	1600	3200	0	1600	2567	633	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.03	0.04	0.11	0.00	0.04	0.24	0.24	0.00	0.00	0.00
Crit Moves:					****				****			

AM Existing Plus Project Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #5 Magnolia Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Magnolia Avenue						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	19	27	13	104	101	302	160	622	37	84	1760	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	27	13	104	101	302	160	622	37	84	1760	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	27	13	104	101	302	160	622	37	84	1760	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	27	13	104	101	302	160	622	37	84	1760	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	27	13	104	101	302	160	622	37	84	1760	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	27	13	104	101	302	160	622	37	84	1760	150
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4531	269	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.03	0.19	0.10	0.14	0.14	0.05	0.37	0.09
Crit Moves:	****					****	****				****	

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AM Existing Plus Project Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #6 Chestnut Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Chestnut Avenue						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	1! 0	0	0	2 1 0	1	0	2 1 0
Volume Module:												
Base Vol:	41	0	51	15	0	8	0	645	28	55	2059	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	0	51	15	0	8	0	645	28	55	2059	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	0	51	15	0	8	0	645	28	55	2059	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	0	51	15	0	8	0	645	28	55	2059	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	0	51	15	0	8	0	645	28	55	2059	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	0	51	15	0	8	0	645	28	55	2059	43
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.65	0.00	0.35	0.00	2.88	0.12	1.00	2.94	0.06
Final Sat.:	1600	0	1600	1043	0	557	0	4600	200	1600	4702	98
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.01	0.00	0.01	0.00	0.14	0.14	0.03	0.44	0.44
Crit Moves:			****	****			****				****	

AM Existing Plus Project Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #7 Cedar Avenue at Ocean Blvd

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[14.7]

****

Street Name:	Cedar Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	1	0 0 0	0	1	0 0 2	1	0	1 0 2	1	0
Volume Module:												
Base Vol:	0	0	5	0	0	10	0	731	6	0	2111	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	5	0	0	10	0	731	6	0	2111	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	5	0	0	10	0	731	6	0	2111	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	5	0	0	10	0	731	6	0	2111	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	5	0	0	10	0	731	6	0	2111	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	247	xxxx	xxxx	712	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	760	xxxx	xxxx	379	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	760	xxxx	xxxx	379	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.8	xxxxx	xxxx	14.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.8			14.7			xxxxxx			xxxxxx		
ApproachLOS:	A			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

AM Existing Plus Project Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #8 Pacific Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Pacific Ave									Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	5	0	1	67	0	258	137	583	2	14	1868	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	1	67	0	258	137	583	2	14	1868	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	1	67	0	258	137	583	2	14	1868	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	1	67	0	258	137	583	2	14	1868	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	1	67	0	258	137	583	2	14	1868	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	1	67	0	258	137	583	2	14	1868	144
OvlAdjVol:						121						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.83	0.00	0.17	2.00	0.00	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1333	0	267	3200	0	1600	1600	4784	16	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.16	0.09	0.12	0.12	0.01	0.39	0.09
OvlAdjV/S:						0.08						
Crit Moves:	****					****	****				****	

AM Existing Plus Project Traffic Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Pacific Ave at 3rd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Pacific Ave						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1 1	0
Volume Module:												
Base Vol:	37	150	0	0	306	141	0	0	0	100	1014	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	150	0	0	306	141	0	0	0	100	1014	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	150	0	0	306	141	0	0	0	100	1014	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	150	0	0	306	141	0	0	0	100	1014	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	150	0	0	306	141	0	0	0	100	1014	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	150	0	0	306	141	0	0	0	100	1014	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	1.93	0.07
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	3084	116
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.00	0.00	0.10	0.09	0.00	0.00	0.00	0.06	0.33	0.33
Crit Moves:	****				****							****

AM Existing Plus Project Traffic Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Pacific Avenue at 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.304
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Pacific Ave						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	196	15	22	420	0	0	0	0	8	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	196	15	22	420	0	0	0	0	8	0	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	196	15	22	420	0	0	0	0	8	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	196	15	22	420	0	0	0	0	8	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	196	15	22	420	0	0	0	0	8	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	196	15	22	420	0	0	0	0	8	0	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.86	0.14	1.00	2.00	0.00	0.00	0.00	0.00	0.22	0.00	0.78
Final Sat.:	0	2973	227	1600	3200	0	0	0	0	346	0	1254
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.01	0.13	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:					****							****

PM Existing Plus Project Traffic Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Magnolia Ave at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Magnolia Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	2	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	479	188	58	235	0	69	946	205	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	479	188	58	235	0	69	946	205	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	479	188	58	235	0	69	946	205	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	479	188	58	235	0	69	946	205	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	479	188	58	235	0	69	946	205	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	479	188	58	235	0	69	946	205	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	1.44	0.56	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2298	902	1600	3200	0	1600	3200	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.04	0.07	0.00	0.04	0.30	0.13	0.00	0.00	0.00
Crit Moves:		****		****				****				

PM Existing Plus Project Traffic Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Chestnut Ave at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Street Name:	Chestnut Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	1	1 0	0 0	1	0 1	1 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	323	256	76	81	0	51	1308	115	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	323	256	76	81	0	51	1308	115	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	323	256	76	81	0	51	1308	115	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	323	256	76	81	0	51	1308	115	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	323	256	76	81	0	51	1308	115	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	323	256	76	81	0	51	1308	115	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	1.00	1.00	1.00	1.00	0.00	1.00	1.84	0.16	0.00	0.00	0.00
Final Sat.:	0	1600	1600	1600	1600	0	1600	2941	259	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.16	0.05	0.05	0.00	0.03	0.44	0.44	0.00	0.00	0.00
Crit Moves:		****			****				****			

PM Existing Plus Project Traffic Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Cedar Avenue at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Cedar Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	0 1	0	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	213	205	34	130	0	52	1273	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	213	205	34	130	0	52	1273	190	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	213	205	34	130	0	52	1273	190	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	213	205	34	130	0	52	1273	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	213	205	34	130	0	52	1273	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	213	205	34	130	0	52	1273	190	0	0	0
OvlAdjVol:			205									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.21	0.79	0.00	1.00	1.74	0.26	0.00	0.00	0.00
Final Sat.:	0	1600	1600	332	1268	0	1600	2784	416	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.10	0.10	0.00	0.03	0.46	0.46	0.00	0.00	0.00
Crit Moves:		****			****			****				

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

Intersection #4 Pacific Avenue at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Street Name:	Pacific Avenue						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	395	159	84	204	0	130	1066	11	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	395	159	84	204	0	130	1066	11	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	395	159	84	204	0	130	1066	11	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	395	159	84	204	0	130	1066	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	395	159	84	204	0	130	1066	11	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	395	159	84	204	0	130	1066	11	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	1.00	1.98	0.02	0.00	0.00	0.00
Final Sat.:	0	3200	1600	1600	3200	0	1600	3167	33	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.10	0.05	0.06	0.00	0.08	0.34	0.34	0.00	0.00	0.00
Crit Moves:		****		****				****				

PM Existing Plus Project Traffic Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Magnolia Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Magnolia Avenue						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	75	51	52	174	69	296	155	1608	46	63	1031	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	51	52	174	69	296	155	1608	46	63	1031	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	51	52	174	69	296	155	1608	46	63	1031	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:	75	51	52	174	69	296	155	1608	46	63	1031	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	51	52	174	69	296	155	1608	46	63	1031	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
FinalVolume:	75	51	52	174	69	296	155	1608	46	63	1031	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4667	133	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.03	0.11	0.02	0.19	0.10	0.34	0.34	0.04	0.21	0.03
Crit Moves:	****					****		****			****	

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

Intersection #6 Chestnut Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Chestnut Avenue						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	1! 0	0	0	2 1 0	1	0	2 1 0
Volume Module:												
Base Vol:	27	0	85	47	0	26	0	1879	79	61	1074	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	0	85	47	0	26	0	1879	79	61	1074	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	0	85	47	0	26	0	1879	79	61	1074	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	0	85	47	0	26	0	1879	79	61	1074	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	0	85	47	0	26	0	1879	79	61	1074	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	0	85	47	0	26	0	1879	79	61	1074	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:	1.00	0.00	1.00	0.64	0.00	0.36	0.00	2.88	0.12	1.00	2.93	0.07
Final Sat.:	1600	0	1600	1030	0	570	0	4606	194	1600	4682	118
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.05	0.00	0.05	0.00	0.41	0.41	0.04	0.23	0.23
Crit Moves:			****			****		****		****		

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #7 Cedar Avenue at Ocean Blvd

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[18.0]

****

Street Name:	Cedar Ave									Ocean Blvd									
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	0	0	12			0	0	19			0	2002	14			10	1129	37		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	12			0	0	19			0	2002	14			10	1129	37		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	12			0	0	19			0	2002	14			10	1129	37		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	12			0	0	19			0	2002	14			10	1129	37		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	12			0	0	19			0	2002	14			10	1129	37		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	674			xxxx	xxxx	395			xxxx	xxxx	xxxxx		2016	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	402			xxxx	xxxx	610			xxxx	xxxx	xxxxx		287	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	402			xxxx	xxxx	610			xxxx	xxxx	xxxxx		287	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	0.03			xxxx	xxxx	0.03			xxxx	xxxx	xxxx		0.03	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.1			xxxx	xxxx	0.1			xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	14.2			xxxxx	xxxx	11.1			xxxxx	xxxx	xxxxx		18.0	xxxx	xxxxx			
LOS by Move:	*	*	B			*	*	B			*	*	*		C	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	14.2					11.1					xxxxxx					xxxxxx				
ApproachLOS:	B					B					*					*				

****

Note: Queue reported is the number of cars per lane.

****

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

Intersection #8 Pacific Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	3	1	14	67	1	151	168	1830	5	12	1031	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	14	67	1	151	168	1830	5	12	1031	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	14	67	1	151	168	1830	5	12	1031	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	14	67	1	151	168	1830	5	12	1031	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	14	67	1	151	168	1830	5	12	1031	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1	14	67	1	151	168	1830	5	12	1031	115
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.05	0.78	1.97	0.03	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	267	89	1244	3153	47	1600	1600	4787	13	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.09	0.11	0.38	0.38	0.01	0.21	0.07
OvlAdjV/S:						0.00						
Crit Moves:			****		****			****		****		

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

Intersection #9 Pacific Ave at 3rd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Pacific Ave						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1 1	0
Volume Module:												
Base Vol:	97	443	0	0	227	74	0	0	0	66	460	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	443	0	0	227	74	0	0	0	66	460	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	443	0	0	227	74	0	0	0	66	460	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	443	0	0	227	74	0	0	0	66	460	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	443	0	0	227	74	0	0	0	66	460	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	443	0	0	227	74	0	0	0	66	460	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	1.71	0.29
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	2736	464
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.00	0.00	0.07	0.05	0.00	0.00	0.00	0.04	0.17	0.17
Crit Moves:		****										****

PM Existing Plus Project Traffic Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Pacific Avenue at 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.336
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Pacific Ave						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	404	10	26	177	0	0	0	0	8	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	404	10	26	177	0	0	0	0	8	0	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	404	10	26	177	0	0	0	0	8	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	404	10	26	177	0	0	0	0	8	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	404	10	26	177	0	0	0	0	8	0	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	404	10	26	177	0	0	0	0	8	0	56
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	0.12	0.00	0.88
Final Sat.:	0	3123	77	1600	3200	0	0	0	0	200	0	1400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.02	0.06	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:		****		****						****		

APPENDIX B-III

YEAR 2020 CUMULATIVE TRAFFIC CONDITIONS

AM Year 2020 Cumulative Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #1 Magnolia Ave at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Magnolia Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	2	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	168	67	75	483	0	61	762	436	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	168	67	75	483	0	61	762	436	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	168	67	75	483	0	61	762	436	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	168	67	75	483	0	61	762	436	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	168	67	75	483	0	61	762	436	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	168	67	75	483	0	61	762	436	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	1.43	0.57	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2288	912	1600	3200	0	1600	3200	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.05	0.15	0.00	0.04	0.24	0.27	0.00	0.00	0.00
Crit Moves:	****				****				****			

AM Year 2020 Cumulative Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #2 Chestnut Ave at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.450
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Chestnut Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	1 1	0	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	24	23	96	13	0	69	797	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	24	23	96	13	0	69	797	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	24	23	96	13	0	69	797	7	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	24	23	96	13	0	69	797	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	24	23	96	13	0	69	797	7	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	24	23	96	13	0	69	797	7	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	1.00	1.00	1.76	0.24	0.00	1.00	1.98	0.02	0.00	0.00	0.00
Final Sat.:	0	1600	1600	2818	382	0	1600	3172	28	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.01	0.03	0.03	0.00	0.04	0.25	0.25	0.00	0.00	0.00
Crit Moves:		****		****				****				

AM Year 2020 Cumulative Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #3 Cedar Avenue at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.450
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Cedar Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	0	1 0	0 0	1 0	1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	8	5	79	1	0	26	780	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	8	5	79	1	0	26	780	4	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	8	5	79	1	0	26	780	4	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	8	5	79	1	0	26	780	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	8	5	79	1	0	26	780	4	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	8	5	79	1	0	26	780	4	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	1.00	1.00	0.99	0.01	0.00	1.00	1.99	0.01	0.00	0.00	0.00
Final Sat.:	0	1600	1600	1580	20	0	1600	3184	16	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.05	0.05	0.00	0.02	0.24	0.25	0.00	0.00	0.00
Crit Moves:		****			****				****			

AM Year 2020 Cumulative Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #4 Pacific Avenue at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Pacific Avenue						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	182	46	66	390	0	26	588	150	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	182	46	66	390	0	26	588	150	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	182	46	66	390	0	26	588	150	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	182	46	66	390	0	26	588	150	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	182	46	66	390	0	26	588	150	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	182	46	66	390	0	26	588	150	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	1.00	1.59	0.41	0.00	0.00	0.00
Final Sat.:	0	3200	1600	1600	3200	0	1600	2550	650	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.03	0.04	0.12	0.00	0.02	0.23	0.23	0.00	0.00	0.00
Crit Moves:					****				****			

AM Year 2020 Cumulative Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #5 Magnolia Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

Street Name:	Magnolia Avenue						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	20	24	14	111	105	312	152	673	39	86	1904	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	24	14	111	105	312	152	673	39	86	1904	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	24	14	111	105	312	152	673	39	86	1904	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:	20	24	14	111	105	312	152	673	39	86	1904	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	24	14	111	105	312	152	673	39	86	1904	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
FinalVolume:	20	24	14	111	105	312	152	673	39	86	1904	185
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.84	0.16	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4537	263	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.03	0.20	0.10	0.15	0.15	0.05	0.40	0.12
Crit Moves:	****					****	****				****	

AM Year 2020 Cumulative Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #6 Chestnut Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Chestnut Avenue						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0 0	0	0	0 2	1 0	1	0 3	0 0
Volume Module:												
Base Vol:	44	0	55	0	0	0	0	702	31	61	2251	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	0	55	0	0	0	0	702	31	61	2251	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	0	55	0	0	0	0	702	31	61	2251	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:	44	0	55	0	0	0	0	702	31	61	2251	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	55	0	0	0	0	702	31	61	2251	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	0	55	0	0	0	0	702	31	61	2251	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.87	0.13	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4597	203	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.15	0.15	0.04	0.47	0.00
Crit Moves:			****				****				****	

AM Year 2020 Cumulative Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Cedar Avenue at Ocean Blvd

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.9]

Street Name:	Cedar Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			1 0 3 0 0		
Volume Module:												
Base Vol:	0	0	5	0	0	0	0	778	6	0	2274	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	5	0	0	0	0	778	6	0	2274	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	5	0	0	0	0	778	6	0	2274	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	0	5	0	0	0	0	778	6	0	2274	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	5	0	0	0	0	778	6	0	2274	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	262	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	742	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	742	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

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AM Year 2020 Cumulative Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #8 Pacific Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	17	12	17	62	4	279	149	613	6	20	1979	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	12	17	62	4	279	149	613	6	20	1979	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	12	17	62	4	279	149	613	6	20	1979	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	12	17	62	4	279	149	613	6	20	1979	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	12	17	62	4	279	149	613	6	20	1979	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	12	17	62	4	279	149	613	6	20	1979	164
OvlAdjVol:						130						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	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:	0.37	0.26	0.37	1.88	0.12	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	591	417	591	3006	194	1600	1600	4753	47	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.02	0.17	0.09	0.13	0.13	0.01	0.41	0.10
OvlAdjV/S:						0.08						
Crit Moves:		****				****	****				****	

AM Year 2020 Cumulative Traffic Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Pacific Ave at 3rd Street

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

Street Name:	Pacific Ave						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1 1	0
Volume Module:												
Base Vol:	39	150	0	0	336	99	0	0	0	105	1008	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	150	0	0	336	99	0	0	0	105	1008	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	150	0	0	336	99	0	0	0	105	1008	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:	39	150	0	0	336	99	0	0	0	105	1008	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	150	0	0	336	99	0	0	0	105	1008	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
FinalVolume:	39	150	0	0	336	99	0	0	0	105	1008	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	1.91	0.09
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	3055	145
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.00	0.00	0.11	0.06	0.00	0.00	0.00	0.07	0.33	0.33
Crit Moves:	****				****						****	

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

Intersection #10 Pacific Avenue at 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.313
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Pacific Ave						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	236	16	23	445	0	0	0	0	8	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	236	16	23	445	0	0	0	0	8	0	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	236	16	23	445	0	0	0	0	8	0	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:	0	236	16	23	445	0	0	0	0	8	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	236	16	23	445	0	0	0	0	8	0	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
FinalVolume:	0	236	16	23	445	0	0	0	0	8	0	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:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	0.21	0.00	0.79
Final Sat.:	0	2997	203	1600	3200	0	0	0	0	337	0	1263
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.01	0.14	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:					****							****

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

Intersection #1 Magnolia Ave at Broadway

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

Street Name:	Magnolia Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	2	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	417	165	58	240	0	72	945	196	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	417	165	58	240	0	72	945	196	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	417	165	58	240	0	72	945	196	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	417	165	58	240	0	72	945	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	417	165	58	240	0	72	945	196	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	417	165	58	240	0	72	945	196	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	1.43	0.57	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2293	907	1600	3200	0	1600	3200	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.04	0.08	0.00	0.05	0.30	0.12	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #2 Chestnut Ave at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Chestnut Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	1 1	0	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	114	99	63	8	0	54	1107	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	114	99	63	8	0	54	1107	4	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	114	99	63	8	0	54	1107	4	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	114	99	63	8	0	54	1107	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	114	99	63	8	0	54	1107	4	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	114	99	63	8	0	54	1107	4	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	1.00	1.00	1.77	0.23	0.00	1.00	1.99	0.01	0.00	0.00	0.00
Final Sat.:	0	1600	1600	2839	361	0	1600	3188	12	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.06	0.02	0.02	0.00	0.03	0.35	0.35	0.00	0.00	0.00
Crit Moves:		****			****				****			

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

Intersection #3 Cedar Avenue at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Cedar Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	0	1	0 0 0	1	0 1	1 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	61	60	23	5	0	24	1161	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	61	60	23	5	0	24	1161	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	61	60	23	5	0	24	1161	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	61	60	23	5	0	24	1161	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	61	60	23	5	0	24	1161	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
FinalVolume:	0	61	60	23	5	0	24	1161	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	1.00	1.00	0.82	0.18	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1600	1600	1314	286	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.02	0.02	0.00	0.02	0.36	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #4 Pacific Avenue at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Pacific Avenue						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1	0 2	0 0	1	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	439	167	96	248	0	97	1101	88	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	439	167	96	248	0	97	1101	88	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	439	167	96	248	0	97	1101	88	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	439	167	96	248	0	97	1101	88	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	439	167	96	248	0	97	1101	88	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	439	167	96	248	0	97	1101	88	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	1.00	1.85	0.15	0.00	0.00	0.00
Final Sat.:	0	3200	1600	1600	3200	0	1600	2963	237	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.10	0.06	0.08	0.00	0.06	0.37	0.37	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #5 Magnolia Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Magnolia Avenue						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	79	50	55	173	70	300	151	1751	48	66	1125	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	50	55	173	70	300	151	1751	48	66	1125	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	50	55	173	70	300	151	1751	48	66	1125	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	50	55	173	70	300	151	1751	48	66	1125	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	50	55	173	70	300	151	1751	48	66	1125	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	50	55	173	70	300	151	1751	48	66	1125	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4672	128	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.03	0.11	0.02	0.19	0.09	0.37	0.37	0.04	0.23	0.06
Crit Moves:	****					****		****			****	

PM Year 2020 Cumulative Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #6 Chestnut Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Chestnut Avenue						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 2	1 0	1	0 3	0 0
Volume Module:												
Base Vol:	34	0	95	0	0	0	0	2021	87	70	1244	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	0	95	0	0	0	0	2021	87	70	1244	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	0	95	0	0	0	0	2021	87	70	1244	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:	34	0	95	0	0	0	0	2021	87	70	1244	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	95	0	0	0	0	2021	87	70	1244	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	95	0	0	0	0	2021	87	70	1244	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.88	0.12	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4602	198	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.06	0.00	0.00	0.00	0.00	0.44	0.44	0.04	0.26	0.00
Crit Moves:			****					****		****		

PM Year 2020 Cumulative Traffic Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #7 Cedar Avenue at Ocean Blvd

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[19.4]

****

Street Name:	Cedar Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			1 0 3 0 0		
Volume Module:												
Base Vol:	0	0	13	0	0	0	0	2107	15	11	1299	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	13	0	0	0	0	2107	15	11	1299	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	13	0	0	0	0	2107	15	11	1299	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	0	13	0	0	0	0	2107	15	11	1299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	13	0	0	0	0	2107	15	11	1299	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	710	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2122	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	381	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	261	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	381	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	261	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.4	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	C	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

PM Year 2020 Cumulative Traffic Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Pacific Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	11	9	25	118	14	209	184	1905	18	30	1099	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	9	25	118	14	209	184	1905	18	30	1099	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	9	25	118	14	209	184	1905	18	30	1099	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	9	25	118	14	209	184	1905	18	30	1099	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	9	25	118	14	209	184	1905	18	30	1099	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	9	25	118	14	209	184	1905	18	30	1099	129
OvlAdjVol:						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:	0.24	0.20	0.56	1.79	0.21	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	391	320	889	2861	339	1600	1600	4755	45	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.04	0.04	0.13	0.12	0.40	0.40	0.02	0.23	0.08
OvlAdjV/S:						0.02						
Crit Moves:	****			****				****		****		

PM Year 2020 Cumulative Traffic Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Pacific Ave at 3rd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Pacific Ave						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1 1	0
Volume Module:												
Base Vol:	102	449	0	0	280	45	0	0	0	69	439	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	449	0	0	280	45	0	0	0	69	439	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	449	0	0	280	45	0	0	0	69	439	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	449	0	0	280	45	0	0	0	69	439	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	449	0	0	280	45	0	0	0	69	439	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	449	0	0	280	45	0	0	0	69	439	87
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	1.67	0.33
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	2671	529
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.00	0.00	0.09	0.03	0.00	0.00	0.00	0.04	0.16	0.16
Crit Moves:	****				****						****	

PM Year 2020 Cumulative Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #10 Pacific Avenue at 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Pacific Ave						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	448	11	27	297	0	0	0	0	8	0	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	448	11	27	297	0	0	0	0	8	0	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	448	11	27	297	0	0	0	0	8	0	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	448	11	27	297	0	0	0	0	8	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	448	11	27	297	0	0	0	0	8	0	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	448	11	27	297	0	0	0	0	8	0	59
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	0.12	0.00	0.88
Final Sat.:	0	3123	77	1600	3200	0	0	0	0	191	0	1409
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.02	0.09	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:		****		****								****

APPENDIX B-IV

YEAR 2020 CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS

AM Year 2020 Cumulative Plus Project Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

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

Intersection #1 Magnolia Ave at Broadway

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

Street Name:	Magnolia Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	2	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	182	45	77	565	0	61	841	538	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	182	45	77	565	0	61	841	538	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	182	45	77	565	0	61	841	538	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	182	45	77	565	0	61	841	538	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	182	45	77	565	0	61	841	538	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	182	45	77	565	0	61	841	538	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	1.60	0.40	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2566	634	1600	3200	0	1600	3200	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.05	0.18	0.00	0.04	0.26	0.34	0.00	0.00	0.00
Crit Moves:	****				****				****			

AM Year 2020 Cumulative Plus Project Traffic Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Chestnut Ave at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Street Name:	Chestnut Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	1 1	0	0 0	1	0 1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	89	100	190	63	0	69	1046	83	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	89	100	190	63	0	69	1046	83	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	89	100	190	63	0	69	1046	83	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	89	100	190	63	0	69	1046	83	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	89	100	190	63	0	69	1046	83	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	89	100	190	63	0	69	1046	83	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	1.00	1.00	1.50	0.50	0.00	1.00	1.85	0.15	0.00	0.00	0.00
Final Sat.:	0	1600	1600	2403	797	0	1600	2965	235	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.08	0.08	0.00	0.04	0.35	0.35	0.00	0.00	0.00
Crit Moves:			****		****			****				

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

Intersection #3 Cedar Avenue at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Cedar Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	0	1 0	0 0	1	0 1	1 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	89	82	105	59	0	32	840	93	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	89	82	105	59	0	32	840	93	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	89	82	105	59	0	32	840	93	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	89	82	105	59	0	32	840	93	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	89	82	105	59	0	32	840	93	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	89	82	105	59	0	32	840	93	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	1.00	1.00	0.64	0.36	0.00	1.00	1.80	0.20	0.00	0.00	0.00
Final Sat.:	0	1600	1600	1024	576	0	1600	2881	319	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.05	0.10	0.10	0.00	0.02	0.29	0.29	0.00	0.00	0.00
Crit Moves:		****		****					****			

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

Intersection #4 Pacific Avenue at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Pacific Avenue						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1	0 2	0 0	1	0 1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	182	46	66	390	0	62	658	159	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	182	46	66	390	0	62	658	159	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	182	46	66	390	0	62	658	159	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	182	46	66	390	0	62	658	159	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	182	46	66	390	0	62	658	159	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	182	46	66	390	0	62	658	159	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	1.00	1.61	0.39	0.00	0.00	0.00
Final Sat.:	0	3200	1600	1600	3200	0	1600	2577	623	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.03	0.04	0.12	0.00	0.04	0.26	0.26	0.00	0.00	0.00
Crit Moves:					****			****				

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

Intersection #5 Magnolia Avenue at Ocean Blvd

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

Street Name:	Magnolia Avenue						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	20	28	14	114	106	317	171	673	39	88	1914	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	28	14	114	106	317	171	673	39	88	1914	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	28	14	114	106	317	171	673	39	88	1914	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	28	14	114	106	317	171	673	39	88	1914	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	28	14	114	106	317	171	673	39	88	1914	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	28	14	114	106	317	171	673	39	88	1914	165
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.84	0.16	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4537	263	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.03	0.20	0.11	0.15	0.15	0.06	0.40	0.10
Crit Moves:	****					****	****				****	

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

Intersection #6 Chestnut Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Chestnut Avenue						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	1! 0	0	0	2 1 0	1	0	2 1 0
Volume Module:												
Base Vol:	44	0	55	15	0	8	0	705	31	61	2235	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	0	55	15	0	8	0	705	31	61	2235	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	0	55	15	0	8	0	705	31	61	2235	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	0	55	15	0	8	0	705	31	61	2235	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	55	15	0	8	0	705	31	61	2235	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	0	55	15	0	8	0	705	31	61	2235	43
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.65	0.00	0.35	0.00	2.87	0.13	1.00	2.94	0.06
Final Sat.:	1600	0	1600	1043	0	557	0	4598	202	1600	4709	91
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.01	0.00	0.01	0.00	0.15	0.15	0.04	0.47	0.47
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Cedar Avenue at Ocean Blvd

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[15.7]

Street Name:	Cedar Ave									Ocean Blvd								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R		
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled					
Rights:	Include				Include				Include				Include					
Lanes:	0	0	0	0 1	0	0	0	0 1	0	0	2	1 0	1	0	2	1 0		
Volume Module:																		
Base Vol:	0	0	5		0	0	10		0	796	6		0	2291	17			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	0	0	5		0	0	10		0	796	6		0	2291	17			
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0			
Initial Fut:	0	0	5		0	0	10		0	796	6		0	2291	17			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	0	0	5		0	0	10		0	796	6		0	2291	17			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
FinalVolume:	0	0	5		0	0	10		0	796	6		0	2291	17			
Critical Gap Module:																		
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	xxxx	xxxx	268		xxxx	xxxx	772		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	736		xxxx	xxxx	347		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	736		xxxx	xxxx	347		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	0.01		xxxx	xxxx	0.03		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	0.0		xxxx	xxxx	0.1		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	9.9		xxxxx	xxxx	15.7		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	A		*	*	C		*	*	*		*	*	*			
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*			
ApproachDel:	9.9				15.7				xxxxxx				xxxxxx					
ApproachLOS:	A				C				*				*					

Note: Queue reported is the number of cars per lane.

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

Intersection #8 Pacific Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	1 0	0	1	1	0	2	1 0
Volume Module:												
Base Vol:	17	12	17	76	4	274	149	631	6	20	2019	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	12	17	76	4	274	149	631	6	20	2019	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	12	17	76	4	274	149	631	6	20	2019	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	12	17	76	4	274	149	631	6	20	2019	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	12	17	76	4	274	149	631	6	20	2019	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	12	17	76	4	274	149	631	6	20	2019	164
OvlAdjVol:						125						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	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:	0.37	0.26	0.37	1.90	0.10	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	591	417	591	3040	160	1600	1600	4755	45	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.17	0.09	0.13	0.13	0.01	0.42	0.10
OvlAdjV/S:						0.08						
Crit Moves:		****				****	****				****	

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

Intersection #9 Pacific Ave at 3rd Street

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

Street Name:	Pacific Ave						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1 1	0
Volume Module:												
Base Vol:	39	186	0	0	336	146	0	0	0	105	1100	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	186	0	0	336	146	0	0	0	105	1100	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	186	0	0	336	146	0	0	0	105	1100	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:	39	186	0	0	336	146	0	0	0	105	1100	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	186	0	0	336	146	0	0	0	105	1100	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
FinalVolume:	39	186	0	0	336	146	0	0	0	105	1100	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	1.92	0.08
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	3066	134
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.00	0.00	0.11	0.09	0.00	0.00	0.00	0.07	0.36	0.36
Crit Moves:	****				****						****	

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

Intersection #10 Pacific Avenue at 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.316
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Pacific Ave						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	236	16	23	454	0	0	0	0	8	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	236	16	23	454	0	0	0	0	8	0	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	236	16	23	454	0	0	0	0	8	0	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:	0	236	16	23	454	0	0	0	0	8	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	236	16	23	454	0	0	0	0	8	0	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
FinalVolume:	0	236	16	23	454	0	0	0	0	8	0	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:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	0.21	0.00	0.79
Final Sat.:	0	2997	203	1600	3200	0	0	0	0	337	0	1263
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.01	0.14	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:					****							****

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

Intersection #1 Magnolia Ave at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Magnolia Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	2 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	505	196	61	256	0	72	1046	214	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	505	196	61	256	0	72	1046	214	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	505	196	61	256	0	72	1046	214	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	505	196	61	256	0	72	1046	214	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	505	196	61	256	0	72	1046	214	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	505	196	61	256	0	72	1046	214	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	1.44	0.56	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2305	895	1600	3200	0	1600	3200	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.04	0.08	0.00	0.05	0.33	0.13	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #2 Chestnut Ave at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	D

Street Name:	Chestnut Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	1 1	0	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	328	261	79	81	0	54	1416	115	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	328	261	79	81	0	54	1416	115	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	328	261	79	81	0	54	1416	115	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	328	261	79	81	0	54	1416	115	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	328	261	79	81	0	54	1416	115	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	328	261	79	81	0	54	1416	115	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	1.00	1.00	1.00	1.00	0.00	1.00	1.85	0.15	0.00	0.00	0.00
Final Sat.:	0	1600	1600	1600	1600	0	1600	2960	240	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.16	0.05	0.05	0.00	0.03	0.48	0.48	0.00	0.00	0.00
Crit Moves:		****			****				****			

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

Intersection #3 Cedar Avenue at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Cedar Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	0	1 0	0 0	1 0	1	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	216	208	35	130	0	53	1384	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	216	208	35	130	0	53	1384	190	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	216	208	35	130	0	53	1384	190	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	216	208	35	130	0	53	1384	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	216	208	35	130	0	53	1384	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	216	208	35	130	0	53	1384	190	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	1.00	1.00	0.21	0.79	0.00	1.00	1.76	0.24	0.00	0.00	0.00
Final Sat.:	0	1600	1600	339	1261	0	1600	2814	386	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.13	0.10	0.10	0.00	0.03	0.49	0.49	0.00	0.00	0.00
Crit Moves:		****			****				****			

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

Intersection #4 Pacific Avenue at Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Pacific Avenue						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	439	167	96	248	0	135	1174	15	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	439	167	96	248	0	135	1174	15	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	439	167	96	248	0	135	1174	15	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	439	167	96	248	0	135	1174	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	439	167	96	248	0	135	1174	15	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	439	167	96	248	0	135	1174	15	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	1.00	1.97	0.03	0.00	0.00	0.00
Final Sat.:	0	3200	1600	1600	3200	0	1600	3160	40	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.10	0.06	0.08	0.00	0.08	0.37	0.37	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #5 Magnolia Avenue at Ocean Blvd

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

Street Name:	Magnolia Avenue						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	79	53	55	192	72	310	164	1751	48	66	1130	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	53	55	192	72	310	164	1751	48	66	1130	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	53	55	192	72	310	164	1751	48	66	1130	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	53	55	192	72	310	164	1751	48	66	1130	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	53	55	192	72	310	164	1751	48	66	1130	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	53	55	192	72	310	164	1751	48	66	1130	60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4672	128	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.03	0.12	0.02	0.19	0.10	0.37	0.37	0.04	0.24	0.04
Crit Moves:	****					****		****			****	

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

Intersection #6 Chestnut Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Chestnut Avenue						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	1! 0	0	0	2 1 0	1	0	2 1 0
Volume Module:												
Base Vol:	34	0	95	47	0	26	0	2040	87	70	1181	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	0	95	47	0	26	0	2040	87	70	1181	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	0	95	47	0	26	0	2040	87	70	1181	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:	34	0	95	47	0	26	0	2040	87	70	1181	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	95	47	0	26	0	2040	87	70	1181	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	95	47	0	26	0	2040	87	70	1181	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:	1.00	0.00	1.00	0.64	0.00	0.36	0.00	2.88	0.12	1.00	2.93	0.07
Final Sat.:	1600	0	1600	1030	0	570	0	4604	196	1600	4693	107
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.06	0.05	0.00	0.05	0.00	0.44	0.44	0.04	0.25	0.25
Crit Moves:			****			****		****		****		

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Cedar Avenue at Ocean Blvd

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[20.3]

Street Name:	Cedar Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 1			0 0 2 1 0			1 0 2 1 0		
Volume Module:												
Base Vol:	0	0	13	0	0	19	0	2173	15	11	1244	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	13	0	0	19	0	2173	15	11	1244	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	13	0	0	19	0	2173	15	11	1244	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	13	0	0	19	0	2173	15	11	1244	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	13	0	0	19	0	2173	15	11	1244	37
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	732	xxxx	xxxx	433	xxxx	xxxx	xxxxx	2188	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	368	xxxx	xxxx	576	xxxx	xxxx	xxxxx	246	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	368	xxxx	xxxx	576	xxxx	xxxx	xxxxx	246	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	15.1	xxxxx	xxxx	11.5	xxxxx	xxxx	xxxxx	20.3	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	B	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.1			11.5			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #8 Pacific Avenue at Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	11	9	25	85	14	169	184	1971	18	30	1121	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	9	25	85	14	169	184	1971	18	30	1121	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	9	25	85	14	169	184	1971	18	30	1121	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	9	25	85	14	169	184	1971	18	30	1121	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	9	25	85	14	169	184	1971	18	30	1121	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	9	25	85	14	169	184	1971	18	30	1121	129
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.20	0.56	1.72	0.28	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	391	320	889	2747	453	1600	1600	4757	43	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.11	0.12	0.41	0.41	0.02	0.23	0.08
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****			****		

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

Intersection #9 Pacific Ave at 3rd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Pacific Ave						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 2	0 1	0	0 0	0 0	1	0 1	1 0
Volume Module:												
Base Vol:	102	487	0	0	280	76	0	0	0	69	503	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	487	0	0	280	76	0	0	0	69	503	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	487	0	0	280	76	0	0	0	69	503	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	487	0	0	280	76	0	0	0	69	503	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	487	0	0	280	76	0	0	0	69	503	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	487	0	0	280	76	0	0	0	69	503	87
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	1.71	0.29
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	2728	472
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.00	0.00	0.09	0.05	0.00	0.00	0.00	0.04	0.18	0.18
Crit Moves:	****				****						****	

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

Intersection #10 Pacific Avenue at 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Pacific Ave						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	448	11	27	224	0	0	0	0	8	0	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	448	11	27	224	0	0	0	0	8	0	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	448	11	27	224	0	0	0	0	8	0	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	448	11	27	224	0	0	0	0	8	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	448	11	27	224	0	0	0	0	8	0	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	448	11	27	224	0	0	0	0	8	0	59
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	0.12	0.00	0.88
Final Sat.:	0	3123	77	1600	3200	0	0	0	0	191	0	1409
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.02	0.07	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:		****		****								****

APPENDIX C

PROJECT DRIVEWAY HCM/LOS CALCULATION WORKSHEETS

APPENDIX C-I

YEAR 2020 CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS

AM Year 2020 Cumulative Plus Project Traffic Conditions
2-15-3567-1 New Long Beach Civic Center, Long Beach

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Cedar Ave at Dwy A

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[9.7]

Street Name:	Cedar Ave						Dwy A					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	116	6	5	138	0	0	0	0	26	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	116	6	5	138	0	0	0	0	26	0	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	116	6	5	138	0	0	0	0	26	0	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:	0	116	6	5	138	0	0	0	0	26	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	116	6	5	138	0	0	0	0	26	0	30
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	122	xxxx	xxxxx	xxxx	xxxx	xxxxx	267	267	119
Potent Cap.:	xxxx	xxxx	xxxxx	1478	xxxx	xxxxx	xxxx	xxxx	xxxxx	727	642	938
Move Cap.:	xxxx	xxxx	xxxxx	1478	xxxx	xxxxx	xxxx	xxxx	xxxxx	725	640	938
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	825	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.7		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Dwy B at Broadway

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Dwy B						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 0	0 0		0 0 2	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	966	264	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	966	264	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	966	264	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	0	0	0	0	0	0	966	264	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	966	264	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Chestnut Ave at Dwy C

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: A[9.0]

Street Name:	Chestnut Ave						Dwy C					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 0 1	0 0		0 0 0	0 0		0 0 1!	0 1	
Volume Module:												
Base Vol:	0	112	0	0	125	0	0	0	0	6	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	112	0	0	125	0	0	0	0	6	0	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	112	0	0	125	0	0	0	0	6	0	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:	0	112	0	0	125	0	0	0	0	6	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	112	0	0	125	0	0	0	0	6	0	30
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	237	237	112
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	756	667	947
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	756	667	947
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.9
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	883	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.0		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Chestnut Ave at Dwy D

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: A[9.2]

Street Name:	Chestnut Ave						Dwy D					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	28	15	125	6	0	0	0	0	17	0	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	28	15	125	6	0	0	0	0	17	0	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	28	15	125	6	0	0	0	0	17	0	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:	0	28	15	125	6	0	0	0	0	17	0	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	28	15	125	6	0	0	0	0	17	0	84
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	43	xxxx	xxxxx	xxxx	xxxx	xxxxx	292	292	36
Potent Cap.:	xxxx	xxxx	xxxxx	1579	xxxx	xxxxx	xxxx	xxxx	xxxxx	703	622	1043
Move Cap.:	xxxx	xxxx	xxxxx	1579	xxxx	xxxxx	xxxx	xxxx	xxxxx	658	569	1043
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	949	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.2		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Cedar Ave at Dwy E

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: A[9.4]

Street Name:	Cedar Ave						Dwy E					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	0 0		0 0 0	0 1		0 0 1!	0 0		0 0	0 0 0	
Volume Module:												
Base Vol:	17	0	0	0	0	147	158	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	0	0	0	147	158	0	10	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	0	0	0	0	147	158	0	10	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:	17	0	0	0	0	147	158	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	0	0	0	0	147	158	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	147	xxxx	xxxxx	xxxx	xxxx	xxxxx	34	34	0	xxxx	xxxx	xxxxx
Potent Cap.:	1447	xxxx	xxxxx	xxxx	xxxx	xxxxx	984	863	1091	xxxx	xxxx	xxxxx
Move Cap.:	1447	xxxx	xxxxx	xxxx	xxxx	xxxxx	976	852	1091	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	982	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.4		xxxxxx		
ApproachLOS:	*			*				A		*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Magnolia Ave at Dwy F

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[12.0]

Street Name:	Magnolia Ave						Dwy F					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0	396	36	180	531	0	2	0	8	5	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	396	36	180	531	0	2	0	8	5	0	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	396	36	180	531	0	2	0	8	5	0	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:	0	396	36	180	531	0	2	0	8	5	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	396	36	180	531	0	2	0	8	5	0	25
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	432	xxxx	xxxxx	1089	1323	266	1040	1305	216
Potent Cap.:	xxxx	xxxx	xxxxx	1138	xxxx	xxxxx	172	158	739	187	162	795
Move Cap.:	xxxx	xxxx	xxxxx	1138	xxxx	xxxxx	147	133	739	163	136	795
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	241	258	xxxxx	324	276	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	0.01	0.00	0.01	0.02	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	522	xxxxx	xxxx	640	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	xxxxx	10.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			12.0			10.9		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Cedar Ave at Dwy A

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[10.7]

Street Name:	Cedar Ave									Dwy A					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	0	1	0 0 0	0	0 0 0	0 0	0	0 0	1! 0 0
Volume Module:												
Base Vol:	0	240	29	24	153	0	0	0	0	12	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	240	29	24	153	0	0	0	0	12	0	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	240	29	24	153	0	0	0	0	12	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	240	29	24	153	0	0	0	0	12	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	240	29	24	153	0	0	0	0	12	0	14
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	269	xxxx	xxxxx	xxxx	xxxx	xxxxx	456	456	255
Potent Cap.:	xxxx	xxxx	xxxxx	1306	xxxx	xxxxx	xxxx	xxxx	xxxxx	566	504	789
Move Cap.:	xxxx	xxxx	xxxxx	1306	xxxx	xxxxx	xxxx	xxxx	xxxxx	558	495	789
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	663	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Dwy B at Broadway

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Dwy B						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 2	0	1	0 0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1627	46	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1627	46	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1627	46	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	0	0	0	0	0	0	1627	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	1627	46	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Chestnut Ave at Dwy C

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[10.2]

Street Name:	Chestnut Ave						Dwy C					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	0	0 0 0	0	0	0 0 1!	0	1
Volume Module:												
Base Vol:	0	190	0	0	183	0	0	0	0	37	0	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	190	0	0	183	0	0	0	0	37	0	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	190	0	0	183	0	0	0	0	37	0	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	190	0	0	183	0	0	0	0	37	0	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	190	0	0	183	0	0	0	0	37	0	187
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	373	373	190
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	632	561	857
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	632	561	857
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.22
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	778	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.2		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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Intersection #14 Chestnut Ave at Dwy D

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Average Delay (sec/veh): 7.7 Worst Case Level Of Service: B[10.1]

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Street Name:	Chestnut Ave									Dwy D					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0		5		22	183		37		0	0		0		0	36		0		185
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0		5		22	183		37		0	0		0		0	36		0		185
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		5		22	183		37		0	0		0		0	36		0		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:	0		5		22	183		37		0	0		0		0	36		0		185
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		5		22	183		37		0	0		0		0	36		0		185
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		6.4	6.5		6.2	
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx		3.5	4.0		3.3	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		27	xxxx		xxxxx		xxxx	xxxx		xxxxx		419	419		16	
Potent Cap.:	xxxx	xxxx		xxxxx		1600	xxxx		xxxxx		xxxx	xxxx		xxxxx		595	528		1069	
Move Cap.:	xxxx	xxxx		xxxxx		1600	xxxx		xxxxx		xxxx	xxxx		xxxxx		537	461		1069	
Volume/Cap:	xxxx	xxxx		xxxx		0.11	xxxx		xxxx		xxxx	xxxx		xxxx		0.07	0.00		0.17	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.4	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		7.5	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*		*		*	A		*		*	*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	920		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		0.4	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	0.9		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		7.5	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	10.1		xxxxx	
Shared LOS:	*		*		*	A		*		*	*		*		*	*		B		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					10.1				
ApproachLOS:	*					*					*					B				

****

Note: Queue reported is the number of cars per lane.

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Intersection #15 Cedar Ave at Dwy E

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: B[11.0]

Street Name:	Cedar Ave							Dwy E					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	0 0		0 0 0 0 1			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	37	0	0	0	0	314	303	0	19	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	0	0	0	0	314	303	0	19	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	0	0	0	0	314	303	0	19	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:	37	0	0	0	0	314	303	0	19	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	37	0	0	0	0	314	303	0	19	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	314	xxxx	xxxxx	xxxx	xxxx	xxxxx	74	74	0	xxxx	xxxx	xxxxx
Potent Cap.:	1258	xxxx	xxxxx	xxxx	xxxx	xxxxx	935	820	1091	xxxx	xxxx	xxxxx
Move Cap.:	1258	xxxx	xxxxx	xxxx	xxxx	xxxxx	914	796	1091	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	922	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.0			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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Intersection #16 Magnolia Ave at Dwy F

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: C[21.4]

Street Name:	Magnolia Ave						Dwy F					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0 342	6		32 545	0		150	0	140	30	0	153
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 342	6		32 545	0		150	0	140	30	0	153
Added Vol:	0 0	0		0 0	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	0 342	6		32 545	0		150	0	140	30	0	153
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 342	6		32 545	0		150	0	140	30	0	153
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
FinalVolume:	0 342	6		32 545	0		150	0	140	30	0	153
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		4.1 xxxx	xxxxx		7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	xxxxx xxxx	xxxxx		2.2 xxxx	xxxxx		3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		348 xxxx	xxxxx		780	957	273	682	954	174
Potent Cap.:	xxxx xxxx	xxxxx		1222 xxxx	xxxxx		289	260	731	340	261	846
Move Cap.:	xxxx xxxx	xxxxx		1222 xxxx	xxxxx		232	253	731	269	254	846
Total Cap:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		390	410	xxxxx	443	415	xxxxx
Volume/Cap:	xxxx xxxx	xxxx		0.03 xxxx	xxxx		0.38	0.00	0.19	0.07	0.00	0.18
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		0.1 xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx xxxx	xxxxx		8.0 xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	* *	*		A *	*		*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	503	xxxxx	xxxx	736	xxxxx
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	3.6	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	21.4	xxxxx	xxxxx	11.5	xxxxx
Shared LOS:	* *	*		* *	*		*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			21.4			11.5		
ApproachLOS:	*			*			C			B		

Note: Queue reported is the number of cars per lane.

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