

**APPENDIX B**

**INTERSECTION ANALYSIS  
WORKSHEETS**

**EXISTING CONDITIONS  
(HCM METHODOLOGY)**

Existing AM

Mon Mar 30, 2009 18:32:18

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Huntington Beach Traffic Impact Analysis  
Existing AM  
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Scenario Report

Scenario: Existing AM  
Command: Existing AM  
Volume: Existing AM  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: None  
Trip Distribution: None  
Paths: Default Path  
Routes: Default Route  
Configuration: Existing

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Huntington Beach Traffic Impact Analysis  
 Existing AM

Impact Analysis Report  
 Level Of Service

Intersection		Base		Future		Change in
		Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1	Pacific Coast Hwy / Warner Ave	C	26.4 0.676	C	26.4 0.676	+ 0.000 D/V
# 2	Pacific Coast Hwy / Seapoint A	B	14.3 0.529	B	14.3 0.529	+ 0.000 D/V
# 3	Pacific Coast Hwy / Goldenwest	B	19.5 0.556	B	19.5 0.556	+ 0.000 D/V
# 4	Pacific Coast Hwy / 17th St	A	6.2 0.465	A	6.2 0.465	+ 0.000 D/V
# 5	Pacific Coast Hwy / 9th St	A	2.3 0.465	A	2.3 0.465	+ 0.000 D/V
# 6	Pacific Coast Hwy / 6th St	A	6.6 0.351	A	6.6 0.351	+ 0.000 D/V
# 7	Pacific Coast Hwy / Main St	B	14.3 0.455	B	14.3 0.455	+ 0.000 D/V
# 8	Pacific Coast Hwy / 1st St	B	14.6 0.391	B	14.6 0.391	+ 0.000 D/V
# 9	Pacific Coast Hwy / Huntington	A	7.0 0.494	A	7.0 0.494	+ 0.000 D/V
# 10	Pacific Coast Hwy / Beach Blvd	B	18.2 0.615	B	18.2 0.615	+ 0.000 D/V
# 11	Pacific Coast Hwy / Newland S	B	10.4 0.453	B	10.4 0.453	+ 0.000 D/V
# 12	Pacific Coast Hwy / Magnolia S	B	12.6 0.475	B	12.6 0.475	+ 0.000 D/V
# 13	Pacific Coast Hwy / Brookhurst	C	21.9 0.580	C	21.9 0.580	+ 0.000 D/V
# 14	Main St / Yorktown Ave	C	25.1 0.297	C	25.1 0.297	+ 0.000 D/V
# 15	Main St / 17 th St	B	13.6 0.203	B	13.6 0.203	+ 0.000 D/V
# 16	Main St / Adams Ave	B	14.3 0.324	B	14.3 0.324	+ 0.000 D/V
# 17	Main St / Walnut Ave	A	7.7 0.165	A	7.7 0.165	+ 0.000 V/C
# 18	Main St / Olive Ave	A	8.1 0.226	A	8.1 0.226	+ 0.000 V/C
# 19	Main St / 6th St	B	14.3 0.124	B	14.3 0.124	+ 0.000 D/V
# 20	Lake St / 6th St	A	8.0 0.102	A	8.0 0.102	+ 0.000 V/C
# 21	Lake St / Orange Ave	A	8.9 0.280	A	8.9 0.280	+ 0.000 V/C
# 22	1st St / Orange Ave & Atlanta	B	18.9 0.229	B	18.9 0.229	+ 0.000 D/V
# 23	Beach Blvd / Atlanta Ave	C	20.9 0.271	C	20.9 0.271	+ 0.000 D/V
# 24	Beach Blvd / Pacific View Ave	A	7.3 0.192	A	7.3 0.192	+ 0.000 D/V

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Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

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Intersection #1 Pacific Coast Hwy / Warner Ave

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Cycle (sec): 120 Critical Vol./Cap.(X): 0.676  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 26.4  
 Optimal Cycle: 70 Level Of Service: C

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Street Name:	Pacific Coast Hwy					Warner Ave														
Approach:	North Bound		South Bound			East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected			Protected		Protected												
Rights:	Include		Include			Include		Ovl												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	2	0	1	0	2

Volume Module:

Base Vol:	30	1160	220	410	1150	40	20	190	30	290	50	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1160	220	410	1150	40	20	190	30	290	50	600
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1160	220	410	1150	40	20	190	30	290	50	600
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1160	220	410	1150	40	20	190	30	290	50	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1160	220	410	1150	40	20	190	30	290	50	600
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	30	1160	220	410	1150	40	20	190	30	290	50	600

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	2.00	1.93	0.07	1.00	0.86	0.14	2.00	1.00	2.00
Final Sat.:	1700	3400	1700	3400	3286	114	1700	1468	232	3400	1700	3400

Capacity Analysis Module:

Vol/Sat:	0.02	0.34	0.13	0.12	0.35	0.35	0.01	0.13	0.13	0.09	0.03	0.18
Crit Moves:	****		****			****			****			
Green/Cycle:	0.03	0.50	0.50	0.18	0.65	0.65	0.06	0.19	0.19	0.13	0.26	0.44
Volume/Cap:	0.54	0.68	0.26	0.68	0.54	0.54	0.21	0.68	0.68	0.68	0.11	0.40
Delay/Veh:	67.3	23.5	17.1	49.1	11.6	11.6	55.3	50.7	50.7	54.4	33.8	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	23.5	17.1	49.1	11.6	11.6	55.3	50.7	50.7	54.4	33.8	23.0
LOS by Move:	E	C	B	D	B	B	E	D	D	D	C	C
HCM2kAvgQ:	2	17	5	8	12	12	1	9	9	6	1	7

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

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Huntington Beach Traffic Impact Analysis  
 Existing AM

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

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Intersection #2 Pacific Coast Hwy / Seapoint Ave

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Cycle (sec): 120 Critical Vol./Cap.(X): 0.529  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3  
 Optimal Cycle: 48 Level Of Service: B

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Street Name:	Pacific Coast Hwy				Seapoint Ave							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

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Control:	Protected		Protected		Protected		Protected										
Rights:	Include		Include		Include		Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	1

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Volume Module:

Base Vol:	0	1110	30	80	1270	0	0	0	0	80	0	250
Growth Adj:	1.00	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	1110	30	80	1270	0	0	0	0	80	0	250
Added Vol:	0	0	0	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	1110	30	80	1270	0	0	0	0	80	0	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1110	30	80	1270	0	0	0	0	80	0	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1110	30	80	1270	0	0	0	0	80	0	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1110	30	80	1270	0	0	0	0	80	0	250

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	2.00	0.00	1.00
Final Sat.:	0	3311	89	1700	3400	0	0	0	0	3400	0	1700

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Capacity Analysis Module:

Vol/Sat:	0.00	0.34	0.34	0.05	0.37	0.00	0.00	0.00	0.00	0.02	0.00	0.15
Crit Moves:	****		****								****	
Green/Cycle:	0.00	0.63	0.63	0.09	0.72	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.53	0.53	0.53	0.52	0.00	0.00	0.00	0.00	0.08	0.00	0.53
Delay/Veh:	0.0	12.4	12.4	55.8	7.6	0.0	0.0	0.0	0.0	32.1	0.0	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.4	12.4	55.8	7.6	0.0	0.0	0.0	0.0	32.1	0.0	37.8
LOS by Move:	A	B	B	E	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	12	12	4	10	0	0	0	0	1	0	8

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

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Existing AM

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Huntington Beach Traffic Impact Analysis  
 Existing AM

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

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Intersection #3 Pacific Coast Hwy / Goldenwest St

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Cycle (sec): 120 Critical Vol./Cap.(X): 0.556  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5  
 Optimal Cycle: 51 Level Of Service: B

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Street Name:	Pacific Coast Hwy				Goldenwest St														
Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Protected		Protected		Protected		Protected												
Rights:	Include		Include		Include		Include												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Lanes:	1	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	20	970	140	140	1250	0	0	0	0	300	0	140
Growth Adj:	1.00	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	970	140	140	1250	0	0	0	0	300	0	140
Added Vol:	0	0	0	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	970	140	140	1250	0	0	0	0	300	0	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	970	140	140	1250	0	0	0	0	300	0	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	970	140	140	1250	0	0	0	0	300	0	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	970	140	140	1250	0	0	0	0	300	0	140

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	0	0	0	0	1700	0	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.29	0.08	0.08	0.37	0.00	0.00	0.00	0.00	0.18	0.00	0.08
Crit Moves:	****			****						****		
Green/Cycle:	0.02	0.53	0.53	0.15	0.66	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.56	0.54	0.16	0.54	0.56	0.00	0.00	0.00	0.00	0.56	0.00	0.26
Delay/Veh:	76.0	18.9	14.5	49.2	11.2	0.0	0.0	0.0	0.0	35.2	0.0	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.0	18.9	14.5	49.2	11.2	0.0	0.0	0.0	0.0	35.2	0.0	30.7
LOS by Move:	E	B	B	D	B	A	A	A	A	D	A	C
HCM2kAvgQ:	2	12	3	5	12	0	0	0	0	9	0	4

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

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Existing AM

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Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

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Intersection #4 Pacific Coast Hwy / 17th St

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Cycle (sec): 120 Critical Vol./Cap.(X): 0.465  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 6.2  
 Optimal Cycle: 43 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Pacific Coast Hwy				17th St															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected		Protected		Protected													
Rights:	Include		Include		Include		Include													
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	1010	30	60	1420	0	0	0	0	0	80	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1010	30	60	1420	0	0	0	0	0	80	0	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1010	30	60	1420	0	0	0	0	0	80	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1010	30	60	1420	0	0	0	0	0	80	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1010	30	60	1420	0	0	0	0	0	80	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1010	30	60	1420	0	0	0	0	0	80	0	80

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	0	1700	0	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.02	0.04	0.42	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.80	0.80	0.10	0.90	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.37	0.02	0.37	0.46	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Delay/Veh:	0.0	3.4	2.4	52.3	1.2	0.0	0.0	0.0	0.0	52.8	0.0	52.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.4	2.4	52.3	1.2	0.0	0.0	0.0	0.0	52.8	0.0	52.8
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	5	0	2	5	0	0	0	0	3	0	3

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

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Huntington Beach Traffic Impact Analysis  
 Existing AM

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

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Intersection #5 Pacific Coast Hwy / 9th St

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Cycle (sec): 120 Critical Vol./Cap.(X): 0.465  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 2.3  
 Optimal Cycle: 43 Level Of Service: A  
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Street Name: Pacific Coast Hwy 9th St

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 2 0 1 1 0 2 0 0 0 0 0 0 0 1

Volume Module:

Base Vol: 0 1050 10 20 1500 0 0 0 0 40 0 20  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 1050 10 20 1500 0 0 0 0 40 0 20  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 1050 10 20 1500 0 0 0 0 40 0 20  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 1050 10 20 1500 0 0 0 0 40 0 20  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 1050 10 20 1500 0 0 0 0 40 0 20  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 1050 10 20 1500 0 0 0 0 40 0 20

Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00  
 Final Sat.: 0 3400 1700 1700 3400 0 0 0 0 1700 0 1700

Capacity Analysis Module:

Vol/Sat: 0.00 0.31 0.01 0.01 0.44 0.00 0.00 0.00 0.00 0.02 0.00 0.01  
 Crit Moves: \*\*\*\* \*\*\*\*  
 Green/Cycle: 0.00 0.91 0.91 0.03 0.95 0.00 0.00 0.00 0.00 0.05 0.00 0.05  
 Volume/Cap: 0.00 0.34 0.01 0.34 0.46 0.00 0.00 0.00 0.00 0.46 0.00 0.23  
 Delay/Veh: 0.0 0.7 0.4 59.9 0.4 0.0 0.0 0.0 0.0 59.3 0.0 56.1  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.7 0.4 59.9 0.4 0.0 0.0 0.0 0.0 59.3 0.0 56.1  
 LOS by Move: A A A E A A A A A E A E  
 HCM2kAvgQ: 0 3 0 1 3 0 0 0 0 2 0 1

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

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Huntington Beach Traffic Impact Analysis  
 Existing AM

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Pacific Coast Hwy / 6th St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.351  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 6.6  
 Optimal Cycle: 29 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Pacific Coast Hwy						6th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	0	0	1	0	0	1

Volume Module:	Pacific Coast Hwy			Pacific Coast Hwy			6th St			6th St		
Base Vol:	20	940	20	40	1490	30	30	20	20	30	20	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	940	20	40	1490	30	30	20	20	30	20	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	940	20	40	1490	30	30	20	20	30	20	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	940	20	40	1490	30	30	20	20	30	20	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	940	20	40	1490	30	30	20	20	30	20	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	940	20	40	1490	30	30	20	20	30	20	50

Saturation Flow Module:	Pacific Coast Hwy			Pacific Coast Hwy			6th St			6th St		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.94	0.06	0.43	0.28	0.29	1.00	0.29	0.71
Final Sat.:	1700	4994	106	1700	4999	101	729	486	486	1700	486	1214

Capacity Analysis Module:	Pacific Coast Hwy			Pacific Coast Hwy			6th St			6th St		
Vol/Sat:	0.01	0.19	0.19	0.02	0.30	0.30	0.04	0.04	0.04	0.02	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.03	0.78	0.78	0.10	0.85	0.85	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.35	0.24	0.24	0.24	0.35	0.35	0.35	0.35	0.35	0.15	0.35	0.35
Delay/Veh:	60.4	3.5	3.5	50.7	2.0	2.0	49.8	49.8	49.8	47.9	49.8	49.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	3.5	3.5	50.7	2.0	2.0	49.8	49.8	49.8	47.9	49.8	49.8
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	3	3	2	4	4	3	3	3	1	3	3

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

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

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Intersection #7 Pacific Coast Hwy / Main St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.455  
 Loss Time (sec): 30 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3  
 Optimal Cycle: 73 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Pacific Coast Hwy				Main St											
Approach:	North Bound		South Bound		East Bound		West Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected		Protected		Protected		Protected									
Rights:	Include		Include		Include		Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	3	0	1	1	0	3	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	10	910	60	40	1500	0	0	0	0	50	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	910	60	40	1500	0	0	0	0	50	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	910	60	40	1500	0	0	0	0	50	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	910	60	40	1500	0	0	0	0	50	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	910	60	40	1500	0	0	0	0	50	0	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	910	60	40	1500	0	0	0	0	50	0	70

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	5100	1700	1700	5100	0	0	0	0	1700	0	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.18	0.04	0.02	0.29	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.01	0.58	0.58	0.08	0.65	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.45	0.31	0.06	0.31	0.45	0.00	0.00	0.00	0.00	0.32	0.00	0.45
Delay/Veh:	73.0	12.8	10.9	53.7	10.7	0.0	0.0	0.0	0.0	52.4	0.0	53.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.0	12.8	10.9	53.7	10.7	0.0	0.0	0.0	0.0	52.4	0.0	53.9
LOS by Move:	E	B	B	D	B	A	A	A	A	D	A	D
HCM2kAvgQ:	1	6	1	2	9	0	0	0	0	2	0	3

Note: Queue reported is the number of cars per lane.  
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Huntington Beach Traffic Impact Analysis  
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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Pacific Coast Hwy / 1st St  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.391  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6  
 Optimal Cycle: 37 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Pacific Coast Hwy						1st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	1	0	0	1	1

Volume Module:	Pacific Coast Hwy			Pacific Coast Hwy			1st St			1st St		
Base Vol:	40	800	50	40	1380	60	70	40	30	100	80	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	800	50	40	1380	60	70	40	30	100	80	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	800	50	40	1380	60	70	40	30	100	80	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	800	50	40	1380	60	70	40	30	100	80	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	800	50	40	1380	60	70	40	30	100	80	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	40	800	50	40	1380	60	70	40	30	100	80	110

Saturation Flow Module:	Pacific Coast Hwy			Pacific Coast Hwy			1st St			1st St		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	2.82	0.18	1.00	2.87	0.13	1.27	0.73	1.00	1.11	0.89	2.00
Final Sat.:	1700	4800	300	1700	4888	213	2164	1236	1700	1889	1511	3400

Capacity Analysis Module:	Pacific Coast Hwy			Pacific Coast Hwy			1st St			1st St		
Vol/Sat:	0.02	0.17	0.17	0.02	0.28	0.28	0.03	0.03	0.02	0.05	0.05	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.69	0.69	0.10	0.72	0.72	0.08	0.08	0.08	0.14	0.14	0.14
Volume/Cap:	0.39	0.24	0.24	0.24	0.39	0.39	0.39	0.39	0.21	0.39	0.39	0.24
Delay/Veh:	56.7	7.2	7.2	50.9	6.5	6.5	53.1	53.1	52.2	47.9	47.9	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	7.2	7.2	50.9	6.5	6.5	53.1	53.1	52.2	47.9	47.9	46.6
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	4	4	2	7	7	2	2	1	3	3	2

\*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
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Huntington Beach Traffic Impact Analysis  
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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

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Intersection #9 Pacific Coast Hwy / Huntington St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.494  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0  
 Optimal Cycle: 37 Level Of Service: A

\*\*\*\*\*

Street Name:	Pacific Coast Hwy				Huntington St															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected		Permitted		Permitted													
Rights:	Include		Include		Include		Include													
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1	0	1	0	1	1	0	0	1

Volume Module:

Base Vol:	50	830	60	30	1460	10	10	20	40	30	60	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	830	60	30	1460	10	10	20	40	30	60	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	830	60	30	1460	10	10	20	40	30	60	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	830	60	30	1460	10	10	20	40	30	60	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	830	60	30	1460	10	10	20	40	30	60	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	830	60	30	1460	10	10	20	40	30	60	20

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.33	0.67	1.00	1.00	1.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	567	1133	1700	1700	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.24	0.04	0.02	0.43	0.01	0.02	0.02	0.02	0.02	0.04	0.01
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.06	0.87	0.87	0.06	0.87	0.87	0.07	0.07	0.07	0.07	0.07	0.07
Volume/Cap:	0.49	0.28	0.04	0.28	0.49	0.01	0.25	0.25	0.33	0.25	0.49	0.16
Delay/Veh:	58.4	1.5	1.1	55.1	1.9	1.0	53.1	53.1	53.9	53.0	55.7	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	1.5	1.1	55.1	1.9	1.0	53.1	53.1	53.9	53.0	55.7	53.0
LOS by Move:	E	A	A	E	A	A	D	D	D	D	E	D
HCM2kAvgQ:	2	3	0	1	7	0	1	1	2	1	3	1

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

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

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Intersection #10 Pacific Coast Hwy / Beach Blvd

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.615  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.2  
 Optimal Cycle: 59 Level Of Service: B

\*\*\*\*\*

Street Name:	Pacific Coast Hwy				Beach Blvd										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Protected		Protected								
Rights:	Include		Include		Ignore		Ignore								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	20	860	220	100	1520	30	20	50	10	480	80	160
Growth Adj:	1.00	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	860	220	100	1520	30	20	50	10	480	80	160
Added Vol:	0	0	0	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	860	220	100	1520	30	20	50	10	480	80	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	20	860	220	100	1520	30	20	50	0	480	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	860	220	100	1520	30	20	50	0	480	80	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	20	860	220	100	1520	30	20	50	0	480	80	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	3400	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.25	0.13	0.06	0.45	0.02	0.01	0.01	0.00	0.14	0.05	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.02	0.61	0.61	0.14	0.73	0.73	0.05	0.02	0.00	0.23	0.20	0.00
Volume/Cap:	0.61	0.42	0.21	0.42	0.61	0.02	0.23	0.61	0.00	0.61	0.23	0.00
Delay/Veh:	88.7	12.6	10.8	48.2	8.5	4.6	56.1	71.3	0.0	42.9	40.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.7	12.6	10.8	48.2	8.5	4.6	56.1	71.3	0.0	42.9	40.4	0.0
LOS by Move:	F	B	B	D	A	A	E	E	A	D	D	A
HCM2kAvgQ:	2	8	4	4	14	0	1	2	0	9	3	0

Note: Queue reported is the number of cars per lane.  
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Huntington Beach Traffic Impact Analysis  
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Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

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Intersection #11 Pacific Coast Hwy / Newland St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.453  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4  
 Optimal Cycle: 42 Level Of Service: B

\*\*\*\*\*

Street Name:	Pacific Coast Hwy						Newland St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	0	1	0	1	0	0

Volume Module:

Base Vol:	0	930	30	60	1800	0	10	10	0	160	0	110
Growth Adj:	1.00	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	930	30	60	1800	0	10	10	0	160	0	110
Added Vol:	0	0	0	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	930	30	60	1800	0	10	10	0	160	0	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	930	30	60	1800	0	10	10	0	160	0	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	930	30	60	1800	0	10	10	0	160	0	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	930	30	60	1800	0	10	10	0	160	0	110

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	1700	0	1700	0	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.02	0.04	0.35	0.00	0.01	0.01	0.00	0.09	0.00	0.06
Crit Moves:	***			***			***			***		
Green/Cycle:	0.00	0.65	0.65	0.13	0.78	0.00	0.01	0.01	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.28	0.03	0.28	0.45	0.00	0.45	0.45	0.00	0.45	0.00	0.31
Delay/Veh:	0.0	8.9	7.4	48.2	4.6	0.0	66.0	66.0	0.0	42.5	0.0	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.9	7.4	48.2	4.6	0.0	66.0	66.0	0.0	42.5	0.0	40.8
LOS by Move:	A	A	A	D	A	A	E	E	A	D	A	D
HCM2kAvgQ:	0	5	0	2	8	0	1	1	0	5	0	4

\*\*\*\*\*

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

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Huntington Beach Traffic Impact Analysis  
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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Pacific Coast Hwy / Magnolia St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.475  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6  
 Optimal Cycle: 43 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Pacific Coast Hwy					Magnolia St						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	1	1	0	0	1	0	1

Volume Module:

Base Vol:	20	840	50	80	1850	30	10	20	10	150	20	140
Growth Adj:	1.00	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	840	50	80	1850	30	10	20	10	150	20	140
Added Vol:	0	0	0	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	840	50	80	1850	30	10	20	10	150	20	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	840	50	80	1850	30	10	20	10	150	20	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	840	50	80	1850	30	10	20	10	150	20	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	840	50	80	1850	30	10	20	10	150	20	140

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.67	0.33	1.76	0.24	1.00
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	1133	567	3000	400	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.16	0.03	0.05	0.36	0.02	0.01	0.02	0.02	0.05	0.05	0.08
Crit Moves:	****			****			****					****
Green/Cycle:	0.02	0.61	0.61	0.18	0.76	0.76	0.04	0.04	0.04	0.17	0.17	0.17
Volume/Cap:	0.47	0.27	0.05	0.27	0.47	0.02	0.16	0.47	0.47	0.29	0.29	0.47
Delay/Veh:	65.9	10.8	9.2	43.3	5.3	3.4	57.1	62.1	62.1	43.4	43.4	45.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	10.8	9.2	43.3	5.3	3.4	57.1	62.1	62.1	43.4	43.4	45.9
LOS by Move:	E	B	A	D	A	A	E	E	E	D	D	D
HCM2kAvgQ:	1	5	1	3	8	0	1	2	2	3	3	5

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

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #13 Pacific Coast Hwy / Brookhurst St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.580

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 21.9

Optimal Cycle: 54 Level Of Service: C

\*\*\*\*\*

Street Name: Pacific Coast Hwy Brookhurst St

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 3 0 1 1 0 3 0 1 1 0 0 1 0 2 0 1 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 10 750 210 150 1880 0 10 10 10 660 10 150

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: 10 750 210 150 1880 0 10 10 10 660 10 150

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: 10 750 210 150 1880 0 10 10 10 660 10 150

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: 10 750 210 150 1880 0 10 10 10 660 10 150

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 10 750 210 150 1880 0 10 10 10 660 10 150

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: 10 750 210 150 1880 0 10 10 10 660 10 150

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 1.00 0.50 0.50 2.00 1.00 1.00

Final Sat.: 1700 5100 1700 1700 5100 1700 1700 850 850 3400 1700 1700

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.01 0.15 0.12 0.09 0.37 0.00 0.01 0.01 0.01 0.19 0.01 0.09

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

Green/Cycle: 0.01 0.40 0.40 0.24 0.64 0.00 0.02 0.02 0.02 0.33 0.33 0.33

Volume/Cap: 0.58 0.36 0.31 0.36 0.58 0.00 0.27 0.58 0.58 0.58 0.02 0.27

Delay/Veh: 100.5 25.2 24.6 38.4 12.9 0.0 61.5 80.8 80.8 33.7 26.9 29.6

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 100.5 25.2 24.6 38.4 12.9 0.0 61.5 80.8 80.8 33.7 26.9 29.6

LOS by Move: F C C D B A E F F C C C

HCM2kAvgQ: 1 6 5 5 13 0 1 2 2 10 0 4

\*\*\*\*\*

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

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Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #14 Main St / Yorktown Ave

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.297  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 25.1  
 Optimal Cycle: 32 Level Of Service: C

\*\*\*\*\*

Street Name:	Main St						Yorktown Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	110	360	30	110	330	40	60	340	140	40	340	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	360	30	110	330	40	60	340	140	40	340	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	360	30	110	330	40	60	340	140	40	340	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	360	30	110	330	40	60	340	140	40	340	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	360	30	110	330	40	60	340	140	40	340	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	360	30	110	330	40	60	340	140	40	340	90

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.06	0.11	0.02	0.03	0.10	0.02	0.04	0.10	0.08	0.02	0.10	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.42	0.42	0.13	0.33	0.33	0.12	0.37	0.37	0.09	0.34	0.34
Volume/Cap:	0.30	0.25	0.04	0.25	0.30	0.07	0.30	0.27	0.22	0.27	0.30	0.16
Delay/Veh:	33.2	19.1	17.3	39.7	25.3	23.3	41.1	22.3	21.9	43.7	24.6	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	19.1	17.3	39.7	25.3	23.3	41.1	22.3	21.9	43.7	24.6	23.4
LOS by Move:	C	B	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	4	1	2	4	1	2	4	3	1	4	2

\*\*\*\*\*

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

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Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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Intersection #15 Main St / 17 th St

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.203  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.6  
 Optimal Cycle: 18 Level Of Service: B

\*\*\*\*\*

Street Name: Main St 17th St  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted																			
Rights:	Include																			
Min. Green:	0	0	0	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0		
Lanes:	1	0	2	0	1	0	0	1	1	1	1	0	0	1	0	1	0	0	0	0

Volume Module:

Base Vol:	0	290	20	0	350	160	170	10	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	290	20	0	350	160	170	10	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	290	20	0	350	160	170	10	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	290	20	0	350	160	170	10	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	290	20	0	350	160	170	10	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	290	20	0	350	160	170	10	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Final Sat.:	1700	3400	1700	0	3400	1700	1700	1700	0	1700	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.01	0.00	0.10	0.09	0.10	0.01	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green/Cycle:	0.00	0.51	0.51	0.00	0.51	0.51	0.49	0.49	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.17	0.02	0.00	0.20	0.19	0.20	0.01	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.3	12.3	0.0	13.6	13.4	14.4	12.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.3	12.3	0.0	13.6	13.4	14.4	12.9	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	A	B	B	B	B	A	A	A	A
HCM2kAvgQ:	0	2	0	0	3	3	3	0	0	0	0	0

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

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

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Intersection #16 Main St / Adams Ave

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.324  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3  
 Optimal Cycle: 21 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Main St						Adams Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	20	300	100	50	280	30	10	230	10	60	190	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:	20	300	100	50	280	30	10	230	10	60	190	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:	20	300	100	50	280	30	10	230	10	60	190	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:	20	300	100	50	280	30	10	230	10	60	190	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	300	100	50	280	30	10	230	10	60	190	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:	20	300	100	50	280	30	10	230	10	60	190	30

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.04	0.96	1.00	0.24	0.76	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	71	1629	1700	408	1292	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.18	0.06	0.03	0.16	0.02	0.14	0.14	0.01	0.15	0.15	0.02
Crit Moves:	****									****		
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.02	0.32	0.11	0.05	0.30	0.03	0.31	0.31	0.01	0.32	0.32	0.04
Delay/Veh:	10.5	12.7	11.0	10.7	12.6	10.5	17.6	17.6	15.0	17.7	17.7	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	12.7	11.0	10.7	12.6	10.5	17.6	17.6	15.0	17.7	17.7	15.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	5	1	1	5	0	5	5	0	5	5	1

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

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Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #17 Main St / Walnut Ave

\*\*\*\*\*

Cycle (sec): 0 Critical Vol./Cap.(X): 0.165  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7  
 Optimal Cycle: 0 Level Of Service: A

\*\*\*\*\*

Street Name:	Main St						Walnut Ave					
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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	10	70	20	30	90	20	10	20	10	10	10	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:	10	70	20	30	90	20	10	20	10	10	10	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:	10	70	20	30	90	20	10	20	10	10	10	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:	10	70	20	30	90	20	10	20	10	10	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	70	20	30	90	20	10	20	10	10	10	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:	10	70	20	30	90	20	10	20	10	10	10	30

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.70	0.20	0.21	0.65	0.14	0.25	0.50	0.25	0.20	0.20	0.60
Final Sat.:	85	596	170	182	547	121	197	393	197	166	166	497

Capacity Analysis Module:

Vol/Sat:	0.12	0.12	0.12	0.16	0.16	0.16	0.05	0.05	0.05	0.06	0.06	0.06
Crit Moves:	****			****			****			****		
Delay/Veh:	7.7	7.7	7.7	7.9	7.9	7.9	7.6	7.6	7.6	7.4	7.4	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	7.7	7.7	7.9	7.9	7.9	7.6	7.6	7.6	7.4	7.4	7.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.7			7.9			7.6			7.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.7			7.9			7.6			7.4		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.1

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

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Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report  
 2000 HCM 4-Way Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #18 Main St / Olive Ave

\*\*\*\*\*

Cycle (sec): 0 Critical Vol./Cap.(X): 0.226  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1  
 Optimal Cycle: 0 Level Of Service: A

\*\*\*\*\*

Street Name:	Main St						Olive Ave					
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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0

Volume Module:

Base Vol:	10	80	30	70	100	20	10	20	10	10	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	80	30	70	100	20	10	20	10	10	10	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	80	30	70	100	20	10	20	10	10	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	80	30	70	100	20	10	20	10	10	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	80	30	70	100	20	10	20	10	10	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	80	30	70	100	20	10	20	10	10	10	20

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.67	0.25	0.37	0.53	0.10	0.25	0.50	0.25	0.25	0.25	0.50
Final Sat.:	71	568	213	310	443	89	188	377	188	194	194	389

Capacity Analysis Module:

Vol/Sat:	0.14	0.14	0.14	0.23	0.23	0.23	0.05	0.05	0.05	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	7.8	7.8	7.8	8.4	8.4	8.4	7.7	7.7	7.7	7.6	7.6	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	7.8	7.8	8.4	8.4	8.4	7.7	7.7	7.7	7.6	7.6	7.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.8			8.4			7.7			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			8.4			7.7			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0

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

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Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #19 Main St / 6th St

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.124

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3

Optimal Cycle: 16 Level Of Service: B

\*\*\*\*\*

Street Name:	Main St						6th St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	0	80	30	10	130	30	40	40	10	50	50	10
Growth Adj:	1.00	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	80	30	10	130	30	40	40	10	50	50	10
Added Vol:	0	0	0	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	80	30	10	130	30	40	40	10	50	50	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	80	30	10	130	30	40	40	10	50	50	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	80	30	10	130	30	40	40	10	50	50	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	80	30	10	130	30	40	40	10	50	50	10

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.73	0.27	1.00	0.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	1236	464	1700	1381	319	1700	1700	1700	1700	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.06	0.06	0.01	0.09	0.09	0.02	0.02	0.01	0.03	0.03	0.01
Crit Moves:					****						****	
Green/Cycle:	0.00	0.76	0.76	0.76	0.76	0.76	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.00	0.08	0.08	0.01	0.12	0.12	0.10	0.10	0.02	0.12	0.12	0.02
Delay/Veh:	0.0	3.1	3.1	2.9	3.2	3.2	29.8	29.8	29.2	30.0	30.0	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.1	3.1	2.9	3.2	3.2	29.8	29.8	29.2	30.0	30.0	29.2
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	1	1	0	1	1	1	1	0	1	1	0

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

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Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #20 Lake St / 6th St

\*\*\*\*\*

Cycle (sec): 0 Critical Vol./Cap.(X): 0.102  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0  
 Optimal Cycle: 0 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Lake St						6th St					
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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0

Volume Module:	Lake St NB			Lake St SB			6th St EB			6th St WB		
Base Vol:	0	20	0	40	0	50	40	30	0	0	70	10
Growth Adj:	1.00	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	20	0	40	0	50	40	30	0	0	70	10
Added Vol:	0	0	0	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	20	0	40	0	50	40	30	0	0	70	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	0	40	0	50	40	30	0	0	70	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	20	0	40	0	50	40	30	0	0	70	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	20	0	40	0	50	40	30	0	0	70	10

Saturation Flow Module:	Lake St NB			Lake St SB			6th St EB			6th St WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	1.00	1.00	0.57	0.43	1.00	0.00	1.00	1.00
Final Sat.:	642	705	0	644	706	819	394	296	849	0	731	850

Capacity Analysis Module:	Lake St NB			Lake St SB			6th St EB			6th St WB		
Vol/Sat:	0.00	0.03	xxxx	0.06	0.00	0.06	0.10	0.10	0.00	xxxx	0.10	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	7.8	0.0	8.5	0.0	7.2	8.4	8.4	0.0	0.0	8.0	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	0.0	8.5	0.0	7.2	8.4	8.4	0.0	0.0	8.0	6.9
LOS by Move:	*	A	*	A	*	A	A	A	*	*	A	A
ApproachDel:	7.8			7.8			8.4			7.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.8			7.8			8.4			7.9		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.0	0.1	0.1	0.0

\*\*\*\*\*

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

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #21 Lake St / Orange Ave

\*\*\*\*\*

Cycle (sec): 0 Critical Vol./Cap.(X): 0.280  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9  
 Optimal Cycle: 0 Level Of Service: A

\*\*\*\*\*

Street Name:	Lake St						Orange Ave					
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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!

Volume Module:

Base Vol:	10	20	10	40	60	10	10	180	20	30	160	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:	10	20	10	40	60	10	10	180	20	30	160	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:	10	20	10	40	60	10	10	180	20	30	160	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:	10	20	10	40	60	10	10	180	20	30	160	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	10	40	60	10	10	180	20	30	160	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:	10	20	10	40	60	10	10	180	20	30	160	30

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.50	0.25	0.36	0.55	0.09	0.05	0.86	0.09	0.13	0.73	0.14
Final Sat.:	169	337	169	249	373	62	37	670	74	107	571	107

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.16	0.16	0.16	0.27	0.27	0.27	0.28	0.28	0.28
Crit Moves:	****			****			****			****		
Delay/Veh:	8.2	8.2	8.2	8.8	8.8	8.8	9.0	9.0	9.0	9.1	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	8.2	8.8	8.8	8.8	9.0	9.0	9.0	9.1	9.1	9.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.2			8.8			9.0			9.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.2			8.8			9.0			9.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4

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

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Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

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Intersection #22 1st St / Orange Ave & Atlanta Ave

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.229  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.9  
 Optimal Cycle: 24 Level Of Service: B

\*\*\*\*\*

Street Name:	1st St						Orange Ave & Atlanta Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

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Volume Module:	1st St			1st St			Orange Ave & Atlanta Ave			Orange Ave & Atlanta Ave		
Base Vol:	40	0	90	10	10	0	0	130	30	220	150	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:	40	0	90	10	10	0	0	130	30	220	150	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:	40	0	90	10	10	0	0	130	30	220	150	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:	40	0	90	10	10	0	0	130	30	220	150	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	90	10	10	0	0	130	30	220	150	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:	40	0	90	10	10	0	0	130	30	220	150	0

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Saturation Flow Module:	1st St			1st St			Orange Ave & Atlanta Ave			Orange Ave & Atlanta Ave		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.50	0.50	0.00	1.00	1.62	0.38	1.00	1.00	0.00
Final Sat.:	1700	0	1700	850	850	0	1700	2763	638	1700	1700	0

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Capacity Analysis Module:	1st St			1st St			Orange Ave & Atlanta Ave			Orange Ave & Atlanta Ave		
Vol/Sat:	0.02	0.00	0.05	0.01	0.01	0.00	0.00	0.05	0.05	0.13	0.09	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.23	0.00	0.23	0.23	0.23	0.00	0.00	0.21	0.21	0.56	0.77	0.00
Volume/Cap:	0.10	0.00	0.23	0.05	0.05	0.00	0.00	0.23	0.23	0.23	0.11	0.00
Delay/Veh:	30.4	0.0	31.5	30.0	30.0	0.0	0.0	33.3	33.3	11.0	3.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	0.0	31.5	30.0	30.0	0.0	0.0	33.3	33.3	11.0	3.0	0.0
LOS by Move:	C	A	C	C	C	A	A	C	C	B	A	A
HCM2kAvgQ:	1	0	2	0	0	0	0	2	2	3	1	0

\*\*\*\*\*

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

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Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #23 Beach Blvd / Atlanta Ave

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.271  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.9  
 Optimal Cycle: 26 Level Of Service: C

\*\*\*\*\*

Street Name:	Beach Blvd						Atlanta Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	1	2	1	0	1	0	2	1	0	1	0	2	0	1

Volume Module:

Base Vol:	10	320	60	170	610	110	50	140	30	60	250	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:	10	320	60	170	610	110	50	140	30	60	250	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:	10	320	60	170	610	110	50	140	30	60	250	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:	10	320	60	170	610	110	50	140	30	60	250	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	320	60	170	610	110	50	140	30	60	250	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:	10	320	60	170	610	110	50	140	30	60	250	170

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	3.28	0.62	1.00	2.54	0.46	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	174	5579	1046	1700	4321	779	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.10	0.14	0.14	0.03	0.04	0.02	0.04	0.07	0.10	
Crit Moves:				****				****					
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.11	0.26	0.26	0.22	0.37	0.37	
Volume/Cap:	0.11	0.11	0.11	0.19	0.27	0.27	0.27	0.16	0.07	0.16	0.20	0.27	
Delay/Veh:	14.6	14.6	14.6	15.4	16.0	16.0	49.9	34.6	33.7	38.0	25.8	26.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	14.6	14.6	14.6	15.4	16.0	16.0	49.9	34.6	33.7	38.0	25.8	26.7	
LOS by Move:	B	B	B	B	B	B	D	C	C	D	C	C	
HCM2kAvgQ:	2	2	2	3	5	5	2	2	1	2	3	4	

\*\*\*\*\*

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

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Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #24 Beach Blvd / Pacific View Ave

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.192

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3

Optimal Cycle: 28 Level Of Service: A

\*\*\*\*\*

Street Name: Beach Blvd Pacific View Ave

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 3 0 0 1 0 2 1 0 1 0 0 0 0 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 30 350 0 0 680 60 50 0 30 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: 30 350 0 0 680 60 50 0 30 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: 30 350 0 0 680 60 50 0 30 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: 30 350 0 0 680 60 50 0 30 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 30 350 0 0 680 60 50 0 30 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: 30 350 0 0 680 60 50 0 30 0 0 0

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Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 3.00 0.00 1.00 2.76 0.24 1.00 0.00 1.00 0.00 0.00 0.00

Final Sat.: 1700 5100 0 1700 4686 414 1700 0 1700 0 0 0

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Capacity Analysis Module:

Vol/Sat: 0.02 0.07 0.00 0.00 0.15 0.15 0.03 0.00 0.02 0.00 0.00 0.00

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

Green/Cycle: 0.09 0.85 0.00 0.00 0.76 0.76 0.15 0.00 0.15 0.00 0.00 0.00

Volume/Cap: 0.19 0.08 0.00 0.00 0.19 0.19 0.19 0.00 0.12 0.00 0.00 0.00

Delay/Veh: 51.0 1.5 0.0 0.0 4.2 4.2 44.7 0.0 44.0 0.0 0.0 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 51.0 1.5 0.0 0.0 4.2 4.2 44.7 0.0 44.0 0.0 0.0 0.0

LOS by Move: D A A A A A D A D A A A

HCM2kAvgQ: 1 1 0 0 3 3 2 0 1 0 0 0

\*\*\*\*\*

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

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Huntington Beach Traffic Impact Analysis  
Existing PM  
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Scenario Report

Scenario: Existing PM  
Command: Existing PM  
Volume: Existing PM  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: None  
Trip Distribution: None  
Paths: Default Path  
Routes: Default Route  
Configuration: Existing

Existing PM

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Huntington Beach Traffic Impact Analysis  
 Existing PM

Impact Analysis Report  
 Level Of Service

Intersection		Base		Future		Change in	
		LOS	Veh C	LOS	Veh C		
# 1	Pacific Coast Hwy / Warner Ave	C	23.8 0.624	C	23.8 0.624	+ 0.000	D/V
# 2	Pacific Coast Hwy / Seapoint A	B	13.5 0.641	B	13.5 0.641	+ 0.000	D/V
# 3	Pacific Coast Hwy / Goldenwest	C	21.4 0.691	C	21.4 0.691	+ 0.000	D/V
# 4	Pacific Coast Hwy / 17th St	A	9.4 0.556	A	9.4 0.556	+ 0.000	D/V
# 5	Pacific Coast Hwy / 9th St	A	2.6 0.494	A	2.6 0.494	+ 0.000	D/V
# 6	Pacific Coast Hwy / 6th St	B	12.2 0.400	B	12.2 0.400	+ 0.000	D/V
# 7	Pacific Coast Hwy / Main St	C	20.0 0.486	C	20.0 0.486	+ 0.000	D/V
# 8	Pacific Coast Hwy / 1st St	B	14.8 0.429	B	14.8 0.429	+ 0.000	D/V
# 9	Pacific Coast Hwy / Huntington	A	8.2 0.526	A	8.2 0.526	+ 0.000	D/V
# 10	Pacific Coast Hwy / Beach Blvd	B	18.0 0.668	B	18.0 0.668	+ 0.000	D/V
# 11	Pacific Coast Hwy / Newland S	B	10.8 0.575	B	10.8 0.575	+ 0.000	D/V
# 12	Pacific Coast Hwy / Magnolia S	A	9.8 0.604	A	9.8 0.604	+ 0.000	D/V
# 13	Pacific Coast Hwy / Brookhurst	B	17.3 0.626	B	17.3 0.626	+ 0.000	D/V
# 14	Main St / Yorktown Ave	C	27.9 0.429	C	27.9 0.429	+ 0.000	D/V
# 15	Main St / 17 th St	B	11.1 0.259	B	11.1 0.259	+ 0.000	D/V
# 16	Main St / Adams Ave	B	16.5 0.518	B	16.5 0.518	+ 0.000	D/V
# 17	Main St / Walnut Ave	A	8.6 0.272	A	8.6 0.272	+ 0.000	V/C
# 18	Main St / Olive Ave	A	8.7 0.256	A	8.7 0.256	+ 0.000	V/C
# 19	Main St / 6th St	B	13.4 0.165	B	13.4 0.165	+ 0.000	D/V
# 20	Lake St / 6th St	A	9.2 0.226	A	9.2 0.226	+ 0.000	V/C
# 21	Lake St / Orange Ave	B	10.2 0.443	B	10.2 0.443	+ 0.000	V/C
# 22	1st St / Orange Ave & Atlanta	C	20.8 0.291	C	20.8 0.291	+ 0.000	D/V
# 23	Beach Blvd / Atlanta Ave	C	22.1 0.329	C	22.1 0.329	+ 0.000	D/V
# 24	Beach Blvd / Pacific View Ave	A	8.3 0.235	A	8.3 0.235	+ 0.000	D/V

Huntington Beach Traffic Impact Analysis  
 Existing PM

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

\*\*\*\*\*

Intersection #1 Pacific Coast Hwy / Warner Ave

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.624  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.8  
 Optimal Cycle: 61 Level Of Service: C

\*\*\*\*\*

Street Name:	Pacific Coast Hwy						Warner Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	1	1	0	2	0	1	0	2

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Volume Module:

Base Vol:	20	1190	320	300	1150	30	30	110	40	330	70	550
Growth Adj:	1.00	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	1190	320	300	1150	30	30	110	40	330	70	550
Added Vol:	0	0	0	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	1190	320	300	1150	30	30	110	40	330	70	550
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1190	320	300	1150	30	30	110	40	330	70	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1190	320	300	1150	30	30	110	40	330	70	550
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1190	320	300	1150	30	30	110	40	330	70	550

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	2.00	1.95	0.05	1.00	0.73	0.27	2.00	1.00	2.00
Final Sat.:	1700	3400	1700	3400	3314	86	1700	1247	453	3400	1700	3400

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Capacity Analysis Module:

Vol/Sat:	0.01	0.35	0.19	0.09	0.35	0.35	0.02	0.09	0.09	0.10	0.04	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.02	0.56	0.56	0.14	0.68	0.68	0.06	0.14	0.14	0.16	0.24	0.38
Volume/Cap:	0.51	0.62	0.34	0.62	0.51	0.51	0.31	0.62	0.62	0.62	0.17	0.42
Delay/Veh:	68.8	18.4	14.4	51.0	9.6	9.6	56.0	53.5	53.5	49.7	36.4	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.8	18.4	14.4	51.0	9.6	9.6	56.0	53.5	53.5	49.7	36.4	27.6
LOS by Move:	E	B	B	D	A	A	E	D	D	D	D	C
HCM2kAvgQ:	1	15	6	6	11	11	1	6	6	7	2	7

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

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Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

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Intersection #2 Pacific Coast Hwy / Seapoint Ave

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.641  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5  
 Optimal Cycle: 64 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Pacific Coast Hwy				Seapoint Ave												
Approach:	North Bound		South Bound		East Bound		West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Protected		Protected		Protected		Protected										
Rights:	Include		Include		Include		Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	1350	70	210	1370	0	0	0	0	40	0	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:	0	1350	70	210	1370	0	0	0	0	40	0	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:	0	1350	70	210	1370	0	0	0	0	40	0	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:	0	1350	70	210	1370	0	0	0	0	40	0	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1350	70	210	1370	0	0	0	0	40	0	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:	0	1350	70	210	1370	0	0	0	0	40	0	170

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	1.90	0.10	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3232	168	1700	3400	0	0	0	0	3400	0	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.42	0.42	0.12	0.40	0.00	0.00	0.00	0.00	0.01	0.00	0.10
Crit Moves:	****		****								****	
Green/Cycle:	0.00	0.65	0.65	0.19	0.84	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Volume/Cap:	0.00	0.64	0.64	0.64	0.48	0.00	0.00	0.00	0.00	0.08	0.00	0.64
Delay/Veh:	0.0	13.2	13.2	48.9	2.6	0.0	0.0	0.0	0.0	43.3	0.0	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.2	13.2	48.9	2.6	0.0	0.0	0.0	0.0	43.3	0.0	52.7
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	16	16	8	7	0	0	0	0	1	0	7

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

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Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

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Intersection #3 Pacific Coast Hwy / Goldenwest St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.691  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4  
 Optimal Cycle: 74 Level Of Service: C

\*\*\*\*\*

Street Name: Pacific Coast Hwy Goldenwest St

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|-----|

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 2 0 0 0 0 0 0 0 1 0 0 0 1

-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 10 1250 220 320 1060 0 0 0 0 190 0 230

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 10 1250 220 320 1060 0 0 0 0 190 0 230

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 10 1250 220 320 1060 0 0 0 0 190 0 230

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 10 1250 220 320 1060 0 0 0 0 190 0 230

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 10 1250 220 320 1060 0 0 0 0 190 0 230

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 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: 10 1250 220 320 1060 0 0 0 0 190 0 230

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700

Adjustment: 1.00 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 0.00 0.00 0.00 0.00 1.00 0.00 1.00

Final Sat.: 1700 3400 1700 1700 3400 0 0 0 0 1700 0 1700

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.01 0.37 0.13 0.19 0.31 0.00 0.00 0.00 0.00 0.11 0.00 0.14

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

Green/Cycle: 0.01 0.53 0.53 0.27 0.79 0.00 0.00 0.00 0.00 0.20 0.00 0.20

Volume/Cap: 0.39 0.69 0.24 0.69 0.39 0.00 0.00 0.00 0.00 0.57 0.00 0.69

Delay/Veh: 68.4 22.0 15.2 43.6 4.0 0.0 0.0 0.0 0.0 46.1 0.0 51.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 68.4 22.0 15.2 43.6 4.0 0.0 0.0 0.0 0.0 46.1 0.0 51.0

LOS by Move: E C B D A A A A A D A D

HCM2kAvgQ: 1 18 4 12 6 0 0 0 0 7 0 9

\*\*\*\*\*

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

\*\*\*\*\*

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 Pacific Coast Hwy / 17th St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.556  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4  
 Optimal Cycle: 51 Level Of Service: A

\*\*\*\*\*

Street Name: Pacific Coast Hwy 17th St

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|-----|

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 2 0 1 1 0 2 0 0 0 0 0 0 0 1

-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 0 1390 70 160 1110 0 0 0 0 50 0 90

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 1390 70 160 1110 0 0 0 0 50 0 90

Added Vol: 0 0 0 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 1390 70 160 1110 0 0 0 0 50 0 90

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 1390 70 160 1110 0 0 0 0 50 0 90

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 1390 70 160 1110 0 0 0 0 50 0 90

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 1390 70 160 1110 0 0 0 0 50 0 90

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00

Final Sat.: 0 3400 1700 1700 3400 0 0 0 0 1700 0 1700

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.00 0.41 0.04 0.09 0.33 0.00 0.00 0.00 0.00 0.03 0.00 0.05

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

Green/Cycle: 0.00 0.74 0.74 0.17 0.90 0.00 0.00 0.00 0.00 0.10 0.00 0.10

Volume/Cap: 0.00 0.56 0.06 0.56 0.36 0.00 0.00 0.00 0.00 0.31 0.00 0.56

Delay/Veh: 0.0 7.4 4.4 48.1 0.9 0.0 0.0 0.0 0.0 51.7 0.0 56.1

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 7.4 4.4 48.1 0.9 0.0 0.0 0.0 0.0 51.7 0.0 56.1

LOS by Move: A A A D A A A A A D A E

HCM2kAvgQ: 0 12 1 6 3 0 0 0 0 2 0 4

\*\*\*\*\*

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

\*\*\*\*\*

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #5 Pacific Coast Hwy / 9th St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.494

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 2.6

Optimal Cycle: 45 Level Of Service: A

\*\*\*\*\*

Street Name: Pacific Coast Hwy 9th St

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 2 0 1 1 0 2 0 0 0 0 0 0 0 0 1 1 0 0 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 0 1540 30 20 1150 0 0 0 0 50 0 20

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 1540 30 20 1150 0 0 0 0 50 0 20

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 1540 30 20 1150 0 0 0 0 50 0 20

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 1540 30 20 1150 0 0 0 0 50 0 20

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 1540 30 20 1150 0 0 0 0 50 0 20

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 1540 30 20 1150 0 0 0 0 50 0 20

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Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00

Final Sat.: 0 3400 1700 1700 3400 0 0 0 0 1700 0 1700

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Capacity Analysis Module:

Vol/Sat: 0.00 0.45 0.02 0.01 0.34 0.00 0.00 0.00 0.00 0.03 0.00 0.01

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

Green/Cycle: 0.00 0.92 0.92 0.02 0.94 0.00 0.00 0.00 0.00 0.06 0.00 0.06

Volume/Cap: 0.00 0.49 0.02 0.49 0.36 0.00 0.00 0.00 0.00 0.49 0.00 0.20

Delay/Veh: 0.0 0.9 0.4 67.0 0.4 0.0 0.0 0.0 0.0 58.4 0.0 54.7

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.9 0.4 67.0 0.4 0.0 0.0 0.0 0.0 58.4 0.0 54.7

LOS by Move: A A A E A A A A A E A D

HCM2kAvgQ: 0 5 0 1 2 0 0 0 0 2 0 1

\*\*\*\*\*

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

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Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

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Intersection #6 Pacific Coast Hwy / 6th St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.400

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2

Optimal Cycle: 31 Level Of Service: B

\*\*\*\*\*

Street Name: Pacific Coast Hwy 6th St

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Protected Protected Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 1 0 1 0 2 1 0 0 0 1! 0 0 1 0 0 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 40 1360 50 80 1030 30 40 20 70 40 30 70

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 40 1360 50 80 1030 30 40 20 70 40 30 70

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 40 1360 50 80 1030 30 40 20 70 40 30 70

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 40 1360 50 80 1030 30 40 20 70 40 30 70

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 40 1360 50 80 1030 30 40 20 70 40 30 70

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 40 1360 50 80 1030 30 40 20 70 40 30 70

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Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.89 0.11 1.00 2.92 0.08 0.31 0.15 0.54 1.00 0.30 0.70

Final Sat.: 1700 4919 181 1700 4956 144 523 262 915 1700 510 1190

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.02 0.28 0.28 0.05 0.21 0.21 0.08 0.08 0.08 0.02 0.06 0.06

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

Green/Cycle: 0.08 0.69 0.69 0.12 0.73 0.73 0.19 0.19 0.19 0.19 0.19 0.19

Volume/Cap: 0.29 0.40 0.40 0.40 0.29 0.29 0.40 0.40 0.40 0.12 0.31 0.31

Delay/Veh: 52.9 8.0 8.0 50.3 5.7 5.7 43.3 43.3 43.3 40.4 42.2 42.2

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 52.9 8.0 8.0 50.3 5.7 5.7 43.3 43.3 43.3 40.4 42.2 42.2

LOS by Move: D A A D A A D D D D D D

HCM2kAvgQ: 2 7 7 3 4 4 4 4 4 1 3 3

\*\*\*\*\*

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

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

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Intersection #7 Pacific Coast Hwy / Main St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.486  
 Loss Time (sec): 30 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0  
 Optimal Cycle: 76 Level Of Service: C

\*\*\*\*\*

Street Name:	Pacific Coast Hwy				Main St											
Approach:	North Bound		South Bound		East Bound		West Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected		Protected		Protected		Protected									
Rights:	Include		Include		Include		Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	3	0	1	1	0	3	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	40	1320	130	90	1040	0	0	0	0	90	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1320	130	90	1040	0	0	0	0	90	0	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1320	130	90	1040	0	0	0	0	90	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1320	130	90	1040	0	0	0	0	90	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1320	130	90	1040	0	0	0	0	90	0	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1320	130	90	1040	0	0	0	0	90	0	90

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	5100	1700	1700	5100	0	0	0	0	1700	0	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.26	0.08	0.05	0.20	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.07	0.53	0.53	0.11	0.57	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Volume/Cap:	0.35	0.49	0.14	0.49	0.35	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Delay/Veh:	55.5	17.8	14.3	52.3	13.7	0.0	0.0	0.0	0.0	52.3	0.0	52.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	17.8	14.3	52.3	13.7	0.0	0.0	0.0	0.0	52.3	0.0	52.3
LOS by Move:	E	B	B	D	B	A	A	A	A	D	A	D
HCM2kAvgQ:	2	10	2	4	7	0	0	0	0	4	0	4

Note: Queue reported is the number of cars per lane.  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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Intersection #8 Pacific Coast Hwy / 1st St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.429  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8  
 Optimal Cycle: 40 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Pacific Coast Hwy						1st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	1	0	0	1	1

Volume Module:	Pacific Coast Hwy			Pacific Coast Hwy			1st St			1st St		
Base Vol:	50	1430	70	100	1000	20	60	40	60	110	30	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1430	70	100	1000	20	60	40	60	110	30	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1430	70	100	1000	20	60	40	60	110	30	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1430	70	100	1000	20	60	40	60	110	30	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1430	70	100	1000	20	60	40	60	110	30	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1430	70	100	1000	20	60	40	60	110	30	50

Saturation Flow Module:	Pacific Coast Hwy			Pacific Coast Hwy			1st St			1st St		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	2.86	0.14	1.00	2.94	0.06	1.20	0.80	1.00	1.57	0.43	2.00
Final Sat.:	1700	4862	238	1700	5000	100	2040	1360	1700	2671	729	3400

Capacity Analysis Module:	Pacific Coast Hwy			Pacific Coast Hwy			1st St			1st St		
Vol/Sat:	0.03	0.29	0.29	0.06	0.20	0.20	0.03	0.03	0.04	0.04	0.04	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.68	0.68	0.14	0.72	0.72	0.08	0.08	0.08	0.10	0.10	0.10
Volume/Cap:	0.28	0.43	0.43	0.43	0.28	0.28	0.36	0.36	0.43	0.43	0.43	0.15
Delay/Veh:	50.3	8.5	8.5	48.8	6.1	6.1	52.9	52.9	54.5	52.1	52.1	50.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	8.5	8.5	48.8	6.1	6.1	52.9	52.9	54.5	52.1	52.1	50.0
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	8	8	4	4	4	2	2	3	3	3	1

Note: Queue reported is the number of cars per lane.  
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Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

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Intersection #9 Pacific Coast Hwy / Huntington St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.526  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2  
 Optimal Cycle: 39 Level Of Service: A

\*\*\*\*\*

Street Name:	Pacific Coast Hwy						Huntington St													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Permitted			Permitted										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1	0	1	0	1	1	0	0	1

Volume Module:

Base Vol:	40	1520	70	50	1060	10	40	50	80	10	30	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:	40	1520	70	50	1060	10	40	50	80	10	30	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:	40	1520	70	50	1060	10	40	50	80	10	30	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:	40	1520	70	50	1060	10	40	50	80	10	30	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1520	70	50	1060	10	40	50	80	10	30	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:	40	1520	70	50	1060	10	40	50	80	10	30	30

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.47	0.59	0.94	1.00	1.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	800	1000	1600	1700	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.45	0.04	0.03	0.31	0.01	0.05	0.05	0.05	0.01	0.02	0.02
Crit Moves:	****			****			****					
Green/Cycle:	0.06	0.85	0.85	0.06	0.84	0.84	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.37	0.53	0.05	0.53	0.37	0.01	0.53	0.53	0.53	0.06	0.19	0.19
Delay/Veh:	56.0	2.7	1.4	60.5	2.3	1.5	53.3	53.3	53.3	49.5	50.4	50.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	2.7	1.4	60.5	2.3	1.5	53.3	53.3	53.3	49.5	50.4	50.6
LOS by Move:	E	A	A	E	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	8	0	3	5	0	4	4	4	0	1	1

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 Pacific Coast Hwy / Beach Blvd

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.668  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0  
 Optimal Cycle: 69 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Pacific Coast Hwy					Beach Blvd									
Approach:	North Bound		South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected			Protected			Protected						
Rights:	Include		Include			Ignore			Ignore						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	40	1380	750	190	1010	30	20	50	30	340	50	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1380	750	190	1010	30	20	50	30	340	50	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1380	750	190	1010	30	20	50	30	340	50	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	40	1380	750	190	1010	30	20	50	0	340	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1380	750	190	1010	30	20	50	0	340	50	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	40	1380	750	190	1010	30	20	50	0	340	50	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	3400	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.41	0.44	0.11	0.30	0.02	0.01	0.01	0.00	0.10	0.03	0.00
Crit Moves:	****		****			****			****			
Green/Cycle:	0.06	0.66	0.66	0.17	0.77	0.77	0.05	0.02	0.00	0.15	0.12	0.00
Volume/Cap:	0.39	0.61	0.67	0.67	0.39	0.02	0.24	0.67	0.00	0.67	0.24	0.00
Delay/Veh:	56.6	12.1	13.9	52.8	4.7	3.3	56.4	78.9	0.0	51.6	48.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	12.1	13.9	52.8	4.7	3.3	56.4	78.9	0.0	51.6	48.2	0.0
LOS by Move:	E	B	B	D	A	A	E	E	A	D	D	A
HCM2kAvgQ:	2	15	17	8	6	0	1	2	0	7	2	0

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

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Huntington Beach Traffic Impact Analysis  
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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Pacific Coast Hwy / Newland St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.575

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8

Optimal Cycle: 54 Level Of Service: B

\*\*\*\*\*

Street Name: Pacific Coast Hwy Newland St

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Protected Protected Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 1 0 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 0 2080 270 150 1150 10 0 10 0 100 0 130

Growth Adj: 1.00 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 2080 270 150 1150 10 0 10 0 100 0 130

Added Vol: 0 0 0 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 2080 270 150 1150 10 0 10 0 100 0 130

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 2080 270 150 1150 10 0 10 0 100 0 130

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 2080 270 150 1150 10 0 10 0 100 0 130

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 2080 270 150 1150 10 0 10 0 100 0 130

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Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.00 2.00 0.00 1.00 0.00 1.00

Final Sat.: 1700 5100 1700 1700 5100 1700 0 3400 0 1700 0 1700

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Capacity Analysis Module:

Vol/Sat: 0.00 0.41 0.16 0.09 0.23 0.01 0.00 0.00 0.00 0.06 0.00 0.08

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

Green/Cycle: 0.00 0.71 0.71 0.15 0.86 0.86 0.00 0.01 0.00 0.13 0.00 0.13

Volume/Cap: 0.00 0.58 0.22 0.58 0.26 0.01 0.00 0.58 0.00 0.44 0.00 0.58

Delay/Veh: 0.0 8.8 6.1 50.3 1.5 1.2 0.0 99.2 0.0 49.3 0.0 52.5

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 8.8 6.1 50.3 1.5 1.2 0.0 99.2 0.0 49.3 0.0 52.5

LOS by Move: A A A D A A A F A D A D

HCM2kAvgQ: 0 13 3 6 3 0 0 1 0 4 0 5

\*\*\*\*\*

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

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Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Pacific Coast Hwy / Magnolia St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.604  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8  
 Optimal Cycle: 58 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Pacific Coast Hwy						Magnolia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	1	1	0	0	1	0	1

Volume Module:

Base Vol:	30	2390	180	120	1070	30	20	30	10	70	30	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	2390	180	120	1070	30	20	30	10	70	30	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	2390	180	120	1070	30	20	30	10	70	30	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	2390	180	120	1070	30	20	30	10	70	30	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	2390	180	120	1070	30	20	30	10	70	30	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	2390	180	120	1070	30	20	30	10	70	30	70

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.75	0.25	1.40	0.60	1.00
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	1275	425	2380	1020	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.47	0.11	0.07	0.21	0.02	0.01	0.02	0.02	0.03	0.03	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.78	0.78	0.12	0.82	0.82	0.04	0.04	0.04	0.07	0.07	0.07
Volume/Cap:	0.25	0.60	0.14	0.60	0.25	0.02	0.30	0.60	0.60	0.43	0.43	0.60
Delay/Veh:	54.1	5.9	3.4	55.5	2.4	1.9	58.6	71.5	71.5	55.0	55.0	63.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	5.9	3.4	55.5	2.4	1.9	58.6	71.5	71.5	55.0	55.0	63.1
LOS by Move:	D	A	A	E	A	A	E	E	E	D	D	E
HCM2kAvgQ:	1	13	2	5	3	0	1	2	2	2	2	4

Note: Queue reported is the number of cars per lane.  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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Intersection #13 Pacific Coast Hwy / Brookhurst St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 0.626  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3  
 Optimal Cycle: 61 Level Of Service: B

\*\*\*\*\*

Street Name:	Pacific Coast Hwy				Brookhurst St											
Approach:	North Bound		South Bound		East Bound		West Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected		Protected		Protected		Protected									
Rights:	Include		Include		Include		Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	0	1	0	1

Volume Module:

Base Vol:	20	2010	540	190	1240	10	20	40	30	270	30	140
Growth Adj:	1.00	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	2010	540	190	1240	10	20	40	30	270	30	140
Added Vol:	0	0	0	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	2010	540	190	1240	10	20	40	30	270	30	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2010	540	190	1240	10	20	40	30	270	30	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2010	540	190	1240	10	20	40	30	270	30	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	2010	540	190	1240	10	20	40	30	270	30	140

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.57	0.43	2.00	1.00	1.00
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	971	729	3400	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.39	0.32	0.11	0.24	0.01	0.01	0.04	0.04	0.08	0.02	0.08
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.04	0.63	0.63	0.18	0.77	0.77	0.02	0.07	0.07	0.13	0.17	0.17
Volume/Cap:	0.32	0.63	0.50	0.63	0.32	0.01	0.49	0.63	0.63	0.63	0.10	0.49
Delay/Veh:	59.1	14.0	12.5	49.7	4.2	3.2	66.7	65.3	65.3	52.6	42.4	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	14.0	12.5	49.7	4.2	3.2	66.7	65.3	65.3	52.6	42.4	46.5
LOS by Move:	E	B	B	D	A	A	E	E	E	D	D	D
HCM2kAvgQ:	1	15	11	7	5	0	1	4	4	6	1	5

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

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

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Intersection #14 Main St / Yorktown Ave

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 27.9  
 Optimal Cycle: 40 Level Of Service: C  
 \*\*\*\*\*

Street Name:	Main St						Yorktown Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	190	390	50	230	460	90	70	460	150	80	500	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	390	50	230	460	90	70	460	150	80	500	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	390	50	230	460	90	70	460	150	80	500	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	390	50	230	460	90	70	460	150	80	500	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	390	50	230	460	90	70	460	150	80	500	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	190	390	50	230	460	90	70	460	150	80	500	160

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.03	0.07	0.14	0.05	0.04	0.14	0.09	0.05	0.15	0.09
Crit Moves:	***			***			***			***		
Green/Cycle:	0.26	0.36	0.36	0.21	0.32	0.32	0.09	0.32	0.32	0.11	0.33	0.33
Volume/Cap:	0.43	0.32	0.08	0.32	0.43	0.17	0.44	0.43	0.28	0.43	0.44	0.28
Delay/Veh:	31.5	23.1	21.0	33.4	27.4	24.9	44.9	27.4	26.0	43.2	26.5	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	23.1	21.0	33.4	27.4	24.9	44.9	27.4	26.0	43.2	26.5	24.9
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	4	1	3	6	2	3	6	4	3	6	4

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

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Huntington Beach Traffic Impact Analysis  
 Existing PM

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

\*\*\*\*\*

Intersection #15 Main St / 17 th St

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.259  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1  
 Optimal Cycle: 19 Level Of Service: B

\*\*\*\*\*

Street Name:	Main St						17th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	10	430	10	0	520	180	180	10	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:	10	430	10	0	520	180	180	10	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:	10	430	10	0	520	180	180	10	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:	10	430	10	0	520	180	180	10	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	430	10	0	520	180	180	10	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:	10	430	10	0	520	180	180	10	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Final Sat.:	1700	3400	1700	0	3400	1700	1700	1700	0	1700	0	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.13	0.01	0.00	0.15	0.11	0.11	0.01	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green/Cycle:	0.59	0.59	0.59	0.00	0.59	0.59	0.41	0.41	0.00	0.00	0.00	0.00
Volume/Cap:	0.01	0.21	0.01	0.00	0.26	0.18	0.26	0.01	0.00	0.00	0.00	0.00
Delay/Veh:	8.4	9.6	8.4	0.0	9.9	9.4	19.7	17.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	9.6	8.4	0.0	9.9	9.4	19.7	17.6	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	A	A	A	A
HCM2kAvgQ:	0	3	0	0	4	3	4	0	0	0	0	0

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

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Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #16 Main St / Adams Ave

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5  
 Optimal Cycle: 30 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Main St					Adams Ave						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	10	370	90	80	420	10	0	160	10	180	280	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:	10	370	90	80	420	10	0	160	10	180	280	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:	10	370	90	80	420	10	0	160	10	180	280	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:	10	370	90	80	420	10	0	160	10	180	280	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	370	90	80	420	10	0	160	10	180	280	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:	10	370	90	80	420	10	0	160	10	180	280	60

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.39	0.61	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	0	1700	1700	665	1035	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.22	0.05	0.05	0.25	0.01	0.00	0.09	0.01	0.27	0.27	0.04
Crit Moves:					****						****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.00	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.01	0.46	0.11	0.10	0.52	0.01	0.00	0.18	0.01	0.52	0.52	0.07
Delay/Veh:	13.7	17.9	14.5	14.4	18.7	13.7	0.0	12.7	11.5	16.2	16.2	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	17.9	14.5	14.4	18.7	13.7	0.0	12.7	11.5	16.2	16.2	11.8
LOS by Move:	B	B	B	B	B	B	A	B	B	B	B	B
HCM2kAvgQ:	0	8	2	1	9	0	0	3	0	9	9	1

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

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Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #17 Main St / Walnut Ave

\*\*\*\*\*

Cycle (sec): 0 Critical Vol./Cap.(X): 0.272  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6  
 Optimal Cycle: 0 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Main St						Walnut Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	10	150	60	30	120	20	10	30	20	30	40	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:	10	150	60	30	120	20	10	30	20	30	40	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:	10	150	60	30	120	20	10	30	20	30	40	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:	10	150	60	30	120	20	10	30	20	30	40	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	150	60	30	120	20	10	30	20	30	40	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:	10	150	60	30	120	20	10	30	20	30	40	30

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.68	0.27	0.18	0.70	0.12	0.17	0.50	0.33	0.30	0.40	0.30
Final Sat.:	37	552	221	137	548	91	118	354	236	215	286	215

Capacity Analysis Module:

Vol/Sat:	0.27	0.27	0.27	0.22	0.22	0.22	0.08	0.08	0.08	0.14	0.14	0.14
Crit Moves:			****			****			****			****
Delay/Veh:	8.8	8.8	8.8	8.7	8.7	8.7	8.1	8.1	8.1	8.4	8.4	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	8.7	8.7	8.7	8.1	8.1	8.1	8.4	8.4	8.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.8			8.7			8.1			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			8.7			8.1			8.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.1	0.1	0.1	0.1	0.1	0.1

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

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Huntington Beach Traffic Impact Analysis  
 Existing PM

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #18 Main St / Olive Ave

\*\*\*\*\*

Cycle (sec): 0 Critical Vol./Cap.(X): 0.256

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7

Optimal Cycle: 0 Level Of Service: A

\*\*\*\*\*

Street Name:	Main St						Olive Ave					
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											
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!

Volume Module:	Main St			Main St			Olive Ave			Olive Ave		
Base Vol:	30	140	30	40	120	30	20	30	30	20	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	140	30	40	120	30	20	30	30	20	30	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	140	30	40	120	30	20	30	30	20	30	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	140	30	40	120	30	20	30	30	20	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	140	30	40	120	30	20	30	30	20	30	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	30	140	30	40	120	30	20	30	30	20	30	40

Saturation Flow Module:	Main St			Main St			Olive Ave			Olive Ave		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.70	0.15	0.21	0.63	0.16	0.25	0.37	0.38	0.22	0.33	0.45
Final Sat.:	117	547	117	164	492	123	178	267	267	160	240	321

Capacity Analysis Module:	Main St			Main St			Olive Ave			Olive Ave		
Vol/Sat:	0.26	0.26	0.26	0.24	0.24	0.24	0.11	0.11	0.11	0.12	0.12	0.12
Crit Moves:	****			****			****			****		
Delay/Veh:	8.9	8.9	8.9	8.8	8.8	8.8	8.2	8.2	8.2	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.9	8.9	8.8	8.8	8.8	8.2	8.2	8.2	8.2	8.2	8.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.9			8.8			8.2			8.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.9			8.8			8.2			8.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.1	0.1	0.1	0.1	0.1	0.1

\*\*\*\*\*

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

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Huntington Beach Traffic Impact Analysis  
 Existing PM

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

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Intersection #19 Main St / 6th St

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.165  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4  
 Optimal Cycle: 17 Level Of Service: B

\*\*\*\*\*

Street Name:	Main St				6th St								
Approach:	North Bound		South Bound		East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted						
Rights:	Include		Include		Include		Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	10	150	20	30	160	50	50	70	10	30	70	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:	10	150	20	30	160	50	50	70	10	30	70	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:	10	150	20	30	160	50	50	70	10	30	70	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:	10	150	20	30	160	50	50	70	10	30	70	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	150	20	30	160	50	50	70	10	30	70	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:	10	150	20	30	160	50	50	70	10	30	70	30

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.88	0.12	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	1500	200	1700	1295	405	1700	1700	1700	1700	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.10	0.10	0.02	0.12	0.12	0.03	0.04	0.01	0.02	0.04	0.02
Crit Moves:					****						****	
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.01	0.13	0.13	0.02	0.16	0.16	0.12	0.16	0.02	0.07	0.16	0.07
Delay/Veh:	3.1	3.5	3.5	3.2	3.6	3.6	29.1	29.5	28.3	28.7	29.5	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.1	3.5	3.5	3.2	3.6	3.6	29.1	29.5	28.3	28.7	29.5	28.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	1	1	0	2	2	1	2	0	1	2	1

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

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Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #20 Lake St / 6th St

\*\*\*\*\*

Cycle (sec): 0 Critical Vol./Cap.(X): 0.226  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2  
 Optimal Cycle: 0 Level Of Service: A

\*\*\*\*\*

Street Name:	Lake St						6th St					
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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	10	130	20	30	120	50	50	60	10	10	70	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	130	20	30	120	50	50	60	10	10	70	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	130	20	30	120	50	50	60	10	10	70	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	130	20	30	120	50	50	60	10	10	70	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	130	20	30	120	50	50	60	10	10	70	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	130	20	30	120	50	50	60	10	10	70	20

Saturation Flow Module:

Adjustment:	1.00	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	0.87	0.13	1.00	1.00	1.00	0.45	0.55	1.00	0.12	0.88	1.00
Final Sat.:	595	574	88	577	630	715	271	325	702	76	531	696

Capacity Analysis Module:

Vol/Sat:	0.02	0.23	0.23	0.05	0.19	0.07	0.18	0.18	0.01	0.13	0.13	0.03
Crit Moves:			****		****			****			****	
Delay/Veh:	8.6	9.4	9.4	9.0	9.4	7.9	9.7	9.7	7.6	9.1	9.1	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	9.4	9.4	9.0	9.4	7.9	9.7	9.7	7.6	9.1	9.1	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.3			9.0			9.5			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			9.0			9.5			8.8	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.3	0.3	0.1	0.2	0.1	0.2	0.2	0.0	0.1	0.1	0.0

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

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Huntington Beach Traffic Impact Analysis  
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #21 Lake St / Orange Ave

\*\*\*\*\*

Cycle (sec): 0 Critical Vol./Cap.(X): 0.443  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2  
 Optimal Cycle: 0 Level Of Service: B

\*\*\*\*\*

Street Name:	Lake St						Orange Ave					
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 Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

-----

Volume Module:

Base Vol: 20 70 10 70 60 20 20 140 30 20 230 80

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 20 70 10 70 60 20 20 140 30 20 230 80

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 20 70 10 70 60 20 20 140 30 20 230 80

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 20 70 10 70 60 20 20 140 30 20 230 80

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 20 70 10 70 60 20 20 140 30 20 230 80

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 20 70 10 70 60 20 20 140 30 20 230 80

-----

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.20 0.70 0.10 0.47 0.40 0.13 0.10 0.74 0.16 0.06 0.70 0.24

Final Sat.: 123 432 62 295 253 84 74 515 110 45 519 181

-----

Capacity Analysis Module:

Vol/Sat: 0.16 0.16 0.16 0.24 0.24 0.24 0.27 0.27 0.27 0.44 0.44 0.44

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

Delay/Veh: 9.2 9.2 9.2 9.7 9.7 9.7 9.6 9.6 9.6 11.1 11.1 11.1

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 9.2 9.2 9.2 9.7 9.7 9.7 9.6 9.6 9.6 11.1 11.1 11.1

LOS by Move: A A A A A A A A A B B B

ApproachDel: 9.2 9.7 9.6 11.1

Delay Adj: 1.00 1.00 1.00

ApprAdjDel: 9.2 9.7 9.6 11.1

LOS by Appr: A A A B

AllWayAvgQ: 0.2 0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.7 0.7 0.7

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

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Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

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Intersection #22 1st St / Orange Ave & Atlanta Ave

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.291

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.8

Optimal Cycle: 26 Level Of Service: C

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Street Name:	1st St				Orange Ave & Atlanta Ave							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Permitted				Permitted				Protected		Protected				
Rights:	Include				Include				Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	0	1	1	0	0	0	0	1	0	1	1	0

Volume Module:

Base Vol:	70	10	190	10	0	0	0	200	70	170	220	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	190	10	0	0	0	200	70	170	220	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	10	190	10	0	0	0	200	70	170	220	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	10	190	10	0	0	0	200	70	170	220	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	10	190	10	0	0	0	200	70	170	220	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	10	190	10	0	0	0	200	70	170	220	10

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.87	0.13	1.00	1.00	0.00	0.00	1.00	1.48	0.52	1.00	0.96	0.04
Final Sat.:	1488	213	1700	1700	0	0	1700	2519	881	1700	1626	74

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.11	0.01	0.00	0.00	0.00	0.08	0.08	0.10	0.14	0.14
Crit Moves:	****						****		****			
Green/Cycle:	0.38	0.38	0.38	0.38	0.00	0.00	0.00	0.27	0.27	0.34	0.62	0.62
Volume/Cap:	0.12	0.12	0.29	0.02	0.00	0.00	0.00	0.29	0.29	0.29	0.22	0.22
Delay/Veh:	20.0	20.0	21.6	19.1	0.0	0.0	0.0	28.9	28.9	24.2	8.6	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	20.0	21.6	19.1	0.0	0.0	0.0	28.9	28.9	24.2	8.6	8.6
LOS by Move:	C	C	C	B	A	A	A	C	C	C	A	A
HCM2kAvgQ:	2	2	4	0	0	0	0	3	3	4	3	3

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

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Huntington Beach Traffic Impact Analysis  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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Intersection #23 Beach Blvd / Atlanta Ave

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.329  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1  
 Optimal Cycle: 28 Level Of Service: C  
 \*\*\*\*\*

Street Name:	Beach Blvd						Atlanta Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	1	2	1	0	1	0	2	1	0	1	0	2	0	1

Volume Module:

Base Vol:	80	840	100	270	500	70	80	280	20	50	270	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	840	100	270	500	70	80	280	20	50	270	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	840	100	270	500	70	80	280	20	50	270	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	840	100	270	500	70	80	280	20	50	270	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	840	100	270	500	70	80	280	20	50	270	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	80	840	100	270	500	70	80	280	20	50	270	210

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	3.30	0.39	1.00	2.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	533	5600	667	1700	4474	626	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.15	0.15	0.15	0.16	0.11	0.11	0.05	0.08	0.01	0.03	0.08	0.12	
Crit Moves:				****				****					
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.14	0.38	0.38	0.14	0.38	0.38	
Volume/Cap:	0.31	0.31	0.31	0.33	0.23	0.23	0.33	0.22	0.03	0.22	0.21	0.33	
Delay/Veh:	19.0	19.0	19.0	19.4	18.2	18.2	47.1	25.1	23.2	46.6	25.5	27.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	19.0	19.0	19.0	19.4	18.2	18.2	47.1	25.1	23.2	46.6	25.5	27.0	
LOS by Move:	B	B	B	B	B	B	D	C	C	D	C	C	
HCM2kAvgQ:	6	6	6	6	4	4	3	3	0	2	3	5	

Note: Queue reported is the number of cars per lane.  
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Huntington Beach Traffic Impact Analysis  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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Intersection #24 Beach Blvd / Pacific View Ave

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.235  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3  
 Optimal Cycle: 30 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Beach Blvd						Pacific View Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	40	960	0	0	480	60	80	0	40	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:	40	960	0	0	480	60	80	0	40	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:	40	960	0	0	480	60	80	0	40	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:	40	960	0	0	480	60	80	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	960	0	0	480	60	80	0	40	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:	40	960	0	0	480	60	80	0	40	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.67	0.33	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	5100	0	1700	4533	567	1700	0	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.19	0.00	0.00	0.11	0.11	0.05	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.15	0.80	0.00	0.00	0.65	0.65	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.16	0.24	0.00	0.00	0.16	0.16	0.24	0.00	0.12	0.00	0.00	0.00
Delay/Veh:	45.2	3.0	0.0	0.0	8.0	8.0	40.7	0.0	39.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	3.0	0.0	0.0	8.0	8.0	40.7	0.0	39.5	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	1	3	0	0	3	3	3	0	1	0	0	0

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

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