

**EXISTING CONDITIONS**  
**(ICU METHODOLOGY)**

Existing AM

Mon Mar 30, 2009 18:51:03

Page 1-1

-----  
Huntington Beach Traffic Impact Analysis  
Existing AM  
-----

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

Existing AM

Mon Mar 30, 2009 18:51:03

Page 2-1

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	xxxxxx 0.726	C	xxxxxx 0.726	+ 0.000 V/C
# 2 Pacific Coast Hwy / Seapoint A	A	xxxxxx 0.579	A	xxxxxx 0.579	+ 0.000 V/C
# 3 Pacific Coast Hwy / Goldenwest	B	xxxxxx 0.606	B	xxxxxx 0.606	+ 0.000 V/C
# 4 Pacific Coast Hwy / 17th St	A	xxxxxx 0.515	A	xxxxxx 0.515	+ 0.000 V/C
# 5 Pacific Coast Hwy / 9th St	A	xxxxxx 0.515	A	xxxxxx 0.515	+ 0.000 V/C
# 6 Pacific Coast Hwy / 6th St	A	xxxxxx 0.419	A	xxxxxx 0.419	+ 0.000 V/C
# 7 Pacific Coast Hwy / Main St	B	xxxxxx 0.641	B	xxxxxx 0.641	+ 0.000 V/C
# 8 Pacific Coast Hwy / 1st St	A	xxxxxx 0.441	A	xxxxxx 0.441	+ 0.000 V/C
# 9 Pacific Coast Hwy / Huntington	A	xxxxxx 0.550	A	xxxxxx 0.550	+ 0.000 V/C
# 10 Pacific Coast Hwy / Beach Blvd	B	xxxxxx 0.665	B	xxxxxx 0.665	+ 0.000 V/C
# 11 Pacific Coast Hwy / Newland S	A	xxxxxx 0.503	A	xxxxxx 0.503	+ 0.000 V/C
# 12 Pacific Coast Hwy / Magnolia S	A	xxxxxx 0.525	A	xxxxxx 0.525	+ 0.000 V/C
# 13 Pacific Coast Hwy / Brookhurst	B	xxxxxx 0.630	B	xxxxxx 0.630	+ 0.000 V/C
# 14 Main St / Yorktown Ave	A	xxxxxx 0.347	A	xxxxxx 0.347	+ 0.000 V/C
# 15 Main St / 17 th St	A	xxxxxx 0.253	A	xxxxxx 0.253	+ 0.000 V/C
# 16 Main St / Adams Ave	A	xxxxxx 0.432	A	xxxxxx 0.432	+ 0.000 V/C
# 19 Main St / 6th St	A	xxxxxx 0.197	A	xxxxxx 0.197	+ 0.000 V/C
# 22 1st St / Orange Ave & Atlanta	A	xxxxxx 0.285	A	xxxxxx 0.285	+ 0.000 V/C
# 23 Beach Blvd / Atlanta Ave	A	xxxxxx 0.337	A	xxxxxx 0.337	+ 0.000 V/C
# 24 Beach Blvd / Pacific View Ave	A	xxxxxx 0.242	A	xxxxxx 0.242	+ 0.000 V/C

Existing AM

Mon Mar 30, 2009 18:51:03

Page 3-1

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Pacific Coast Hwy / Warner Ave

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.726

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 45 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 2 0 1 1 0 1 0 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

OvlAdjVol: 190

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

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

OvlAdjV/S: 0.06

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

\*\*\*\*\*

Existing AM

Mon Mar 30, 2009 18:51:03

Page 4-1

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Pacific Coast Hwy / Seapoint Ave

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.579

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 31 Level Of Service: A

\*\*\*\*\*

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	2	0	0	0	1

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

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

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:	****			****						****		

\*\*\*\*\*

Existing AM

Mon Mar 30, 2009 18:51:03

Page 5-1

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 Pacific Coast Hwy / Goldenwest St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.606

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 32 Level Of Service: B

\*\*\*\*\*

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 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: \*\*\*\* \*\*\*\*

\*\*\*\*\*

Existing AM

Mon Mar 30, 2009 18:51:03

Page 6-1

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 Pacific Coast Hwy / 17th St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.515  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 27 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				
Lanes:	0	0	2	0	1	1	0	2	0	0	0	1

Volume Module:

Base Vol:	0	1010	30	60	1420	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
Initial Bse:	0	1010	30	60	1420	0	0	0	0	80	0	80
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	1010	30	60	1420	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
PHF Adj:	1.00	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	80	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1010	30	60	1420	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
MLF Adj:	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	80	0	80

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	0.30	0.02	0.04	0.42	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****				****					****		

\*\*\*\*\*

Existing AM

Mon Mar 30, 2009 18:51:03

Page 7-1

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #5 Pacific Coast Hwy / 9th St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.515  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 27 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 1 1 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: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Existing AM

Mon Mar 30, 2009 18:51:03

Page 8-1

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Pacific Coast Hwy / 6th St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.419  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 23 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	1	0	2	1	0	0	0	1	0	0

Volume Module:

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:

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	0.29	0.28	1.00	0.29	0.71
Final Sat.:	1700	4994	106	1700	4999	101	729	486	486	1700	486	1214

Capacity Analysis Module:

Vol/Sat:	0.01	0.19	0.19	0.02	0.30	0.30	0.02	0.04	0.04	0.02	0.04	0.04
Crit Moves:	***			***			***			***		

\*\*\*\*\*

Existing AM

Mon Mar 30, 2009 18:51:03

Page 9-1

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #7 Pacific Coast Hwy / Main St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.641  
 Loss Time (sec): 36 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 86 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	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:	****				****							****

\*\*\*\*\*

Existing AM

Mon Mar 30, 2009 18:51:04

Page 10-1

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #8 Pacific Coast Hwy / 1st St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.441

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 24 Level Of Service: A

\*\*\*\*\*

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	0	0	0
-------------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

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

Volume Module:

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:

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	2.88	0.12	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:

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:	****			****			****			****		

\*\*\*\*\*

Existing AM

Mon Mar 30, 2009 18:51:04

Page 11-1

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #9 Pacific Coast Hwy / Huntington St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.550

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 29 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

Adjustment: 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 0.29 0.71 1.00 1.00 1.00 1.00

Final Sat.: 1700 3400 1700 1700 3400 1700 486 1214 1700 1700 1700 1700

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

Capacity Analysis Module:

Vol/Sat: 0.03 0.24 0.04 0.02 0.43 0.01 0.01 0.02 0.02 0.02 0.04 0.01

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

\*\*\*\*\*

Existing AM

Mon Mar 30, 2009 18:51:04

Page 12-1

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 Pacific Coast Hwy / Beach Blvd

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.665

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 37 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 2 0 1 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: \*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Existing AM

Mon Mar 30, 2009 18:51:04

Page 13-1

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Pacific Coast Hwy / Newland St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.503

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 26 Level Of Service: A

\*\*\*\*\*

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 0 1

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

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: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Existing AM

Mon Mar 30, 2009 18:51:04

Page 14-1

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Pacific Coast Hwy / Magnolia St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.525

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 27 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 0 3 0 1 1 0 0 1 0 1 1 0 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: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Existing AM

Mon Mar 30, 2009 18:51:04

Page 15-1

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #13 Pacific Coast Hwy / Brookhurst St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.630

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 34 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 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: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Existing AM

Mon Mar 30, 2009 18:51:04

Page 16-1

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #14 Main St / Yorktown Ave

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347  
 Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 18 Level Of Service: A  
 \*\*\*\*\*

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				
Rights:	Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	2	0	2	0	1	1	0	2	0	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:	****			****			****			****		

\*\*\*\*\*

Existing AM

Mon Mar 30, 2009 18:51:04

Page 17-1

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #15 Main St / 17 th St

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.253  
 Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 16 Level Of Service: A

\*\*\*\*\*

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	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:	***			***			***					

\*\*\*\*\*

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #16 Main St / Adams Ave

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432

Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 21 Level Of Service: A

\*\*\*\*\*

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 1 0 1 0 1 0 1 0 0 0 1

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

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 0.01 0.14 0.01 0.04 0.15 0.02

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

\*\*\*\*\*

Existing AM Mon Mar 30, 2009 18:51:04 Page 19-1

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #19 Main St / 6th St

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.197  
 Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 15 Level Of Service: A

\*\*\*\*\*

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 1 0 0 1 0 1 1 0 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: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Existing AM

Mon Mar 30, 2009 18:51:04

Page 20-1

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.285  
 Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 17 Level Of Service: A

\*\*\*\*\*

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

Volume Module:

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

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	0.00	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

Capacity Analysis Module:

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:			****	****				****		****		

\*\*\*\*\*

Existing AM

Mon Mar 30, 2009 18:51:04

Page 21-1

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #23 Beach Blvd / Atlanta Ave

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.337

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 20 Level Of Service: A

\*\*\*\*\*

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 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: 0.01 0.06 0.06 0.10 0.14 0.14 0.03 0.04 0.02 0.04 0.07 0.10

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

\*\*\*\*\*

Huntington Beach Traffic Impact Analysis  
 Existing AM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #24 Beach Blvd / Pacific View Ave

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.242  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 18 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

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

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

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

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: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*



Existing PM

Mon Mar 30, 2009 18:51:16

Page 1-1

---

Huntington Beach Traffic Impact Analysis  
Existing PM

---

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

Mon Mar 30, 2009 18:51:16

Page 2-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

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	B xxxxxx	0.674	B xxxxxx	0.674	+ 0.000 V/C
# 2 Pacific Coast Hwy / Seapoint A	B xxxxxx	0.691	B xxxxxx	0.691	+ 0.000 V/C
# 3 Pacific Coast Hwy / Goldenwest	C xxxxxx	0.741	C xxxxxx	0.741	+ 0.000 V/C
# 4 Pacific Coast Hwy / 17th St	B xxxxxx	0.606	B xxxxxx	0.606	+ 0.000 V/C
# 5 Pacific Coast Hwy / 9th St	A xxxxxx	0.544	A xxxxxx	0.544	+ 0.000 V/C
# 6 Pacific Coast Hwy / 6th St	A xxxxxx	0.474	A xxxxxx	0.474	+ 0.000 V/C
# 7 Pacific Coast Hwy / Main St	B xxxxxx	0.665	B xxxxxx	0.665	+ 0.000 V/C
# 8 Pacific Coast Hwy / 1st St	A xxxxxx	0.479	A xxxxxx	0.479	+ 0.000 V/C
# 9 Pacific Coast Hwy / Huntington	A xxxxxx	0.582	A xxxxxx	0.582	+ 0.000 V/C
# 10 Pacific Coast Hwy / Beach Blvd	C xxxxxx	0.718	C xxxxxx	0.718	+ 0.000 V/C
# 11 Pacific Coast Hwy / Newland S	B xxxxxx	0.625	B xxxxxx	0.625	+ 0.000 V/C
# 12 Pacific Coast Hwy / Magnolia S	B xxxxxx	0.654	B xxxxxx	0.654	+ 0.000 V/C
# 13 Pacific Coast Hwy / Brookhurst	B xxxxxx	0.676	B xxxxxx	0.676	+ 0.000 V/C
# 14 Main St / Yorktown Ave	A xxxxxx	0.479	A xxxxxx	0.479	+ 0.000 V/C
# 15 Main St / 17 th St	A xxxxxx	0.315	A xxxxxx	0.315	+ 0.000 V/C
# 16 Main St / Adams Ave	A xxxxxx	0.585	A xxxxxx	0.585	+ 0.000 V/C
# 19 Main St / 6th St	A xxxxxx	0.250	A xxxxxx	0.250	+ 0.000 V/C
# 22 1st St / Orange Ave & Atlanta	A xxxxxx	0.347	A xxxxxx	0.347	+ 0.000 V/C
# 23 Beach Blvd / Atlanta Ave	A xxxxxx	0.529	A xxxxxx	0.529	+ 0.000 V/C
# 24 Beach Blvd / Pacific View Ave	A xxxxxx	0.285	A xxxxxx	0.285	+ 0.000 V/C



Existing PM

Mon Mar 30, 2009 18:51:16

Page 3-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Pacific Coast Hwy / Warner Ave

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.674  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 38 Level Of Service: B

\*\*\*\*\*

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	0	2	0	1	1	0	0
	1	0	2	0	1	0	1	0	0	1	0	2

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
OvlAdjVol:												250

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

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
OvlAdjV/S:												0.07
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:16

Page 4-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Pacific Coast Hwy / Seapoint Ave

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.691

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 40 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	2	0	0	0	1

Volume Module:	Pacific Coast Hwy		Seapoint Ave		Seapoint Ave							
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:	Pacific Coast Hwy		Seapoint Ave		Seapoint 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:	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:	Pacific Coast Hwy		Seapoint Ave		Seapoint Ave							
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:	****		****								****	

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:16

Page 5-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 Pacific Coast Hwy / Goldenwest St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.741  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 47 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:	****		****								****	

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:16

Page 6-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 Pacific Coast Hwy / 17th St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.606  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxx  
 Optimal Cycle: 32 Level Of Service: B

\*\*\*\*\*

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	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:	****			****						****		

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:16

Page 7-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #5 Pacific Coast Hwy / 9th St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.544  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 28 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	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

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

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	0.45	0.02	0.01	0.34	0.00	0.00	0.00	0.00	0.03	0.00	0.01
Crit Moves:		****		****						****		

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:16

Page 8-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Pacific Coast Hwy / 6th St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.474

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 25 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 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

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

Saturation Flow Module:

Sat/Lane: 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

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 0.02 0.08 0.08 0.02 0.06 0.06

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

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:16

Page 9-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #7 Pacific Coast Hwy / Main St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.665  
 Loss Time (sec): 36 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 89 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	0	0	0	0	0	1	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:	****		****		****		****					

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:16

Page 10-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #8 Pacific Coast Hwy / 1st St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.479

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 25 Level Of Service: A

\*\*\*\*\*

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 1 0 2 1 0 1 1 0 0 2

Volume Module:

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:

Sat/Lane: 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

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:

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: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:16

Page 11-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #9 Pacific Coast Hwy / Huntington St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.582  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 31 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	0.02	0.05	0.05	0.01	0.02	0.02
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:16

Page 12-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 Pacific Coast Hwy / Beach Blvd

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.718

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 43 Level Of Service: C

\*\*\*\*\*

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 2 0 1 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: \*\*\*\* \*\*

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:16

Page 13-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Pacific Coast Hwy / Newland St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.625

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 34 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 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

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

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

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

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: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:16

Page 14-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Pacific Coast Hwy / Magnolia St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.654  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 36 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 0 3 0 1 1 0 0 1 0 1 1 0 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

Adjustment: 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: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:16

Page 15-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1 (Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #13 Pacific Coast Hwy / Brookhurst St

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.676

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 39 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 2 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: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:16

Page 16-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #14 Main St / Yorktown Ave

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479  
 Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 23 Level Of Service: A

\*\*\*\*\*

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	2	0	2	0	1	1	0	2	0	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:	****			****			****			****		

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:16

Page 17-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #15 Main St / 17 th St

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.315  
 Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 18 Level Of Service: A

\*\*\*\*\*

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											
Rights:	Include				Include				Include											
Min. Green:	0	0	0	0	0	0	0	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:	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:	****			****			****					

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:17

Page 18-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #16 Main St / Adams Ave

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585  
 Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 28 Level Of Service: A  
 \*\*\*\*\*

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	0	1

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	0.11	0.27	0.04
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:17

Page 19-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #19 Main St / 6th St

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.250

Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 16 Level Of Service: A

\*\*\*\*\*

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 1 0 0 1 0 1 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: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:17

Page 20-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347  
 Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 18 Level Of Service: A  
 \*\*\*\*\*

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						
Rights:	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:	0.88	0.12	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:	0.04	0.05	0.11	0.01	0.00	0.00	0.00	0.08	0.08	0.10	0.14	0.14
Crit Moves:			****	****			****			****		

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:17

Page 21-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #23 Beach Blvd / Atlanta Ave

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.529  
 Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 28 Level Of Service: A  
 \*\*\*\*\*

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:	0.05	0.15	0.15	0.16	0.11	0.11	0.05	0.08	0.01	0.03	0.08	0.12
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Existing PM

Mon Mar 30, 2009 18:51:17

Page 22-1

Huntington Beach Traffic Impact Analysis  
 Existing PM

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #24 Beach Blvd / Pacific View Ave

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 0.285

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 19 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 0

Lanes: 1 0 3 0 0 1 0 2 1 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: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*