

2030 Alternative 4 With Project - PM Peak Hour

163: Pacific View & Beach

Synchro 6 Report

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	
Frt	1.00	0.85	1.00	1.00	0.97	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	5085	4955	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1583	1770	5085	4955	
Volume (vph)	200	50	140	1018	536	110
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	200	50	140	1018	536	110
RTOR Reduction (vph)	0	40	0	0	21	0
Lane Group Flow (vph)	200	10	140	1018	625	0
Turn Type		Perm	Prot			
Protected Phases	4		5	2	6	
Permitted Phases		4				
Actuated Green, G (s)	10.0	10.0	6.4	32.1	21.7	
Effective Green, g (s)	10.0	10.0	6.4	32.1	21.7	
Actuated g/C Ratio	0.20	0.20	0.13	0.64	0.43	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	353	316	226	3258	2146	
v/s Ratio Prot	c0.11		c0.08	c0.20	0.13	
v/s Ratio Perm		0.01				
v/c Ratio	0.57	0.03	0.62	0.31	0.29	
Uniform Delay, d1	18.1	16.1	20.7	4.0	9.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.1	0.0	5.0	0.1	0.1	
Delay (s)	20.2	16.2	25.7	4.1	9.3	
Level of Service	C	B	C	A	A	
Approach Delay (s)	19.4			6.7	9.3	
Approach LOS	B			A	A	

Intersection Summary

HCM Average Control Delay	9.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	50.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

**YEAR (2030) WITHOUT PROJECT
CONDITIONS**

**(INCLUDES EXISTING BASE AND
YEAR (2030) WITHOUT PROJECT
WITH ALTERNATIVES 1 & 2)**

(ICU METHODOLOGY)

39. Pacific Coast Hwy & Warner Ave

Existing (2008) Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	30	.02	20	.01
NBT	2	3400	1160	.34*	1190	.35*
NBR	1	1700	220	.13	320	.19
SBL	2	3400	410	.12*	300	.09*
SBT	2	3400	1150	.35	1150	.35
SBR	0	0	40		30	
EBL	1	1700	20	.01	30	.02
EBT	1	1700	190	.13*	110	.09*
EBR	0	0	30		40	
WBL	2	3400	290	.09*	330	.10*
WBT	1	1700	50	.03	70	.04
WBR	2	3400	600	.18	550	.16
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.73		.68

2030 (Base Case)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	30	.02	20	.01
NBT	2	3400	1250	.37*	1560	.46*
NBR	1	1700	260	.15	330	.19
SBL	2	3400	560	.16*	410	.12*
SBT	2	3400	1480	.45	1240	.37
SBR	0	0	40		30	
EBL	1	1700	20	.01	30	.02
EBT	1	1700	200	.14*	110	.09*
EBR	0	0	30		40	
WBL	2	3400	300	.09*	350	.10*
WBT	1	1700	50	.03	70	.04
WBR	2	3400	770	.23	830	.24
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.81		.83

2030 Alternative 1 (Main St Closure)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	30	.02	20	.01
NBT	2	3400	1250	.37*	1570	.46*
NBR	1	1700	260	.15	330	.19
SBL	2	3400	560	.16*	410	.12*
SBT	2	3400	1480	.45	1240	.37
SBR	0	0	40		30	
EBL	1	1700	20	.01	30	.02
EBT	1	1700	200	.14*	110	.09*
EBR	0	0	30		40	
WBL	2	3400	300	.09*	350	.10*
WBT	1	1700	50	.03	70	.04
WBR	2	3400	770	.23	830	.24
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.81		.83

2030 Alternative 2 (Main St Closure w/Cross-Traffic)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	30	.02	20	.01
NBT	2	3400	1250	.37*	1570	.46*
NBR	1	1700	260	.15	330	.19
SBL	2	3400	560	.16*	410	.12*
SBT	2	3400	1480	.45	1240	.37
SBR	0	0	40		30	
EBL	1	1700	20	.01	30	.02
EBT	1	1700	200	.14*	110	.09*
EBR	0	0	30		40	
WBL	2	3400	300	.09*	350	.10*
WBT	1	1700	50	.03	70	.04
WBR	2	3400	770	.23	830	.24
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.81		.83

125. Seapoint Ave & PCH

		Existing (2008) Count					
		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
				VOL	V/C	VOL	V/C
EB	NBL	0	0	0		0	
	NBT	0	0	0		0	
	NBR	0	0	0		0	
WB	SBL	2	3400	80	.02*	40	.01*
	SBT	0	0	0		0	
	SBR	1	1700	250	.15	170	.10
SB	EBL	1	1700	80	.05*	210	.12*
	EBT	2	3400	1270	.37	1370	.40
	EBR	0	0	0		0	
NB	WBL	0	0	0		0	
	WBT	2	3400	1110	.33*	1350	.40*
	WBR	d	1700	30	.02	70	.04
Right Turn Adjustment				SBR	.10*	SBR	.03*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.55		.61

		2030 (Base Case)					
		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
				VOL	V/C	VOL	V/C
EB	NBL	0	0	0		0	
	NBT	0	0	0		0	
	NBR	0	0	0		0	
WB	SBL	2	3400	90	.03*	50	.01*
	SBT	0	0	0		0	
	SBR	1	1700	350	.21	410	.24
SB	EBL	1	1700	150	.09	340	.20*
	EBT	2	3400	1470	.43*	1380	.41
	EBR	0	0	0		0	
NB	WBL	0	0	0		0	
	WBT	2	3400	1120	.33	1500	.44*
	WBR	d	1700	40	.02	80	.05
Right Turn Adjustment				SBR	.13*	SBR	.13*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.64		.83

		2030 Alternative 1 (Main St Closure)					
		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
				VOL	V/C	VOL	V/C
	NBL	0	0	0		0	
	NBT	0	0	0		0	
	NBR	0	0	0		0	
	SBL	2	3400	90	.03*	50	.01*
	SBT	0	0	0		0	
	SBR	1	1700	350	.21	410	.24
	EBL	1	1700	150	.09	340	.20*
	EBT	2	3400	1470	.43*	1380	.41
	EBR	0	0	0		0	
	WBL	0	0	0		0	
	WBT	2	3400	1120	.33	1500	.44*
	WBR	d	1700	40	.02	80	.05
Right Turn Adjustment				SBR	.13*	SBR	.13*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.64		.83

		2030 Alternative 2 (Main St Closure w/Cross-Traffic)					
		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
				VOL	V/C	VOL	V/C
	NBL	0	0	0		0	
	NBT	0	0	0		0	
	NBR	0	0	0		0	
	SBL	2	3400	90	.03*	50	.01*
	SBT	0	0	0		0	
	SBR	1	1700	350	.21	410	.24
	EBL	1	1700	150	.09	340	.20*
	EBT	2	3400	1480	.44*	1380	.41
	EBR	0	0	0		0	
	WBL	0	0	0		0	
	WBT	2	3400	1120	.33	1500	.44*
	WBR	d	1700	40	.02	80	.05
Right Turn Adjustment				SBR	.12*	SBR	.13*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.64		.83

126. Goldenwest St & PCH

		Existing (2008) Count		AM PK HOUR		PM PK HOUR	
		LANES	CAPACITY	VOL	V/C	VOL	V/C
EB	NBL	0	0	0		0	
	NBT	0	0	0		0	
	NBR	0	0	0		0	
WB	SBL	1	1700	300	.18*	190	.11*
	SBT	0	0	0		0	
	SBR	1	1700	140	.08	230	.14
SB	EBL	1	1700	140	.08	320	.19*
	EBT	2	3400	1250	.37*	1060	.31
	EBR	0	0	0		0	
NB	WBL	1	1700	20	.01*	10	.01
	WBT	2	3400	970	.29	1250	.37*
	WBR	1	1700	140	.08	220	.13
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.61		.72

		2030 (Base Case)		AM PK HOUR		PM PK HOUR	
		LANES	CAPACITY	VOL	V/C	VOL	V/C
EB	NBL	0	0	0		0	
	NBT	1	1700	0	.00*	0	.00*
	NBR	0	0	0		0	
WB	SBL	2	3400	320	.09*	210	.06*
	SBT	0	0	0		0	
	SBR	1	1700	290	.17	490	.29
SB	EBL	1	1700	190	.11*	540	.32*
	EBT	2	3400	1400	.41	1420	.42
	EBR	0	0	0		0	
NB	WBL	1	1700	20	.01	10	.01
	WBT	2	3400	1140	.34*	1430	.42*
	WBR	1	1700	170	.10	230	.14
Right Turn Adjustment				SBR	.02*	SBR	.07*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.61		.92

		2030 Alternative 1 (Main St Closure)		AM PK HOUR		PM PK HOUR	
		LANES	CAPACITY	VOL	V/C	VOL	V/C
	NBL	0	0	0		0	
	NBT	1	1700	0	.00*	0	.00*
	NBR	0	0	0		0	
	SBL	2	3400	310	.09*	220	.06*
	SBT	0	0	0		0	
	SBR	1	1700	290	.17	490	.29
	EBL	1	1700	190	.11*	550	.32*
	EBT	2	3400	1400	.41	1400	.41
	EBR	0	0	0		0	
	WBL	1	1700	20	.01	10	.01
	WBT	2	3400	1130	.33*	1430	.42*
	WBR	1	1700	170	.10	230	.14
Right Turn Adjustment				SBR	.02*	SBR	.07*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.60		.92

		2030 Alternative 2 (Main St Closure w/Cross-Traffic)		AM PK HOUR		PM PK HOUR	
		LANES	CAPACITY	VOL	V/C	VOL	V/C
	NBL	0	0	0		0	
	NBT	1	1700	0	.00*	0	.00*
	NBR	0	0	0		0	
	SBL	2	3400	310	.09*	220	.06*
	SBT	0	0	0		0	
	SBR	1	1700	290	.17	480	.28
	EBL	1	1700	190	.11*	550	.32*
	EBT	2	3400	1400	.41	1410	.41
	EBR	0	0	0		0	
	WBL	1	1700	20	.01	10	.01
	WBT	2	3400	1140	.34*	1440	.42*
	WBR	1	1700	170	.10	240	.14
Right Turn Adjustment				SBR	.02*	SBR	.06*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.61		.91

127. 17th & PCH

Existing (2008) Count							
		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
				VOL	V/C	VOL	V/C
EB	NBL	0	0	0		0	
	NBT	0	0	0		0	
	NBR	0	0	0		0	
WB	SBL	1	1700	80	.05*	50	.03*
	SBT	0	0	0		0	
	SBR	1	1700	80	.05	90	.05
SB	EBL	1	1700	60	.04	160	.09*
	EBT	2	3400	1420	.42*	1110	.33
	EBR	0	0	0		0	
NB	WBL	0	0	0		0	
	WBT	2	3400	1010	.30	1390	.41*
	WBR	d	1700	30	.02	70	.04
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .52 .58

2030 (Base Case)							
		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
				VOL	V/C	VOL	V/C
EB	NBL	0	0	0		0	
	NBT	0	0	0		0	
	NBR	0	0	0		0	
WB	SBL	1	1700	90	.05*	110	.06*
	SBT	0	0	0		0	
	SBR	1	1700	90	.05	100	.06
SB	EBL	1	1700	70	.04	340	.20*
	EBT	2	3400	1580	.46*	1310	.39
	EBR	0	0	0		0	
NB	WBL	0	0	0		0	
	WBT	2	3400	1280	.38	1640	.48*
	WBR	d	1700	30	.02	70	.04
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .56 .79

2030 Alternative 1 (Main St Closure)							
		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
				VOL	V/C	VOL	V/C
EB	NBL	0	0	0		0	
	NBT	0	0	0		0	
	NBR	0	0	0		0	
WB	SBL	1	1700	90	.05*	110	.06*
	SBT	0	0	0		0	
	SBR	1	1700	90	.05	100	.06
SB	EBL	1	1700	80	.05	330	.19*
	EBT	2	3400	1570	.46*	1310	.39
	EBR	0	0	0		0	
NB	WBL	0	0	0		0	
	WBT	2	3400	1280	.38	1640	.48*
	WBR	d	1700	30	.02	60	.04
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .56 .78

2030 Alternative 2 (Main St Closure w/Cross-Traffic)							
		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
				VOL	V/C	VOL	V/C
EB	NBL	0	0	0		0	
	NBT	0	0	0		0	
	NBR	0	0	0		0	
WB	SBL	1	1700	90	.05*	110	.06*
	SBT	0	0	0		0	
	SBR	1	1700	90	.05	100	.06
SB	EBL	1	1700	70	.04	340	.20*
	EBT	2	3400	1570	.46*	1310	.39
	EBR	0	0	0		0	
NB	WBL	0	0	0		0	
	WBT	2	3400	1280	.38	1640	.48*
	WBR	d	1700	30	.02	60	.04
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .56 .79

17th
PCH

165. 9th St & PCH

No Existing

2030 (Base Case)							
		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
				VOL	V/C	VOL	V/C
<i>EB</i>	NBL	0	0	0		0	
	NBT	2	3400	0	.00	0	.00
	NBR	0	0	0		0	
<i>WB</i>	SBL	1.5		40		50	
	SBT	0.5	3400	0	.01*	0	.01*
	SBR	1	1700	20	.01	20	.01
<i>SB</i>	EBL	1	1700	20	.01	20	.01*
	EBT	2	3400	1610	.47*	1480	.44
	EBR	d	1700	0	.00	0	.00
<i>NB</i>	WBL	1	1700	0	.00	0	.00
	WBT	2	3400	1250	.37	1760	.52*
	WBR	1	1700	10	.01	30	.02
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .53 .59

2030 Alternative 1 (Main St Closure)							
		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
				VOL	V/C	VOL	V/C
<i>EB</i>	NBL	0	0	0		0	
	NBT	2	3400	0	.00	0	.00
	NBR	0	0	0		0	
<i>WB</i>	SBL	1.5		40		50	
	SBT	0.5	3400	0	.01*	0	.01*
	SBR	1	1700	20	.01	20	.01
<i>SB</i>	EBL	1	1700	20	.01	20	.01*
	EBT	2	3400	1610	.47*	1450	.43
	EBR	d	1700	0	.00	0	.00
<i>NB</i>	WBL	1	1700	0	.00	0	.00
	WBT	2	3400	1370	.40	1760	.52*
	WBR	1	1700	10	.01	30	.02
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .53 .59

2030 Alternative 2 (Main St Closure w/Cross-Tra)							
		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
				VOL	V/C	VOL	V/C
	NBL	0	0	0		0	
	NBT	2	3400	0	.00	0	.00
	NBR	0	0	0		0	
	SBL	1.5		40		50	
	SBT	0.5	3400	0	.01*	0	.01*
	SBR	1	1700	20	.01	20	.01
	EBL	1	1700	20	.01	20	.01*
	EBT	2	3400	1600	.47*	1430	.42
	EBR	d	1700	0	.00	0	.00
	WBL	1	1700	0	.00	0	.00
	WBT	2	3400	1260	.37	1740	.51*
	WBR	1	1700	10	.01	30	.02
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .53 .58

AFA needed to check

6

129. 6th & Pacific Coast Hwy

Existing (2008) Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	30	{.02}*	40	
NBT	1	1700	20	.04	20	.08*
NBR	0	0	20		70	
SBL	1	1700	30	.02	40	.02*
SBT	1	1700	20	.04*	30	.06
SBR	0	0	50		70	
EBL	1	1700	40	.02	80	.05*
EBT	3	5100	1490	.30*	1030	.21
EBR	0	0	30		30	
WBL	1	1700	20	.01*	40	.02
WBT	3	5100	940	.19	1360	.28*
WBR	0	0	20		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .42 .48

2030 (Base Case)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	40	{.02}*	40	
NBT	1	1700	20	.05	20	.08*
NBR	0	0	30		70	
SBL	1	1700	40	.02	90	.05*
SBT	1	1700	30	.05*	30	.06
SBR	0	0	60		70	
EBL	1	1700	60	.04	210	.12*
EBT	3	5100	1580	.32*	1190	.24
EBR	0	0	30		30	
WBL	1	1700	30	.02*	40	.02
WBT	3	5100	1120	.23	1570	.33*
WBR	0	0	30		100	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .46 .63

2030 Alternative 1 (Main St Closure)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	40	{.02}*	40	{.02}*
NBT	1	1700	20	.05	20	.08
NBR	0	0	30		70	
SBL	1	1700	40	.02	90	.05
SBT	1	1700	30	.09*	30	.11*
SBR	0	0	120		150	
EBL	1	1700	100	.06	300	.18*
EBT	3	5100	1590	.32*	1200	.24
EBR	0	0	30		30	
WBL	1	1700	30	.02*	40	.02
WBT	3	5100	1130	.23	1580	.33*
WBR	0	0	30		100	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .50 .69

2030 Alternative 2 (Main St Closure w/Cross-Traffic)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	40	{.02}*	40	{.02}*
NBT	1	1700	20	.05	20	.08
NBR	0	0	30		70	
SBL	1	1700	40	.02	90	.05
SBT	1	1700	30	.09*	30	.11*
SBR	0	0	120		150	
EBL	1	1700	100	.06	300	.18*
EBT	3	5100	1590	.32*	1250	.25
EBR	0	0	20		30	
WBL	1	1700	40	.02*	40	.02
WBT	3	5100	1120	.23	1580	.33*
WBR	0	0	30		100	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .50 .69

Rec'd 04/08/09

130. Main St & Pacific Coast (Assumes 30-sec pedestrian-only phase -- add'l 25% clearance interval of 120-sec cycle)

Existing (2008) Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	50	.03*	90	.05*
SBT	0	0	0		0	
SBR	1	1700	70	.04	90	.05
EBL	1	1700	40	.02	90	.05*
EBT	3	5100	1500	.29*	1040	.20
EBR	0	0	0		0	
WBL	1	1700	10	.01*	40	.02
WBT	3	5100	910	.18	1320	.26*
WBR	1	1700	60	.04	130	.08
Clearance Interval				.05*		.05*

2030 (Base Case)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	90	.05*	200	.12*
SBT	0	0	0		0	
SBR	1	1700	70	.04	90	.05
EBL	1	1700	50	.03	100	.06*
EBT	3	5100	1620	.32*	1250	.25
EBR	0	0	0		0	
WBL	1	1700	10	.01*	40	.02
WBT	3	5100	1260	.25	1590	.31*
WBR	1	1700	70	.04	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .38 .41
 + .25 + .25
 .63 .66

TOTAL CAPACITY UTILIZATION .43 .54
 + .25 + .25
 .68 .79

2030 Alternative 1 (Main St Closure)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	0	.00	0	.00
EBT	3	5100	1620	.32*	1250	.25
EBR	0	0	0		0	
WBL	1	1700	10	.01*	40	.02
WBT	3	5100	1270	.25	1590	.31*
WBR	1	1700	0	.00	0	.00
Clearance Interval				.05*		.05*

2030 Alternative 2 (Main St Closure w/Cross-Traffic)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	0	.00	0	.00
SBT	0	0	0		0	
SBR	1	1700	0	.00	0	.00
EBL	1	1700	0	.00	0	.00
EBT	3	5100	1620	.32*	1250	.25
EBR	0	0	0		0	
WBL	1	1700	10	.01*	40	.02
WBT	3	5100	1260	.25	1590	.31*
WBR	1	1700	0	.00	0	.00
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .38 .36
 + .25 + .25
 .63 .61

TOTAL CAPACITY UTILIZATION .38 .36
 + .25 + .25
 .63 .61

133. 1st St & Pacific Coast Hwy

Existing (2008) Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		70	{.03}*	60	{.03}*
NBT	0.5	3400	40	.03	40	.03
NBR	1	1700	30	.02	60	.04
SBL	1.5		100		110	
SBT	0.5	3400	80	.05*	30	.04*
SBR	2	3400	110	.03	50	.01
EBL	1	1700	40	.02	100	.06*
EBT	3	5100	1380	.28*	1000	.20
EBR	0	0	60		20	
WBL	1	1700	40	.02*	50	.03
WBT	3	5100	800	.17	1430	.29*
WBR	0	0	50		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.43		.47	

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2030 (Base Case)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		70	{.04}*	60	{.03}*
NBT	0.5	3400	50	.04	40	.03
NBR	1	1700	30	.02	70	.04
SBL	1.5		210		200	
SBT	0.5	3400	80	.09*	30	.07*
SBR	1	1700	490	.29	260	.15
EBL	1	1700	160	.09	360	.21*
EBT	3	5100	1390	.27*	1030	.20
EBR	d	1700	70	.04	20	.01
WBL	1	1700	40	.02*	60	.04
WBT	3	5100	810	.16	1540	.30*
WBR	d	1700	200	.12	190	.11
Right Turn Adjustment		SBR		.13*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.60		.66	

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2030 Alternative 1 (Main St Closure)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		70	{.04}*	70	{.03}*
NBT	0.5	3400	50	.04	40	.03
NBR	1	1700	20	.01	70	.04
SBL	1.5		290		200	
SBT	0.5	3400	80	.11*	30	.07*
SBR	1	1700	490	.29	260	.15
EBL	1	1700	160	.09	360	.21*
EBT	3	5100	1400	.27*	1050	.21
EBR	d	1700	70	.04	20	.01
WBL	1	1700	40	.02*	60	.04
WBT	3	5100	820	.16	1560	.31*
WBR	d	1700	260	.15	370	.22
Right Turn Adjustment		SBR		.11*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.60		.67	

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2030 Alternative 2 (Main St Closure w/Cross-Traffic)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		70	{.04}*	70	{.03}*
NBT	0.5	3400	50	.04	40	.03
NBR	1	1700	20	.01	70	.04
SBL	1.5		290		380	
SBT	0.5	3400	80	.11*	30	.12*
SBR	1	1700	490	.29	260	.15
EBL	1	1700	160	.09	360	.21*
EBT	3	5100	1400	.27*	1030	.20
EBR	d	1700	70	.04	20	.01
WBL	1	1700	40	.02*	60	.04
WBT	3	5100	820	.16	1540	.30*
WBR	d	1700	260	.15	370	.22
Right Turn Adjustment		SBR		.11*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.60		.71	

Rec'd 11/10/08

134. Huntington St & PCH

Existing (2008) Count							
		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
				VOL	V/C	VOL	V/C
EB	NBL	0.5		10	{.01}*	40	
	NBT	1.5	3400	20	.02	50	.05*
	NBR	0		40	.02	80	
WB	SBL	1.5		30	.02	10	.01*
	SBT	0.5	3400	60	.04*	30	.02
	SBR	1	1700	20	.01	30	.02
SB	EBL	1	1700	30	.02	50	.03*
	EBT	2	3400	1460	.43*	1060	.31
	EBR	d	1700	10	.01	10	.01
NB	WBL	1	1700	50	.03*	40	.02
	WBT	2	3400	830	.24	1520	.45*
	WBR	1	1700	60	.04	70	.04
Clearance Interval						.05*	

TOTAL CAPACITY UTILIZATION .56 .59

2030 (Base Case)							
		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
				VOL	V/C	VOL	V/C
EB	NBL	0.5		10	{.01}*	40	
	NBT	1.5	3400	20	.02	60	.06*
	NBR	0		40	.02	90	
WB	SBL	1	1700	50	.03	30	.02*
	SBT	1	1700	70	.06*	40	.05
	SBR	0	0	30		50	
SB	EBL	1	1700	40	.02	60	.04
	EBT	2	3400	1550	.46*	1220	.36*
	EBR	d	1700	10	.01	10	.01
NB	WBL	1	1700	60	.04*	40	.02*
	WBT	3	5100	960	.19	1720	.34
	WBR	1	1700	110	.06	80	.05
Clearance Interval						.05*	

TOTAL CAPACITY UTILIZATION .62 .51

2030 Alternative 1 (Main St Closure)							
		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
				VOL	V/C	VOL	V/C
	NBL	0.5		10	{.01}*	40	
	NBT	1.5	3400	20	.02	60	.06*
	NBR	0		40	.02	90	
	SBL	1	1700	50	.03	30	.02*
	SBT	1	1700	70	.06*	40	.05
	SBR	0	0	30		50	
	EBL	1	1700	30	.02	60	.04
	EBT	2	3400	1550	.46*	1230	.36*
	EBR	d	1700	10	.01	10	.01
	WBL	1	1700	60	.04*	40	.02*
	WBT	3	5100	970	.19	1720	.34
	WBR	1	1700	110	.06	80	.05
Clearance Interval						.05*	

TOTAL CAPACITY UTILIZATION .62 .51

2030 Alternative 2 (Main St Closure w/Cross-Traffic)							
		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
				VOL	V/C	VOL	V/C
	NBL	0.5		10	{.01}*	40	
	NBT	1.5	3400	20	.02	60	.06*
	NBR	0		40	.02	90	
	SBL	1	1700	50	.03	30	.02*
	SBT	1	1700	70	.06*	40	.05
	SBR	0	0	30		50	
	EBL	1	1700	30	.02	60	.04
	EBT	2	3400	1550	.46*	1220	.36*
	EBR	d	1700	10	.01	10	.01
	WBL	1	1700	60	.04*	40	.02*
	WBT	3	5100	960	.19	1720	.34
	WBR	1	1700	110	.06	80	.05
Clearance Interval						.05*	

TOTAL CAPACITY UTILIZATION .62 .51

135. Beach Blvd & Pacific Coast

Existing (2008) Count							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
EB	NBL	1	1700	20	.01	20	.01
	NBT	2	3400	50	.01*	50	.01*
	NBR	f		10		30	
WB	SBL	2	3400	480	.14*	340	.10*
	SBT	1	1700	80	.05	50	.03
	SBR	f		160		110	
SB	EBL	1	1700	100	.06	190	.11*
	EBT	2	3400	1520	.45*	1010	.30
	EBR	1	1700	30	.02	30	.02
NB	WBL	1	1700	20	.01*	40	.02
	WBT	2	3400	860	.25	1380	.41*
	WBR	1	1700	220	.13	750	.44
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.66		.68

2030 (Base Case)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
EB	NBL	1	1700	20	.01	20	.01
	NBT	2	3400	50	.01*	50	.01*
	NBR	1	1700	10	.01	30	.02
WB	SBL	2	3400	490	.14*	340	.10*
	SBT	1	1700	80	.05	50	.03
	SBR	f		170		110	
SB	EBL	2	3400	110	.03	200	.06*
	EBT	3	5100	1630	.33*	1220	.25
	EBR	0	0	30		30	
NB	WBL	1	1700	20	.01*	40	.02
	WBT	2	3400	1060	.31	1530	.45*
	WBR	1	1700	300	.18	860	.51
Right Turn Adjustment						WBR	.01*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.54		.68

2030 Alternative 1 (Main St Closure)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	20	.01	20	.01	
NBT	2	3400	50	.01*	50	.01*	
NBR	1	1700	10	.01	30	.02	
SBL	2	3400	500	.15*	340	.10*	
SBT	1	1700	80	.05	50	.03	
SBR	f		170		110		
EBL	2	3400	110	.03	200	.06*	
EBT	3	5100	1630	.33*	1220	.25	
EBR	0	0	30		30		
WBL	1	1700	20	.01*	40	.02	
WBT	2	3400	1060	.31	1520	.45*	
WBR	1	1700	310	.18	860	.51	
Right Turn Adjustment						WBR	.01*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.55		.68

2030 Alternative 2 (Main St Closure w/Cross-Traffic)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	20	.01	20	.01	
NBT	2	3400	50	.01*	50	.01*	
NBR	1	1700	10	.01	30	.02	
SBL	2	3400	500	.15*	340	.10*	
SBT	1	1700	80	.05	50	.03	
SBR	f		170		110		
EBL	2	3400	110	.03	200	.06*	
EBT	3	5100	1630	.33*	1220	.25	
EBR	0	0	30		30		
WBL	1	1700	20	.01*	40	.02	
WBT	2	3400	1060	.31	1530	.45*	
WBR	1	1700	300	.18	850	.50	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.55		.67

11

136. Newland St & Pacific Coast

Existing (2008) Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		10	.01	0	
NBT	1.5	3400	10	.01*	10	.00*
NBR	0	0	0		0	
SBL	0	0	160		100	
SBT	1	1700	0	.09*	0	.06*
SBR	1	1700	110	.06	130	.08
EBL	1	1700	60	.04	150	.09*
EBT	3	5100	1800	.35*	1150	.23
EBR	1	1700	0	.00	10	.01
WBL	1	1700	0	.00	0	.00
WBT	3	5100	930	.18	2060	.40*
WBR	1	1700	30	.02	270	.16
Clearance Interval				.05*	.05*	
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .50 .60

2030 (Base Case)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	10		0	
NBT	1	1700	10	.01*	10	.01*
NBR	1	1700	0	.00	0	.00
SBL	0	0	230		110	
SBT	1	1700	0	.14*	0	.06*
SBR	1	1700	220	.13	210	.12
EBL	1	1700	100	.06	200	.12*
EBT	3	5100	1800	.35*	1330	.26
EBR	1	1700	0	.00	10	.01
WBL	1	1700	0	.00	0	.00
WBT	3	5100	1140	.22	2230	.44*
WBR	1	1700	30	.02	320	.19
Clearance Interval				.05*	.05*	
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .55 .68

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2030 Alternative 1 (Main St Closure)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	10		0	
NBT	1	1700	10	.01*	10	.01*
NBR	1	1700	0	.00	0	.00
SBL	0	0	220		110	
SBT	1	1700	0	.13*	0	.06*
SBR	1	1700	220	.13	210	.12
EBL	1	1700	100	.06	210	.12*
EBT	3	5100	1810	.35*	1330	.26
EBR	1	1700	0	.00	10	.01
WBL	1	1700	0	.00	0	.00
WBT	3	5100	1140	.22	2230	.44*
WBR	1	1700	30	.02	320	.19
Clearance Interval				.05*	.05*	
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .54 .68

2030 Alternative 2 (Main St Closure w/Cross-Traffic)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	10		0	
NBT	1	1700	10	.01*	10	.01*
NBR	1	1700	0	.00	0	.00
SBL	0	0	230		110	
SBT	1	1700	0	.14*	0	.06*
SBR	1	1700	230	.14	210	.12
EBL	1	1700	100	.06	200	.12*
EBT	3	5100	1810	.35*	1340	.26
EBR	1	1700	0	.00	10	.01
WBL	1	1700	0	.00	0	.00
WBT	3	5100	1140	.22	2230	.44*
WBR	1	1700	30	.02	320	.19
Clearance Interval				.05*	.05*	
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .55 .68

137. Magnolia St & PCH

Existing (2008) Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
EB	NBL	1.5	10	.01	20	.01
	NBT	0.5	20	.02*	30	.02*
	NBR	0		10		10
WB	SBL	1.5	150		70	
	SBT	0.5	20	.05*	30	.03*
	SBR	1	1700	140	.08	70
SB	EBL	1	80	.05	120	.07*
	EBT	3	1850	.36*	1070	.21
	EBR	1	1700	30	.02	30
NB	WBL	1	20	.01*	30	.02
	WBT	3	840	.16	2390	.47*
	WBR	1	1700	50	.03	180
Clearance Interval				.05*	.05*	
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .49 .64

2030 (Base Case)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
EB	NBL	1	10	.01	20	.01
	NBT	1	20	.02*	30	.02*
	NBR	0	0	10		10
WB	SBL	1.5	160		110	
	SBT	0.5	20	.05*	30	.04*
	SBR	1	1700	170	.10	100
SB	EBL	1	100	.06	150	.09*
	EBT	3	1910	.37*	1220	.24
	EBR	1	1700	30	.02	30
NB	WBL	1	20	.01*	30	.02
	WBT	3	1030	.20	2580	.51*
	WBR	1	1700	60	.04	190
Clearance Interval				.05*	.05*	
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .50 .71

2030 Alternative 1 (Main St Closure)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	10	.01	20	.01
NBT	1	1700	20	.02*	30	.02*
NBR	0	0	10		10	
SBL	1.5		160		100	
SBT	0.5	3400	20	.05*	30	.04*
SBR	1	1700	170	.10	100	.06
EBL	1	1700	100	.06	150	.09*
EBT	3	5100	1920	.38*	1230	.24
EBR	1	1700	30	.02	30	.02
WBL	1	1700	20	.01*	30	.02
WBT	3	5100	1030	.20	2580	.51*
WBR	1	1700	50	.03	190	.11
Clearance Interval				.05*	.05*	
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .51 .71

2030 Alternative 2 (Main St Closure w/Cross-Traffic)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	10	.01	20	.01
NBT	1	1700	20	.02*	30	.02*
NBR	0	0	10		10	
SBL	1.5		160		110	
SBT	0.5	3400	20	.05*	30	.04*
SBR	1	1700	170	.10	100	.06
EBL	1	1700	100	.06	150	.09*
EBT	3	5100	1910	.37*	1220	.24
EBR	1	1700	30	.02	30	.02
WBL	1	1700	20	.01*	30	.02
WBT	3	5100	1030	.20	2580	.51*
WBR	1	1700	50	.03	200	.12
Clearance Interval				.05*	.05*	
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .50 .71

138. Brookhurst St & PCH

Existing (2008) Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	10	.01	20	.01
NBT	1	1700	10	.01*	40	.04*
NBR	0	0	10		30	
SBL	2	3400	660	.19*	270	.08*
SBT	1	1700	10	.01	30	.02
SBR	1	1700	150	.09	140	.08
EBL	1	1700	150	.09	190	.11*
EBT	3	5100	1890	.37*	1240	.24
EBR	1	1700	10	.01	10	.01
WBL	1	1700	10	.01*	20	.01
WBT	3	5100	750	.15	2010	.39*
WBR	1	1700	210	.12	540	.32
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .67

2030 (Base Case)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	10	.01	20	.01
NBT	1	1700	10	.01*	40	.04*
NBR	0	0	10		30	
SBL	2	3400	670	.20*	290	.09*
SBT	1	1700	10	.01	30	.02
SBR	1	1700	170	.10	160	.09
EBL	2	3400	160	.05	220	.06*
EBT	3	5100	1970	.39*	1410	.28
EBR	1	1700	10	.01	10	.01
WBL	1	1700	10	.01*	20	.01
WBT	3	5100	920	.18	2130	.42*
WBR	1	1700	210	.12	550	.32
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .66

2030 Alternative 1 (Main St Closure)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	10	.01	20	.01
NBT	1	1700	10	.01*	40	.04*
NBR	0	0	10		30	
SBL	2	3400	670	.20*	280	.08*
SBT	1	1700	10	.01	30	.02
SBR	1	1700	170	.10	160	.09
EBL	2	3400	160	.05	220	.06*
EBT	3	5100	1980	.39*	1420	.28
EBR	1	1700	10	.01	10	.01
WBL	1	1700	10	.01*	20	.01
WBT	3	5100	910	.18	2130	.42*
WBR	1	1700	210	.12	550	.32
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .65

2030 Alternative 2 (Main St Closure w/Cross-Traffic)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	10	.01	20	.01
NBT	1	1700	10	.01*	40	.04*
NBR	0	0	10		30	
SBL	2	3400	670	.20*	290	.09*
SBT	1	1700	10	.01	30	.02
SBR	1	1700	160	.09	160	.09
EBL	2	3400	170	.05	230	.07*
EBT	3	5100	1970	.39*	1410	.28
EBR	1	1700	10	.01	10	.01
WBL	1	1700	10	.01*	20	.01
WBT	3	5100	920	.18	2130	.42*
WBR	1	1700	210	.12	550	.32
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .67

14

84. Main St & Yorktown Ave

Existing (2008) Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	110	.06*	190	.11*
NBT	2	3400	360	.11	390	.11
NBR	1	1700	30	.02	50	.03
SBL	2	3400	110	.03	230	.07
SBT	2	3400	330	.10*	460	.14*
SBR	1	1700	40	.02	90	.05
EBL	1	1700	60	.04*	70	.04*
EBT	2	3400	340	.10	460	.14
EBR	1	1700	140	.08	150	.09
WBL	1	1700	40	.02	80	.05
WBT	2	3400	340	.10*	500	.15*
WBR	1	1700	90	.05	160	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .35 .49

2030 (Base Case)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	270	.16*	220	.13*
NBT	2	3400	420	.12	470	.14
NBR	1	1700	40	.02	50	.03
SBL	2	3400	110	.03	330	.10
SBT	2	3400	390	.11*	470	.14*
SBR	d	1700	60	.04	160	.09
EBL	1	1700	100	.06*	110	.06*
EBT	2	3400	350	.10	470	.14
EBR	d	1700	150	.09	290	.17
WBL	1	1700	40	.02	90	.05
WBT	2	3400	350	.10*	550	.16*
WBR	d	1700	100	.06	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .48 .54

2030 Alternative 1 (Main St Closure)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	260	.15*	180	.11*
NBT	2	3400	420	.12	490	.14
NBR	1	1700	50	.03	50	.03
SBL	2	3400	110	.03	330	.10
SBT	2	3400	380	.11*	460	.14*
SBR	d	1700	60	.04	160	.09
EBL	1	1700	100	.06*	100	.06*
EBT	2	3400	350	.10	470	.14
EBR	d	1700	160	.09	300	.18
WBL	1	1700	40	.02	90	.05
WBT	2	3400	360	.11*	560	.16*
WBR	d	1700	100	.06	190	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .48 .52

2030 Alternative 2 (Main St Closure w/Cross-Traffic)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	270	.16*	220	.13*
NBT	2	3400	410	.12	470	.14
NBR	1	1700	50	.03	50	.03
SBL	2	3400	110	.03	330	.10
SBT	2	3400	390	.11*	460	.14*
SBR	d	1700	60	.04	160	.09
EBL	1	1700	100	.06*	110	.06*
EBT	2	3400	350	.10	470	.14
EBR	d	1700	150	.09	290	.17
WBL	1	1700	40	.02	90	.05
WBT	2	3400	350	.10*	540	.16*
WBR	d	1700	100	.06	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .48 .54

Rec'd 11/3/08

164. Main St & 17th St.

Existing (2008) Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	0	.00	10	.01*
NBT	2	3400	290	.09	430	.13
NBR	1	1700	20	.01	10	.01
SBL	0	0	0		0	
SBT	1.5	5100	350	.10*	520	.15*
SBR	1.5		160	.09	180	.11
EBL	1	1700	170	.10*	180	.11*
EBT	1	1700	10	.01	10	.01
EBR	0	0	0		0	
WBL	1	1700	0	.00	0	.00
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .25 .32

2030 (Base Case)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	0	.00	20	.01*
NBT	2	3400	300	.09	440	.13
NBR	1	1700	30	.02	20	.01
SBL	0	0	0		0	
SBT	1.5	5100	360	.11*	530	.16*
SBR	1.5		170	.10	190	.11
EBL	1	1700	180	.11*	190	.11*
EBT	1	1700	20	.01	20	.01
EBR	0	0	0		0	
WBL	1	1700	0	.00	0	.00
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .27 .33

2030 Alternative 1 (Main St Closure)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	400	.12	440	.13
NBR	1	1700	30	.02	20	.01
SBL	0	0	0		0	
SBT	1.5	5100	370	.11*	520	{.15}*
SBR	1.5		190		350	{.12}
EBL	1	1700	390	.23*	300	.18*
EBT	1	1700	20	.01	20	.01
EBR	d	1700	10	.01	10	.01
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .40 .39

2030 Alternative 2 (Main St Closure w/Cross-Traffic)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	400	.12	440	.13
NBR	1	1700	30	.02	20	.01
SBL	0	0	0		0	
SBT	1.5	5100	360	.11*	510	{.15}*
SBR	1.5		190		350	{.12}
EBL	1	1700	390	.23*	300	.18*
EBT	1	1700	20	.01	20	.01
EBR	d	1700	10	.01	10	.01
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .40 .39

Rec'd 11/11/08

141. Main St & Adams Ave

Existing (2008) Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	20	.01	10	.01
NBT	1	1700	300	.18*	370	.22*
NBR	d	1700	100	.06	90	.05
SBL	1	1700	50	.03*	80	.05*
SBT	1	1700	280	.16	420	.25
SBR	d	1700	30	.02	10	.01
EBL	0	0	10		0	
EBT	1	1700	230	.14*	160	.09
EBR	1	1700	10	.01	10	.01
WBL	0	0	60	(.04)*	180	
WBT	1	1700	190	.15	280	.27*
WBR	d	1700	30	.02	60	.04
Clearance Interval				.05*	.05*	

TOTAL CAPACITY UTILIZATION .44 .59

2030 (Base Case)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	30	.02	10	.01*
NBT	1	1700	350	.21*	380	.22
NBR	d	1700	140	.08	120	.07
SBL	1	1700	70	.04*	110	.06
SBT	1	1700	310	.18	470	.28*
SBR	d	1700	30	.02	10	.01
EBL	0	0	10	{.01}*	0	
EBT	1	1700	230	.14	200	.12
EBR	1	1700	10	.01	10	.01
WBL	0	0	70		210	
WBT	1	1700	230	.22*	340	.36*
WBR	0	0	70		70	
Clearance Interval				.05*	.05*	

TOTAL CAPACITY UTILIZATION .53 .70

2030 Alternative 1 (Main St Closure)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	30	.02	10	.01*
NBT	1	1700	350	.21*	380	.22
NBR	d	1700	130	.08	120	.07
SBL	1	1700	70	.04*	100	.06
SBT	1	1700	310	.18	470	.28*
SBR	d	1700	30	.02	10	.01
EBL	0	0	10	{.01}*	0	
EBT	1	1700	230	.14	200	.12
EBR	1	1700	10	.01	10	.01
WBL	0	0	70		210	
WBT	1	1700	230	.22*	340	.36*
WBR	0	0	70		70	
Clearance Interval				.05*	.05*	

TOTAL CAPACITY UTILIZATION .53 .70

2030 Alternative 2 (Main St Closure w/Cross-Traffic)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	30	.02	10	.01*
NBT	1	1700	350	.21*	380	.22
NBR	d	1700	130	.08	120	.07
SBL	1	1700	70	.04*	100	.06
SBT	1	1700	310	.18	470	.28*
SBR	d	1700	30	.02	10	.01
EBL	0	0	10	{.01}*	0	
EBT	1	1700	230	.14	200	.12
EBR	1	1700	10	.01	10	.01
WBL	0	0	70		210	
WBT	1	1700	230	.22*	340	.36*
WBR	0	0	70		70	
Clearance Interval				.05*	.05*	

TOTAL CAPACITY UTILIZATION .53 .70

156. Main St & Walnut Ave

Existing (2008) Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	10	{.01}*	10	
NBT	1	1700	70	.06	150	.13*
NBR	0	0	20		60	
SBL	0	0	30		30	{.02}*
SBT	1	1700	90	.08*	120	.10
SBR	0	0	20		20	
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1700	20	.02	30	.04
EBR	0	0	10		20	
WBL	0	0	10		30	
WBT	1	1700	10	.03*	40	.06*
WBR	0	0	30		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .18 .27

2030 (Base Case)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	10	{.01}*	20	
NBT	1	1700	80	.07	160	.15*
NBR	0	0	30		70	
SBL	0	0	30		40	{.02}*
SBT	1	1700	90	.09*	120	.11
SBR	0	0	40		30	
EBL	0	0	20	{.01}*	10	
EBT	1	1700	30	.04	50	.08*
EBR	0	0	10		70	
WBL	0	0	10		40	{.02}*
WBT	1	1700	30	.05*	50	.08
WBR	0	0	40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .21 .32

2030 Alternative 2 (Main St Closure w/Cross-Traffic)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	30	.02	40	.02
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	40	.02*	40	.02*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .07 .07

Rec'd 11/13/08

160. Main St & Olive Ave

Existing (2008) Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	10	{.01}*	30	
NBT	1	1700	80	.07	140	.12*
NBR	0	0	30		30	
SBL	0	0	70		40	{.02}*
SBT	1	1700	100	.11*	120	.11
SBR	0	0	20		30	
EBL	0	0	10	{.01}*	20	{.01}*
EBT	1	1700	20	.02	30	.05
EBR	0	0	10		30	
WBL	0	0	10		20	
WBT	1	1700	10	.02*	30	.05*
WBR	0	0	20		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .20 .25

2030 (Base Case)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	10		40	
NBT	1	1700	100	.09*	150	.14*
NBR	0	0	40		40	
SBL	0	0	80	{.05}*	50	{.03}*
SBT	1	1700	100	.12	130	.13
SBR	0	0	30		40	
EBL	0	0	20	{.01}*	30	{.02}*
EBT	1	1700	30	.04	70	.08
EBR	0	0	10		30	
WBL	0	0	10		30	
WBT	1	1700	20	.05*	60	.09*
WBR	0	0	50		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .25 .33

2030 Alternative 2 (Main St Closure w/Cross-Traffic)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	60	.04*	80	.05
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	50	.03	110	.06*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .09 .11

Rec'd 11/13/08

161. Main St & 6th St

Existing (2008) Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	0	.00	10	.01*
NBT	1	1700	80	.06	150	.10
NBR	0	0	30		20	
SBL	1	1700	10	.01	30	.02
SBT	1	1700	130	.09*	160	.12*
SBR	0	0	20		50	
EBL	1	1700	40	.02*	50	.03*
EBT	1	1700	40	.02	70	.04
EBR	1	1700	10	.01	10	.01
WBL	1	1700	50	.03	30	.02
WBT	1	1700	50	.03*	70	.04*
WBR	1	1700	10	.01	30	.02
Clearance Interval				.05*	.05*	

TOTAL CAPACITY UTILIZATION .19 .25

2030 (Base Case)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		20	{.01}*
NBT	1	1700	110	.08	160	.12
NBR	0	0	30		20	
SBL	0	0	10		40	
SBT	1	1700	160	.11*	170	.16*
SBR	0	0	20		60	
EBL	0	0	50		70	
EBT	1	1700	90	.09*	150	.14*
EBR	0	0	20		20	
WBL	0	0	60	{.04}*	40	{.02}*
WBT	1	1700	80	.09	120	.12
WBR	0	0	10		40	
Clearance Interval				.05*	.05*	

TOTAL CAPACITY UTILIZATION .29 .38

2030 Alternative 1 (Main St Closure)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		10	{.01}*
NBT	1	1700	90	.06	110	.08
NBR	0	0	10		10	
SBL	0	0	20		50	
SBT	1	1700	100	.09*	110	.14*
SBR	0	0	30		80	
EBL	0	0	60		110	
EBT	1	1700	110	.11*	160	.17*
EBR	0	0	10		20	
WBL	0	0	60	{.04}*	30	{.02}*
WBT	1	1700	70	.08	120	.12
WBR	0	0	10		50	
Clearance Interval				.05*	.05*	

TOTAL CAPACITY UTILIZATION .29 .39

2030 Alternative 2 (Main St Closure w/Cross-Traffic)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		10	{.01}*
NBT	1	1700	70	.05	80	.06
NBR	0	0	10		10	
SBL	0	0	10		40	
SBT	1	1700	90	.08*	110	.13*
SBR	0	0	30		70	
EBL	0	0	70		100	
EBT	1	1700	100	.11*	160	.16*
EBR	0	0	20		20	
WBL	0	0	60	{.04}*	30	{.02}*
WBT	1	1700	80	.09	120	.11
WBR	0	0	10		40	
Clearance Interval				.05*	.05*	

TOTAL CAPACITY UTILIZATION .28 .37

162. Lake St & 6th St

Existing (2008) Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	0	.00	10	.01
NBT	1	1700	20	.01*	130	.09*
NBR	0	0	0		20	
SBL	1	1700	40	.02*	30	.02*
SBT	1	1700	0	.00	120	.07
SBR	1	1700	50	.03	50	.03
EBL	0	0	40	[.02]*	50	[.03]*
EBT	1	1700	30	.04	60	.06
EBR	1	1700	0	.00	10	.01
WBL	0	0	0		10	
WBT	1	1700	70	.04*	70	.05*
WBR	1	1700	10	.01	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .14 .24

2030 (Base Case)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	20	[.01]*	30	[.02]*
NBT	1	1700	20	.02	220	.16
NBR	0	0	0		20	
SBL	0	0	50		40	
SBT	1	1700	90	.12*	200	.21*
SBR	0	0	60		110	
EBL	0	0	80	[.05]*	70	
EBT	1	1700	40	.10	70	.10*
EBR	0	0	50		30	
WBL	0	0	0		10	[.01]*
WBT	1	1700	90	.06*	80	.07
WBR	0	0	20		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .29 .39

2030 Alternative 1 (Main St Closure)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	20	[.01]*	40	[.02]*
NBT	1	1700	20	.02	240	.18
NBR	0	0	0		30	
SBL	0	0	60		40	
SBT	1	1700	90	.12*	200	.21*
SBR	0	0	60		110	
EBL	0	0	60	[.04]*	40	
EBT	1	1700	30	.11	60	.11*
EBR	0	0	100		80	
WBL	0	0	0		10	[.01]*
WBT	1	1700	90	.07*	80	.07
WBR	0	0	30		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .29 .40

2030 Alternative 2 (Main St Closure w/Cross-Traffic)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	20	[.01]*	40	[.02]*
NBT	1	1700	20	.02	240	.18
NBR	0	0	0		30	
SBL	0	0	60		40	
SBT	1	1700	90	.12*	210	.21*
SBR	0	0	60		100	
EBL	0	0	70	[.04]*	40	
EBT	1	1700	30	.10	70	.10*
EBR	0	0	70		60	
WBL	0	0	0		10	[.01]*
WBT	1	1700	90	.07*	80	.07
WBR	0	0	30		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .29 .39

21

150. 3rd St & Orange Ave

Existing (2008) Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	10	{.01}*	20	{.01}*
NBT	1	1700	20	.02	70	.06
NBR	0	0	10		10	
SBL	0	0	40		70	
SBT	1	1700	60	.06*	60	.09*
SBR	0	0	10		20	
EBL	0	0	10		20	{.01}*
EBT	1	1700	180	.12*	140	.11
EBR	0	0	20		30	
WBL	0	0	30	{.02}*	20	
WBT	1	1700	100	.09	230	.19*
WBR	0	0	30		80	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .26 .35

2030 (Base Case)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	10	{.01}*	50	{.03}*
NBT	1	1700	40	.04	80	.16
NBR	0	0	10		150	
SBL	0	0	30		40	
SBT	1	1700	100	.09*	190	.15*
SBR	0	0	20		30	
EBL	0	0	10		10	{.01}*
EBT	1	1700	290	.19*	230	.16
EBR	0	0	20		40	
WBL	0	0	30	{.02}*	140	
WBT	1	1700	200	.16	280	.34*
WBR	0	0	40		150	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .36 .58

2030 Alternative 1 (Main St Closure)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	20	{.01}*	70	
NBT	1	1700	50	.05	130	.21*
NBR	0	0	10		150	
SBL	0	0	20		40	{.02}*
SBT	1	1700	140	.10*	220	.17
SBR	0	0	10		30	
EBL	0	0	10		10	{.01}*
EBT	1	1700	280	.18*	280	.19
EBR	0	0	20		40	
WBL	0	0	40	{.02}*	140	
WBT	1	1700	230	.18	320	.35*
WBR	0	0	40		140	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .36 .64

2030 Alternative 2 (Main St Closure w/Cross-Traffic)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	70	{.04}*	170	{.10}*
NBT	1	1700	40	.07	110	.25
NBR	0	0	10		150	
SBL	0	0	20		40	
SBT	1	1700	140	.11*	240	.19*
SBR	0	0	20		40	
EBL	0	0	20		10	{.01}*
EBT	1	1700	290	.21*	290	.23
EBR	0	0	50		90	
WBL	0	0	30	{.02}*	130	
WBT	1	1700	260	.20	310	.35*
WBR	0	0	50		150	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .70

152. 1st & Atlanta Ave/Orange

Existing (2008) Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	40	{.02}*	70	
NBT	1	1700	0	.02	10	.05*
NBR	1	1700	90	.05	190	.11
SBL	0	0	10		10	{.01}*
SBT	1	1700	10	.01*	0	.01
SBR	0	0	0		0	
EBL	1	1700	0	.00	0	.00
EBT	1.5	3400	130	.05*	200	.08*
EBR	0.5		30		70	
WBL	1	1700	220	.13*	170	.10*
WBT	1	1700	150	.09	220	.14
WBR	0	0	0		10	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.26		.30	

2030 (Base Case)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	80	.05*	200	.12*
NBT	1	1700	0	.00	10	.01
NBR	1	1700	410	.24	770	.45
SBL	0	0	10		10	
SBT	1	1700	10	.01*	0	.01*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	140	.08*	210	.12*
EBR	d	1700	50	.03	90	.05
WBL	1	1700	610	.36*	480	.28*
WBT	2	3400	160	.05	230	.07
WBR	0	0	0		10	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.56		.77	

2030 Alternative 1 (Main St Closure)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	90	.05*	210	.12*
NBT	1	1700	0	.00	10	.01
NBR	1	1700	430	.25	790	.46
SBL	0	0	10		10	
SBT	1	1700	10	.01*	0	.01*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	140	.08*	210	.12*
EBR	d	1700	50	.03	130	.08
WBL	1	1700	570	.34*	480	.28*
WBT	2	3400	190	.06	220	.07
WBR	0	0	0		10	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.56		.78	

2030 Alternative 2 (Main St Closure w/Cross-Traffic)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	80	.05*	210	.12*
NBT	1	1700	0	.00	10	.01
NBR	1	1700	430	.25	790	.46
SBL	0	0	10		10	
SBT	1	1700	10	.01*	0	.01*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	140	.08*	210	.12*
EBR	d	1700	50	.03	140	.08
WBL	1	1700	610	.36*	480	.28*
WBT	2	3400	160	.05	220	.07
WBR	0	0	0		10	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.57		.78	

Rec'd 11/13/08

108. Beach Blvd & Atlanta Ave

Existing (2008) Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	10	.01	80	.05
NBT	3	5100	320	.07*	840	.18*
NBR	0	0	60		100	
SBL	1	1700	170	.10*	270	.16*
SBT	3	5100	610	.14	500	.11
SBR	0	0	110		70	
EBL	1	1700	50	.03*	80	.05*
EBT	2	3400	140	.04	280	.08
EBR	1	1700	30	.02	20	.01
WBL	1	1700	60	.04	50	.03
WBT	2	3400	250	.07*	270	.08*
WBR	1	1700	170	.10	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .32 .52

2030 (Base Case)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	20	.01	90	.05
NBT	3	5100	410	.09*	880	.19*
NBR	0	0	70		110	
SBL	1	1700	200	.12*	310	.18*
SBT	3	5100	620	.16	510	.12
SBR	0	0	200		100	
EBL	1	1700	90	.05*	200	.12*
EBT	2	3400	280	.10	550	.17
EBR	0	0	50		30	
WBL	1	1700	60	.04	70	.04
WBT	2	3400	480	.14*	500	.15*
WBR	d	1700	180	.11	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .45 .69

2030 Alternative 1 (Main St Closure)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	20	.01	100	.06
NBT	3	5100	410	.10*	880	.19*
NBR	0	0	80		110	
SBL	1	1700	190	.11*	300	.18*
SBT	3	5100	630	.16	520	.12
SBR	0	0	200		100	
EBL	1	1700	90	.05*	200	.12*
EBT	2	3400	280	.10	560	.17
EBR	0	0	50		30	
WBL	1	1700	60	.04	70	.04
WBT	2	3400	480	.14*	510	.15*
WBR	d	1700	180	.11	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .45 .69

2030 Alternative 2 (Main St Closure w/Cross-Traffic)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	20	.01	90	.05
NBT	3	5100	420	.10*	890	.20*
NBR	0	0	70		110	
SBL	1	1700	190	.11*	310	.18*
SBT	3	5100	630	.16	520	.12
SBR	0	0	200		100	
EBL	1	1700	90	.05*	210	.12*
EBT	2	3400	280	.10	550	.17
EBR	0	0	50		30	
WBL	1	1700	60	.04	70	.04
WBT	2	3400	470	.14*	510	.15*
WBR	d	1700	180	.11	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .45 .70

163. Beach & Pacific View

Existing (2008) Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	30	.02*	40	.02
NBT	3	5100	350	.07	960	.19*
NBR	0	0	0		0	
SBL	1	1700	0	.00	0	.00
SBT	3	5100	680	.15*	480	.11
SBR	0	0	60		60	
EBL	1	1700	50	.03*	80	.05*
EBT	0	0	0		0	
EBR	1	1700	32	.02	40	.02
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .25 .29

2030 (Base Case)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	70	.04*	140	.08*
NBT	3	5100	360	.07	970	.19
NBR	0	0	0		0	
SBL	1	1700	0	.00	0	.00
SBT	3	5100	690	.16*	490	.12*
SBR	0	0	150		110	
EBL	1	1700	50	.03*	200	.12*
EBT	0	0	0		0	
EBR	1	1700	42	.02	50	.03
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .28 .37

2030 Alternative 1 (Main St Closure)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	70	.04*	140	.08*
NBT	3	5100	360	.07	970	.19
NBR	0	0	0		0	
SBL	1	1700	0	.00	0	.00
SBT	3	5100	700	.17*	500	.12*
SBR	0	0	150		110	
EBL	1	1700	50	.03*	200	.12*
EBT	0	0	0		0	
EBR	1	1700	42	.02	50	.03
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .29 .37

2030 Alternative 2 (Main St Closure w/Cross-Traffic)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	70	.04*	140	.08*
NBT	3	5100	370	.07	970	.19
NBR	0	0	0		0	
SBL	1	1700	0	.00	0	.00
SBT	3	5100	700	.17*	500	.12*
SBR	0	0	150		110	
EBL	1	1700	50	.03*	200	.12*
EBT	0	0	0		0	
EBR	1	1700	42	.02	50	.03
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .29 .37

Rec'd 11/11/08