

**CUMULATIVE (2020) WITH
PROJECT CONDITIONS
(HCM METHODOLOGY)**

Cumulative Conditions (2020) Mon Mar 30, 2009 18:44:37

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project AM

Scenario Report

Scenario: Cumulative Conditions (2020) with Project AM
Command: Cumulative Conditions (2020) with Project AM
Volume: Existing AM
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Approved with Project AM
Trip Distribution: Project
Paths: Default Path
Routes: Default Route
Configuration: Cumulative Conditions (2020) with Project

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project 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	28.4 0.762	C	29.0 0.791	+ 0.523	D/V
# 2	Pacific Coast Hwy / Seapoint A	B	15.3 0.597	B	15.0 0.627	-0.277	D/V
# 3	Pacific Coast Hwy / Goldenwest	C	20.8 0.626	C	22.0 0.683	+ 1.201	D/V
# 4	Pacific Coast Hwy / 17th St	A	6.5 0.524	A	6.3 0.570	-0.203	D/V
# 5	Pacific Coast Hwy / 9th St	A	2.4 0.524	A	2.4 0.570	-0.016	D/V
# 6	Pacific Coast Hwy / 6th St	B	16.1 0.527	B	19.8 0.584	+ 3.669	D/V
# 7	Pacific Coast Hwy / Main St	B	14.8 0.513	B	18.8 0.572	+ 4.046	D/V
# 8	Pacific Coast Hwy / 1st St	C	25.2 0.588	C	29.3 0.630	+ 4.171	D/V
# 9	Pacific Coast Hwy / Huntington	A	7.3 0.557	A	8.3 0.607	+ 0.904	D/V
# 10	Pacific Coast Hwy / Beach Blvd	B	19.5 0.693	C	20.8 0.735	+ 1.267	D/V
# 11	Pacific Coast Hwy / Newland S	B	10.7 0.510	B	10.2 0.539	-0.560	D/V
# 12	Pacific Coast Hwy / Magnolia S	B	13.0 0.535	B	12.4 0.563	-0.650	D/V
# 13	Pacific Coast Hwy / Brookhurst	C	23.1 0.654	C	22.6 0.682	-0.469	D/V
# 14	Main St / Yorktown Ave	C	25.4 0.335	C	26.1 0.366	+ 0.714	D/V
# 15	Main St / 17 th St	B	13.8 0.229	B	11.9 0.261	-1.855	D/V
# 16	Main St / Adams Ave	B	14.6 0.365	B	14.6 0.430	-0.043	D/V
# 17	Main St / Walnut Ave	A	7.9 0.188	A	9.1 0.292	+ 0.104	V/C
# 18	Main St / Olive Ave	A	8.3 0.258	A	9.1 0.313	+ 0.056	V/C
# 19	Main St / 6th St	B	14.3 0.139	B	13.5 0.247	-0.836	D/V
# 20	Lake St / 6th St	A	8.1 0.116	A	8.3 0.136	+ 0.021	V/C
# 21	Lake St / Orange Ave	A	9.4 0.323	B	11.5 0.473	+ 0.150	V/C
# 22	1st St / Orange Ave & Atlanta	B	19.1 0.259	B	19.7 0.304	+ 0.624	D/V
# 23	Beach Blvd / Atlanta Ave	C	21.2 0.305	C	22.8 0.372	+ 1.623	D/V
# 24	Beach Blvd / Pacific View Ave	A	7.4 0.217	A	9.9 0.284	+ 2.562	D/V

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Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

 Intersection #1 Pacific Coast Hwy / Warner Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.791
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0
 Optimal Cycle: 109 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	2

Volume Module:

Base Vol:	30	1160	220	410	1150	40	20	190	30	290	50	600
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	34	1307	248	462	1296	45	23	214	34	327	56	676
Added Vol:	0	81	15	0	87	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1388	263	462	1383	45	23	214	34	344	56	676
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1388	263	462	1383	45	23	214	34	344	56	676
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1388	263	462	1383	45	23	214	34	344	56	676
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	1388	263	462	1383	45	23	214	34	344	56	676

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	1.94	0.06	1.00	0.86	0.14	2.00	1.00	2.00
Final Sat.:	1700	3400	1700	3400	3293	107	1700	1468	232	3400	1700	3400

Capacity Analysis Module:

Vol/Sat:	0.02	0.41	0.15	0.14	0.42	0.42	0.01	0.15	0.15	0.10	0.03	0.20
Crit Moves:	****		****			****			****			
Green/Cycle:	0.03	0.52	0.52	0.17	0.66	0.66	0.05	0.18	0.18	0.13	0.26	0.43
Volume/Cap:	0.64	0.79	0.30	0.79	0.64	0.64	0.24	0.79	0.79	0.79	0.13	0.46
Delay/Veh:	80.9	26.3	16.8	54.9	12.8	12.8	55.8	59.5	59.5	60.3	34.3	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.9	26.3	16.8	54.9	12.8	12.8	55.8	59.5	59.5	60.3	34.3	24.6
LOS by Move:	F	C	B	D	B	B	E	E	E	E	C	C
HCM2kAvgQ:	2	22	5	10	16	16	1	11	11	8	2	9

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

Intersection #2 Pacific Coast Hwy / Seapoint Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.627
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
 Optimal Cycle: 61 Level Of Service: B

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

Volume Module:

Base Vol:	0	1110	30	80	1270	0	0	0	0	80	0	250
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1251	34	90	1431	0	0	0	0	90	0	282
Added Vol:	0	96	6	0	103	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1347	40	90	1534	0	0	0	0	96	0	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1347	40	90	1534	0	0	0	0	96	0	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1347	40	90	1534	0	0	0	0	96	0	282
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	1347	40	90	1534	0	0	0	0	96	0	282

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	1.94	0.06	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3302	98	1700	3400	0	0	0	0	3400	0	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.41	0.41	0.05	0.45	0.00	0.00	0.00	0.00	0.03	0.00	0.17
Crit Moves:	****			****								****
Green/Cycle:	0.00	0.65	0.65	0.08	0.74	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.63	0.63	0.63	0.61	0.00	0.00	0.00	0.00	0.11	0.00	0.63
Delay/Veh:	0.0	12.9	12.9	61.5	8.1	0.0	0.0	0.0	0.0	33.5	0.0	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.9	12.9	61.5	8.1	0.0	0.0	0.0	0.0	33.5	0.0	41.7
LOS by Move:	A	B	B	E	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	15	15	4	14	0	0	0	0	1	0	10

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

Cumulative Conditions (2020 Mon Mar 30, 2009 18:44:37

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Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

Intersection #3 Pacific Coast Hwy / Goldenwest St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.683
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
 Optimal Cycle: 72 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	1	0	0	0	1

Volume Module:

Base Vol:	20	970	140	140	1250	0	0	0	0	300	0	140
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	1093	158	158	1409	0	0	0	0	338	0	158
Added Vol:	0	102	31	0	109	0	0	0	0	41	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1195	189	158	1518	0	0	0	0	379	0	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1195	189	158	1518	0	0	0	0	379	0	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1195	189	158	1518	0	0	0	0	379	0	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	1195	189	158	1518	0	0	0	0	379	0	158

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	0.35	0.11	0.09	0.45	0.00	0.00	0.00	0.00	0.22	0.00	0.09
Crit Moves:	****			****						****		
Green/Cycle:	0.02	0.53	0.53	0.14	0.65	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.68	0.66	0.21	0.66	0.68	0.00	0.00	0.00	0.00	0.68	0.00	0.28
Delay/Veh:	104.0	21.1	14.9	55.5	13.9	0.0	0.0	0.0	0.0	38.5	0.0	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.0	21.1	14.9	55.5	13.9	0.0	0.0	0.0	0.0	38.5	0.0	30.3
LOS by Move:	F	C	B	E	B	A	A	A	A	D	A	C
HCM2kAvgQ:	2	16	4	7	18	0	0	0	0	13	0	4

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

Cumulative Conditions (2020 Mon Mar 30, 2009 18:44:38

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Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

Intersection #4 Pacific Coast Hwy / 17th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.570
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
 Optimal Cycle: 53 Level Of Service: A

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

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

Volume Module:
 Base Vol: 0 1010 30 60 1420 0 0 0 0 80 0 80
 Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13
 Initial Bse: 0 1138 34 68 1600 0 0 0 0 90 0 90
 Added Vol: 0 133 2 0 150 0 0 0 0 4 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 1271 36 68 1750 0 0 0 0 94 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 1271 36 68 1750 0 0 0 0 94 0 90
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 1271 36 68 1750 0 0 0 0 94 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 1271 36 68 1750 0 0 0 0 94 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 0.37 0.02 0.04 0.51 0.00 0.00 0.00 0.00 0.06 0.00 0.05
 Crit Moves: **** ****
 Green/Cycle: 0.00 0.82 0.82 0.09 0.90 0.00 0.00 0.00 0.00 0.10 0.00 0.10
 Volume/Cap: 0.00 0.46 0.03 0.46 0.57 0.00 0.00 0.00 0.00 0.57 0.00 0.55
 Delay/Veh: 0.0 3.4 2.1 54.4 1.4 0.0 0.0 0.0 0.0 56.5 0.0 55.4
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 3.4 2.1 54.4 1.4 0.0 0.0 0.0 0.0 56.5 0.0 55.4
 LOS by Move: A A A D A A A A A E A E
 HCM2kAvgQ: 0 7 0 3 7 0 0 0 0 4 0 4

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

Intersection #5 Pacific Coast Hwy / 9th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.570
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 2.4
 Optimal Cycle: 53 Level Of Service: A

Street Name:	Pacific Coast Hwy						9th St									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	1050	10	20	1500	0	0	0	0	40	0	20
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1183	11	23	1690	0	0	0	0	45	0	23
Added Vol:	0	135	1	0	154	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1318	12	23	1844	0	0	0	0	47	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1318	12	23	1844	0	0	0	0	47	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1318	12	23	1844	0	0	0	0	47	0	23
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	1318	12	23	1844	0	0	0	0	47	0	23

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	0.39	0.01	0.01	0.54	0.00	0.00	0.00	0.00	0.03	0.00	0.01
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.92	0.92	0.03	0.95	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Volume/Cap:	0.00	0.42	0.01	0.42	0.57	0.00	0.00	0.00	0.00	0.57	0.00	0.27
Delay/Veh:	0.0	0.7	0.4	62.3	0.6	0.0	0.0	0.0	0.0	65.0	0.0	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.7	0.4	62.3	0.6	0.0	0.0	0.0	0.0	65.0	0.0	56.8
LOS by Move:	A	A	A	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	4	0	1	5	0	0	0	0	3	0	1

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

Cumulative Conditions (2020 Mon Mar 30, 2009 18:44:38

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Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

Intersection #6 Pacific Coast Hwy / 6th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.584
 Loss Time (sec): 30 (Y+R=4.0 sec) Average Delay (sec/veh): 19.8
 Optimal Cycle: 85 Level Of Service: B

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

Volume Module:

Base Vol:	20	940	20	40	1490	30	30	20	20	30	20	50
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	1059	23	45	1679	34	34	23	23	34	23	56
Added Vol:	0	103	50	41	116	0	0	0	0	39	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1162	73	86	1795	34	34	23	23	73	23	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1162	73	86	1795	34	34	23	23	73	23	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1162	73	86	1795	34	34	23	23	73	23	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	1162	73	86	1795	34	34	23	23	73	23	89

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	2.94	0.06	0.43	0.28	0.29	1.00	0.20	0.80
Final Sat.:	1700	4800	300	1700	5006	94	729	486	486	1700	342	1358

Capacity Analysis Module:

Vol/Sat:	0.01	0.24	0.24	0.05	0.36	0.36	0.05	0.05	0.05	0.04	0.07	0.07
Crit Moves:	****			****						****		
Green/Cycle:	0.02	0.53	0.53	0.11	0.61	0.61	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.58	0.46	0.46	0.46	0.58	0.58	0.41	0.41	0.41	0.38	0.58	0.58
Delay/Veh:	78.9	17.8	17.8	51.8	14.2	14.2	51.0	51.0	51.0	50.6	55.1	55.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	17.8	17.8	51.8	14.2	14.2	51.0	51.0	51.0	50.6	55.1	55.1
LOS by Move:	E	B	B	D	B	B	D	D	D	D	E	E
HCM2kAvgQ:	2	9	9	3	14	14	3	3	3	3	5	5

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

Cumulative Conditions (2020 Mon Mar 30, 2009 18:44:38

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Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

Intersection #7 Pacific Coast Hwy / Main St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.572
 Loss Time (sec): 30 (Y+R=4.0 sec) Average Delay (sec/veh): 18.8
 Optimal Cycle: 84 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:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	1025	68	45	1690	0	0	0	0	56	0	79
Added Vol:	0	116	33	39	116	0	0	0	0	32	0	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1141	101	84	1806	0	0	0	0	88	0	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1141	101	84	1806	0	0	0	0	88	0	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1141	101	84	1806	0	0	0	0	88	0	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	1141	101	84	1806	0	0	0	0	88	0	116

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	0.22	0.06	0.05	0.35	0.00	0.00	0.00	0.00	0.05	0.00	0.07
Crit Moves:	****			****						****		
Green/Cycle:	0.01	0.52	0.52	0.11	0.62	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.57	0.43	0.11	0.43	0.57	0.00	0.00	0.00	0.00	0.44	0.00	0.57
Delay/Veh:	93.7	18.2	15.0	51.1	13.7	0.0	0.0	0.0	0.0	50.6	0.0	53.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.7	18.2	15.0	51.1	13.7	0.0	0.0	0.0	0.0	50.6	0.0	53.9
LOS by Move:	F	B	B	D	B	A	A	A	A	D	A	D
HCM2kAvgQ:	1	9	2	3	13	0	0	0	0	3	0	5

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

Intersection #8 Pacific Coast Hwy / 1st St

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

Loss Time (sec): 30 (Y+R=4.0 sec) Average Delay (sec/veh): 29.3

Optimal Cycle: 91 Level Of Service: C

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 1 1 1 0 0 2

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Volume Module:

Base Vol: 40 800 50 40 1380 60 70 40 30 100 80 110

Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13

Initial Bse: 45 901 56 45 1555 68 79 45 34 113 90 124

Added Vol: 0 84 73 76 71 0 0 0 0 60 0 66

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

Initial Fut: 45 985 129 121 1626 68 79 45 34 173 90 190

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

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

PHF Volume: 45 985 129 121 1626 68 79 45 34 173 90 190

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

Reduced Vol: 45 985 129 121 1626 68 79 45 34 173 90 190

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

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

Final Volume: 45 985 129 121 1626 68 79 45 34 173 90 190

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Saturation Flow Module:

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

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

Lanes: 1.00 2.65 0.35 1.00 2.88 0.12 1.27 0.73 1.00 1.31 0.69 2.00

Final Sat.: 1700 4508 592 1700 4896 204 2164 1236 1700 2234 1166 3400

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Capacity Analysis Module:

Vol/Sat: 0.03 0.22 0.22 0.07 0.33 0.33 0.04 0.04 0.02 0.08 0.08 0.06

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

Green/Cycle: 0.04 0.43 0.43 0.14 0.53 0.53 0.06 0.06 0.06 0.12 0.12 0.12

Volume/Cap: 0.63 0.51 0.51 0.51 0.63 0.63 0.63 0.63 0.34 0.63 0.63 0.46

Delay/Veh: 73.2 25.2 25.2 49.6 20.6 20.6 61.7 61.7 56.4 53.1 53.1 49.7

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

AdjDel/Veh: 73.2 25.2 25.2 49.6 20.6 20.6 61.7 61.7 56.4 53.1 53.1 49.7

LOS by Move: E C C D C C E E E D D D

HCM2kAvgQ: 3 10 10 5 15 15 3 3 2 6 6 4

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

Intersection #9 Pacific Coast Hwy / Huntington St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.607
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
 Optimal Cycle: 47 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:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	56	935	68	34	1645	11	11	23	45	34	68	23
Added Vol:	0	156	95	0	131	0	0	0	0	75	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1091	163	34	1776	11	11	23	45	109	68	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1091	163	34	1776	11	11	23	45	109	68	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1091	163	34	1776	11	11	23	45	109	68	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	1091	163	34	1776	11	11	23	45	109	68	23

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.33	0.67	1.00	1.23	0.77	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	567	1133	1700	2097	1303	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.32	0.10	0.02	0.52	0.01	0.02	0.02	0.03	0.05	0.05	0.01
Crit Moves:	****			****						****		
Green/Cycle:	0.05	0.86	0.86	0.05	0.86	0.86	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.61	0.37	0.11	0.37	0.61	0.01	0.23	0.23	0.31	0.61	0.61	0.16
Delay/Veh:	66.5	1.8	1.3	57.4	2.8	1.2	51.6	51.6	52.3	56.6	56.6	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	1.8	1.3	57.4	2.8	1.2	51.6	51.6	52.3	56.6	56.6	51.4
LOS by Move:	E	A	A	E	A	A	D	D	D	E	E	D
HCM2kAvgQ:	3	4	1	2	10	0	1	1	2	4	4	1

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

Intersection #10 Pacific Coast Hwy / Beach Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.735
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.8
 Optimal Cycle: 86 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

Volume Module:

Base Vol:	20	860	220	100	1520	30	20	50	10	480	80	160
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	969	248	113	1713	34	23	56	11	541	90	180
Added Vol:	0	171	0	63	144	0	0	0	0	0	0	79
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1140	248	176	1857	34	23	56	11	541	90	259
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:	23	1140	248	176	1857	34	23	56	0	541	90	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1140	248	176	1857	34	23	56	0	541	90	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:	23	1140	248	176	1857	34	23	56	0	541	90	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	0.34	0.15	0.10	0.55	0.02	0.01	0.02	0.00	0.16	0.05	0.00
Crit Moves:	***			***			***			***		
Green/Cycle:	0.02	0.58	0.58	0.18	0.74	0.74	0.05	0.02	0.00	0.22	0.19	0.00
Volume/Cap:	0.74	0.58	0.25	0.58	0.74	0.03	0.28	0.74	0.00	0.74	0.28	0.00
Delay/Veh:	121.4	16.2	12.4	47.8	9.9	4.1	57.0	88.8	0.0	47.7	41.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.4	16.2	12.4	47.8	9.9	4.1	57.0	88.8	0.0	47.7	41.9	0.0
LOS by Move:	F	B	B	D	A	A	E	F	A	D	D	A
HCM2kAvgQ:	2	13	4	7	20	0	1	2	0	11	3	0

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Pacific Coast Hwy / Newland St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.539
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
 Optimal Cycle: 49 Level Of Service: B

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

Volume Module:

Base Vol:	0	930	30	60	1800	0	10	10	0	160	0	110
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1048	34	68	2028	0	11	11	0	180	0	124
Added Vol:	0	171	0	0	144	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1219	34	68	2172	0	11	11	0	180	0	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1219	34	68	2172	0	11	11	0	180	0	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1219	34	68	2172	0	11	11	0	180	0	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1219	34	68	2172	0	11	11	0	180	0	124

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	0.24	0.02	0.04	0.43	0.00	0.01	0.01	0.00	0.11	0.00	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.68	0.68	0.11	0.79	0.00	0.01	0.01	0.00	0.20	0.00	0.20
Volume/Cap:	0.00	0.35	0.03	0.35	0.54	0.00	0.54	0.54	0.00	0.54	0.00	0.37
Delay/Veh:	0.0	8.2	6.4	50.3	4.7	0.0	72.2	72.2	0.0	45.0	0.0	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	6.4	50.3	4.7	0.0	72.2	72.2	0.0	45.0	0.0	42.4
LOS by Move:	A	A	A	D	A	A	E	E	A	D	A	D
HCM2kAvgQ:	0	6	0	3	10	0	1	1	0	7	0	4

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

Cumulative Conditions (2020 Mon Mar 30, 2009 18:44:38

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Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

Intersection #12 Pacific Coast Hwy / Magnolia St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.563

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4

Optimal Cycle: 52 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

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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

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Volume Module:

Base Vol: 20 840 50 80 1850 30 10 20 10 150 20 140

Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13

Initial Bse: 23 947 56 90 2085 34 11 23 11 169 23 158

Added Vol: 0 171 0 0 144 0 0 0 0 0 0 0

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

Initial Fut: 23 1118 56 90 2229 34 11 23 11 169 23 158

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

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

PHF Volume: 23 1118 56 90 2229 34 11 23 11 169 23 158

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

Reduced Vol: 23 1118 56 90 2229 34 11 23 11 169 23 158

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

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

Final Volume: 23 1118 56 90 2229 34 11 23 11 169 23 158

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Saturation Flow Module:

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

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

Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 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

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Capacity Analysis Module:

Vol/Sat: 0.01 0.22 0.03 0.05 0.44 0.02 0.01 0.02 0.02 0.06 0.06 0.09

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

Green/Cycle: 0.02 0.64 0.64 0.16 0.78 0.78 0.04 0.04 0.04 0.16 0.16 0.16

Volume/Cap: 0.56 0.34 0.05 0.34 0.56 0.03 0.19 0.56 0.56 0.34 0.34 0.56

Delay/Veh: 75.1 9.8 7.9 45.9 5.5 3.1 57.7 68.7 68.7 44.7 44.7 48.7

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

AdjDel/Veh: 75.1 9.8 7.9 45.9 5.5 3.1 57.7 68.7 68.7 44.7 44.7 48.7

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

HCM2kAvgQ: 2 6 1 3 11 0 1 2 2 3 3 6

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

Intersection #13 Pacific Coast Hwy / Brookhurst St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.682
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 22.6
 Optimal Cycle: 72 Level Of Service: C

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

Volume Module:

Base Vol:	10	750	210	150	1880	0	10	10	10	660	10	150
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	845	237	169	2118	0	11	11	11	744	11	169
Added Vol:	0	171	0	0	144	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1016	237	169	2262	0	11	11	11	744	11	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1016	237	169	2262	0	11	11	11	744	11	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1016	237	169	2262	0	11	11	11	744	11	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	1016	237	169	2262	0	11	11	11	744	11	169

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	0.20	0.14	0.10	0.44	0.00	0.01	0.01	0.01	0.22	0.01	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.01	0.44	0.44	0.22	0.65	0.00	0.02	0.02	0.02	0.32	0.32	0.32
Volume/Cap:	0.68	0.45	0.32	0.45	0.68	0.00	0.31	0.68	0.68	0.68	0.02	0.31
Delay/Veh:	136.8	23.6	22.1	41.4	13.8	0.0	62.8	104	103.9	37.2	28.0	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	136.8	23.6	22.1	41.4	13.8	0.0	62.8	104	103.9	37.2	28.0	31.2
LOS by Move:	F	C	C	D	B	A	E	F	F	D	C	C
HCM2kAvgQ:	1	9	6	6	18	0	1	2	2	13	0	5

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

 Intersection #14 Main St / Yorktown Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1
 Optimal Cycle: 36 Level Of Service: C

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

Volume Module:

Base Vol:	110	360	30	110	330	40	60	340	140	40	340	90
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	124	406	34	124	372	45	68	383	158	45	383	101
Added Vol:	6	59	28	0	66	0	0	0	7	36	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	465	62	124	438	45	68	383	165	81	385	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	465	62	124	438	45	68	383	165	81	385	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	465	62	124	438	45	68	383	165	81	385	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	465	62	124	438	45	68	383	165	81	385	101

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:	0.08	0.14	0.04	0.04	0.13	0.03	0.04	0.11	0.10	0.05	0.11	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.44	0.44	0.12	0.35	0.35	0.11	0.31	0.31	0.13	0.32	0.32
Volume/Cap:	0.37	0.31	0.08	0.31	0.37	0.08	0.35	0.37	0.31	0.37	0.35	0.18
Delay/Veh:	34.5	18.1	16.1	40.8	24.3	21.6	42.0	27.2	26.8	40.7	25.9	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	18.1	16.1	40.8	24.3	21.6	42.0	27.2	26.8	40.7	25.9	24.4
LOS by Move:	C	B	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	4	5	1	2	5	1	2	5	4	3	5	2

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

Intersection #15 Main St / 17 th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.261
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
 Optimal Cycle: 19 Level Of Service: B

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

Volume Module:

Base Vol:	0	290	20	0	350	160	170	10	0	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	327	23	0	394	180	192	11	0	0	0	0
Added Vol:	0	93	0	0	109	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	420	23	0	503	180	192	11	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	420	23	0	503	180	192	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	420	23	0	503	180	192	11	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	420	23	0	503	180	192	11	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	0.12	0.01	0.00	0.15	0.11	0.11	0.01	0.00	0.00	0.00	0.00
Crit Moves:				****			****					
Green/Cycle:	0.00	0.57	0.57	0.00	0.57	0.57	0.43	0.43	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.22	0.02	0.00	0.26	0.19	0.26	0.02	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.7	9.5	0.0	11.0	10.5	18.4	16.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.7	9.5	0.0	11.0	10.5	18.4	16.2	0.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	B	B	B	A	A	A	A
HCM2kAvgQ:	0	3	0	0	4	3	4	0	0	0	0	0

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

Intersection #16 Main St / Adams Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
 Optimal Cycle: 25 Level Of Service: B

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

Volume Module:

Base Vol:	20	300	100	50	280	30	10	230	10	60	190	30
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	338	113	56	316	34	11	259	11	68	214	34
Added Vol:	0	93	16	0	109	0	0	0	0	19	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	431	129	56	425	34	11	259	11	87	214	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	431	129	56	425	34	11	259	11	87	214	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	431	129	56	425	34	11	259	11	87	214	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	431	129	56	425	34	11	259	11	87	214	34

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	0.29	0.71	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	71	1629	1700	490	1210	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.25	0.08	0.03	0.25	0.02	0.16	0.16	0.01	0.18	0.18	0.02
Crit Moves:	****									****		
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.02	0.43	0.13	0.06	0.42	0.03	0.39	0.39	0.02	0.43	0.43	0.05
Delay/Veh:	8.6	11.6	9.2	8.8	11.5	8.6	21.0	21.0	17.5	21.5	21.5	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	11.6	9.2	8.8	11.5	8.6	21.0	21.0	17.5	21.5	21.5	17.7
LOS by Move:	A	B	A	A	B	A	C	C	B	C	C	B
HCM2kAvgQ:	0	7	2	1	7	0	6	6	0	7	7	1

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

 Intersection #17 Main St / Walnut Ave

Cycle (sec): 0 Critical Vol./Cap.(X): 0.292
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
 Optimal Cycle: 0 Level Of Service: A

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

Volume Module:

Base Vol:	10	70	20	30	90	20	10	20	10	10	10	30
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	79	23	34	101	23	11	23	11	11	11	34
Added Vol:	11	46	8	16	34	7	7	54	11	8	51	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	125	31	50	135	30	18	77	22	19	62	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	125	31	50	135	30	18	77	22	19	62	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	125	31	50	135	30	18	77	22	19	62	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	125	31	50	135	30	18	77	22	19	62	53

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.70	0.17	0.23	0.63	0.14	0.16	0.65	0.19	0.14	0.47	0.39
Final Sat.:	92	514	126	170	463	101	107	447	130	101	327	277

Capacity Analysis Module:

Vol/Sat:	0.24	0.24	0.24	0.29	0.29	0.29	0.17	0.17	0.17	0.19	0.19	0.19
Crit Moves:	****			****			****			****		
Delay/Veh:	9.1	9.1	9.1	9.5	9.5	9.5	8.8	8.8	8.8	8.8	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	9.5	9.5	9.5	8.8	8.8	8.8	8.8	8.8	8.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.1			9.5			8.8			8.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.1			9.5			8.8			8.8		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.3	0.3	0.3	0.4	0.4	0.4	0.2	0.2	0.2	0.2	0.2	0.2

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

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Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

Level Of Service Detailed Computation Report
 2000 HCM 4-Way Stop Method
 Future Volume Alternative

Intersection #17 Main St / Walnut Ave

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

Time Period: 0.25 hour

HevVeh: 0% 0% 0% 0%

Alpha Value: 0.01

GroupType:	1	1	1	1
P[C1]:	0.50	0.53	0.46	0.47
P[C2]:	0.19	0.16	0.10	0.09
P[C3]:	0.20	0.22	0.31	0.32
P[C4]:	0.10	0.09	0.12	0.11
P[C5]:	0.01	0.01	0.01	0.01
Padj[C1]:	0.009	0.009	0.011	0.011
Padj[C2]:	0.002	0.002	0.005	0.005
Padj[C3]:	-0.005	-0.005	-0.008	-0.008
Padj[C4]:	-0.006	-0.005	-0.007	-0.007
Padj[C5]:	-0.001	-0.001	-0.001	-0.001

Lane:	L1	L1	L1	L1
LaneType:	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE
HeadwayAdj:	-0.078	-0.036	-0.083	-0.207
Volume:	178	215	117	134
Capacity:	731	735	683	705
DegOfUtil:	0.23	0.28	0.16	0.18
DepHeadway:	4.68	4.68	4.89	4.75
ServiceTime:	2.7	2.7	2.9	2.7
Delay:	9.1	9.5	8.8	8.8
Queue:	0.3	0.4	0.2	0.2

Approach:	North Bound	South Bound	East Bound	West Bound
ApproachDel:	9.1	9.5	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	9.1	9.5	8.8	8.8
LOS by Appr:	A	A	A	A
OverallDel:			9.1	
OverallLOS:			A	

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

 Intersection #18 Main St / Olive Ave

Cycle (sec): 0 Critical Vol./Cap.(X): 0.313
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
 Optimal Cycle: 0 Level Of Service: A

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

Volume Module:

Base Vol:	10	80	30	70	100	20	10	20	10	10	10	20
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	90	34	79	113	23	11	23	11	11	11	23
Added Vol:	14	4	7	6	5	7	7	56	14	8	58	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	94	41	85	118	30	18	79	25	19	69	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:	25	94	41	85	118	30	18	79	25	19	69	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	94	41	85	118	30	18	79	25	19	69	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	94	41	85	118	30	18	79	25	19	69	30

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.59	0.25	0.36	0.51	0.13	0.15	0.64	0.21	0.16	0.59	0.25
Final Sat.:	116	433	188	271	375	94	103	444	143	113	405	173

Capacity Analysis Module:

Vol/Sat:	0.22	0.22	0.22	0.31	0.31	0.31	0.18	0.18	0.18	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Delay/Veh:	8.8	8.8	8.8	9.7	9.7	9.7	8.8	8.8	8.8	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	9.7	9.7	9.7	8.8	8.8	8.8	8.7	8.7	8.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.8			9.7			8.8			8.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.8			9.7			8.8			8.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.4	0.2	0.2	0.2	0.2	0.2	0.2

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

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Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

Level Of Service Detailed Computation Report
 2000 HCM 4-Way Stop Method
 Future Volume Alternative

 Intersection #18 Main St / Olive Ave

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

Time Period: 0.25 hour

HevVeh:	0%	0%	0%	0%
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Alpha Value: 0.01

GroupType:	1	1	1	1
P[C1]:	0.49	0.56	0.47	0.46
P[C2]:	0.21	0.14	0.09	0.09
P[C3]:	0.19	0.21	0.32	0.32
P[C4]:	0.10	0.08	0.11	0.11
P[C5]:	0.01	0.01	0.01	0.01
Padj[C1]:	0.009	0.008	0.011	0.011
Padj[C2]:	0.002	0.002	0.005	0.005
Padj[C3]:	-0.005	-0.006	-0.008	-0.008
Padj[C4]:	-0.006	-0.005	-0.007	-0.007
Padj[C5]:	-0.001	-0.001	-0.001	-0.001

Lane:	L1	L1	L1	L1
LaneType:	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE
HeadwayAdj:	-0.121	-0.003	-0.094	-0.117
Volume:	160	232	122	118
Capacity:	738	741	690	691
DegOfUtil:	0.21	0.30	0.16	0.16
DepHeadway:	4.63	4.66	4.85	4.84
ServiceTime:	2.6	2.7	2.9	2.8
Delay:	8.8	9.7	8.8	8.7
Queue:	0.2	0.4	0.2	0.2

Approach:	North Bound	South Bound	East Bound	West Bound
ApproachDel:	8.8	9.7	8.8	8.7
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	8.8	9.7	8.8	8.7
LOS by Appr:	A	A	A	A
OverallDel:			9.1	
OverallLOS:			A	

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

Intersection #19 Main St / 6th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.247
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
 Optimal Cycle: 19 Level Of Service: B

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

Volume Module:

Base Vol:	0	80	30	10	130	30	40	40	10	50	50	10
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	90	34	11	146	34	45	45	11	56	56	11
Added Vol:	12	57	3	0	61	75	58	8	12	3	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	147	37	11	207	109	103	53	23	59	65	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	147	37	11	207	109	103	53	23	59	65	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	147	37	11	207	109	103	53	23	59	65	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	147	37	11	207	109	103	53	23	59	65	11

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	0.80	0.20	1.00	0.66	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	1360	340	1700	1115	585	1700	1700	1700	1700	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.11	0.01	0.19	0.19	0.06	0.03	0.01	0.03	0.04	0.01
Crit Moves:				****			****					
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.01	0.14	0.14	0.01	0.25	0.25	0.25	0.13	0.06	0.14	0.16	0.03
Delay/Veh:	3.0	3.4	3.4	3.0	3.8	3.8	30.6	29.5	28.9	29.6	29.8	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.0	3.4	3.4	3.0	3.8	3.8	30.6	29.5	28.9	29.6	29.8	28.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	2	2	0	3	3	3	1	1	1	2	0

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

Intersection #20 Lake St / 6th St

Cycle (sec): 0 Critical Vol./Cap. (X): 0.136
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
 Optimal Cycle: 0 Level Of Service: A

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

Volume Module:

Base Vol:	0	20	0	40	0	50	40	30	0	0	70	10
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	23	0	45	0	56	45	34	0	0	79	11
Added Vol:	2	32	0	0	42	10	9	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	55	0	45	42	66	54	34	2	0	79	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	55	0	45	42	66	54	34	2	0	79	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	55	0	45	42	66	54	34	2	0	79	11
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:	2	55	0	45	42	66	54	34	2	0	79	11

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	1.00	1.00	0.62	0.38	1.00	0.00	1.00	1.00
Final Sat.:	618	678	0	619	678	781	397	248	785	0	682	784

Capacity Analysis Module:

Vol/Sat:	0.00	0.08	xxxx	0.07	0.06	0.08	0.14	0.14	0.00	xxxx	0.12	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	8.3	8.2	0.0	8.8	8.2	7.5	8.9	8.9	7.1	0.0	8.4	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.2	0.0	8.8	8.2	7.5	8.9	8.9	7.1	0.0	8.4	7.2
LOS by Move:	A	A	*	A	A	A	A	A	A	*	A	A
ApproachDel:	8.2			8.1			8.9			8.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.2			8.1			8.9			8.3		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.0

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

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Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

Level Of Service Detailed Computation Report
 2000 HCM 4-Way Stop Method
 Future Volume Alternative

 Intersection #20 Lake St / 6th St

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

Time Period: 0.25 hour
 HevVeh: 0% 0% 0% 0%
 Alpha Value: 0.01

GroupType:	5	6	5	5
P[C1]:	0.61	0.70	0.65	0.64
P[C2]:	0.15	0.06	0.09	0.10
P[C3]:	0.18	0.21	0.22	0.21
P[C4]:	0.06	0.03	0.04	0.05
P[C5]:	0.00	0.00	0.00	0.00
Padj[C1]:	0.007	0.006	0.007	0.007
Padj[C2]:	0.002	0.002	0.002	0.002
Padj[C3]:	-0.005	-0.006	-0.006	-0.006
Padj[C4]:	-0.003	-0.002	-0.003	-0.003
Padj[C5]:	-0.000	-0.000	-0.000	-0.000

Lanes:	L1	L2	L1	L2	L1	L2	L1	L2
LaneType:	LEFT	RTTHRU	LEFT	RITE	RITE	LTTHRU	RITE	LTTHRU
HeadwayAdj:	0.500	0.000	0.500	-0.700	-0.700	0.308	-0.700	0.000
Volume:	2	55	45	66	2	88	11	79
Capacity:	618	678	619	781	785	645	784	682
DegOfUtil:	0.00	0.08	0.07	0.08	0.00	0.13	0.01	0.11
DepHeadway:	5.61	5.11	5.63	4.43	4.39	5.40	4.40	5.10
ServiceTime:	3.3	2.8	3.3	2.1	2.1	3.1	2.1	2.8
Delay:	8.3	8.2	8.8	7.5	7.1	8.9	7.2	8.4
Queue:	0.0	0.1	0.1	0.1	0.0	0.1	0.0	0.1

Lane:	L3	L3	L3	L3
LaneType:	NOLANE	THRU	NOLANE	NOLANE
HeadwayAdj:	xx.xxx	0.000	xx.xxx	xx.xxx
Volume:	xxxxxxx	42	xxxxxxx	xxxxxxx
Capacity:	xxxxxxx	678	xxxxxxx	xxxxxxx
DegOfUtil:	x.xx	0.06	x.xx	x.xx
DepHeadway:	xx.xx	5.13	xx.xx	xx.xx
ServiceTime:	xx.x	2.8	xx.x	xx.x
Delay:	xxx.x	8.2	xxx.x	xxx.x
Queue:	xxx.x	0.1	xxx.x	xxx.x

Approach:	North Bound	South Bound	East Bound	West Bound
ApproachDel:	8.2	8.1	8.9	8.3
Delay Adj:	1.00	1.00	1.00	1.00

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project AM

ApprAdjDel:	8.2	8.1	8.9	8.3
LOS by Appr:	A	A	A	A
OverallDel:			8.3	
OverallLOS:			A	

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

Level Of Service Computation Report

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

Intersection #21 Lake St / Orange Ave

Cycle (sec): 0 Critical Vol./Cap.(X): 0.473
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
 Optimal Cycle: 0 Level Of Service: B

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

Volume Module:

Base Vol:	10	20	10	40	60	10	10	180	20	30	160	30
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	23	11	45	68	11	11	203	23	34	180	34
Added Vol:	8	6	8	16	7	21	20	64	8	9	69	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	29	19	61	75	32	31	267	31	43	249	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	29	19	61	75	32	31	267	31	43	249	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	29	19	61	75	32	31	267	31	43	249	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	29	19	61	75	32	31	267	31	43	249	42

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.42	0.29	0.36	0.45	0.19	0.10	0.81	0.09	0.13	0.75	0.12
Final Sat.:	161	239	161	217	265	115	67	571	65	90	527	88

Capacity Analysis Module:

Vol/Sat:	0.12	0.12	0.12	0.28	0.28	0.28	0.47	0.47	0.47	0.47	0.47	0.47
Crit Moves:	****			****			****			****		
Delay/Veh:	9.3	9.3	9.3	10.4	10.4	10.4	11.9	11.9	11.9	12.0	12.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	9.3	10.4	10.4	10.4	11.9	11.9	11.9	12.0	12.0	12.0
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:	9.3			10.4			11.9			12.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.3			10.4			11.9			12.0		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.3	0.3	0.8	0.8	0.8	0.8	0.8	0.8

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

Level Of Service Detailed Computation Report
 2000 HCM 4-Way Stop Method
 Future Volume Alternative

 Intersection #21 Lake St / Orange Ave

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

Time Period: 0.25 hour
 HevVeh: 0% 0% 0% 0%
 Alpha Value: 0.01

GroupType:	1	1	1	1
P[C1]:	0.22	0.27	0.36	0.37
P[C2]:	0.08	0.03	0.30	0.30
P[C3]:	0.37	0.44	0.17	0.17
P[C4]:	0.28	0.24	0.15	0.15
P[C5]:	0.05	0.02	0.01	0.01
Padj[C1]:	0.019	0.017	0.012	0.011
Padj[C2]:	0.010	0.009	0.002	0.002
Padj[C3]:	-0.007	-0.011	-0.003	-0.003
Padj[C4]:	-0.016	-0.014	-0.009	-0.009
Padj[C5]:	-0.005	-0.002	-0.001	-0.001

Lane:	L1	L1	L1	L1
LaneType:	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE
HeadwayAdj:	-0.115	-0.043	-0.037	-0.049
Volume:	67	168	329	334
Capacity:	561	597	703	706
DegOfUtil:	0.10	0.26	0.45	0.46
DepHeadway:	5.63	5.51	4.93	4.92
ServiceTime:	3.6	3.5	2.9	2.9
Delay:	9.3	10.4	11.9	12.0
Queue:	0.1	0.3	0.8	0.8

Approach:	North Bound	South Bound	East Bound	West Bound
ApproachDel:	9.3	10.4	11.9	12.0
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	9.3	10.4	11.9	12.0
LOS by Appr:	A	B	B	B
OverallDel:			11.5	
OverallLOS:			B	

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.304
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.7
 Optimal Cycle: 27 Level Of Service: B

Street Name:	1st St						Orange Ave & Atlanta Ave									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	1	0	0	1	0	1	0	1	1	0	1	0	0	1	0

Volume Module:

Base Vol:	40	0	90	10	10	0	0	130	30	220	150	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	45	0	101	11	11	0	0	146	34	248	169	0
Added Vol:	27	0	13	0	0	0	0	52	36	21	59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	0	114	11	11	0	0	198	70	269	228	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:	72	0	114	11	11	0	0	198	70	269	228	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	0	114	11	11	0	0	198	70	269	228	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	72	0	114	11	11	0	0	198	70	269	228	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	1.48	0.52	1.00	1.00	0.00
Final Sat.:	1700	0	1700	850	850	0	1700	2515	885	1700	1700	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.07	0.01	0.01	0.00	0.00	0.08	0.08	0.16	0.13	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.22	0.00	0.22	0.22	0.22	0.00	0.00	0.26	0.26	0.52	0.78	0.00
Volume/Cap:	0.19	0.00	0.30	0.06	0.06	0.00	0.00	0.30	0.30	0.30	0.17	0.00
Delay/Veh:	31.9	0.0	33.0	30.8	30.8	0.0	0.0	30.0	30.0	13.9	2.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	0.0	33.0	30.8	30.8	0.0	0.0	30.0	30.0	13.9	2.9	0.0
LOS by Move:	C	A	C	C	C	A	A	C	C	B	A	A
HCM2kAvgQ:	2	0	3	1	1	0	0	3	3	5	2	0

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

Intersection #23 Beach Blvd / Atlanta Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.372
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8
 Optimal Cycle: 30 Level Of Service: C

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

Volume Module:

Base Vol:	10	320	60	170	610	110	50	140	30	60	250	170
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	361	68	192	687	124	56	158	34	68	282	192
Added Vol:	0	110	12	0	151	37	51	58	0	15	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	471	80	192	838	161	107	216	34	83	350	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	471	80	192	838	161	107	216	34	83	350	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	471	80	192	838	161	107	216	34	83	350	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	471	80	192	838	161	107	216	34	83	350	192

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:	0.08	3.35	0.57	1.00	2.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	136	5699	964	1700	4279	821	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.11	0.20	0.20	0.06	0.06	0.02	0.05	0.10	0.11
Crit Moves:				****			****					****
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.17	0.27	0.27	0.21	0.30	0.30
Volume/Cap:	0.16	0.16	0.16	0.21	0.37	0.37	0.37	0.24	0.07	0.24	0.34	0.37
Delay/Veh:	14.6	14.6	14.6	15.2	16.8	16.8	44.9	34.5	32.9	40.2	32.7	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.6	14.6	14.6	15.2	16.8	16.8	44.9	34.5	32.9	40.2	32.7	33.3
LOS by Move:	B	B	B	B	B	B	D	C	C	D	C	C
HCM2kAvgQ:	3	3	3	4	7	7	4	3	1	3	5	6

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project AM

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

 Intersection #24 Beach Blvd / Pacific View Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.284
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
 Optimal Cycle: 32 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	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:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	34	394	0	0	766	68	56	0	34	0	0	0
Added Vol:	0	63	0	0	79	86	59	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	457	0	0	845	154	115	0	34	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:	34	457	0	0	845	154	115	0	34	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	457	0	0	845	154	115	0	34	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	457	0	0	845	154	115	0	34	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	2.54	0.46	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	5100	0	1700	4316	784	1700	0	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.00	0.00	0.20	0.20	0.07	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.76	0.00	0.00	0.69	0.69	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.28	0.12	0.00	0.00	0.28	0.28	0.28	0.00	0.08	0.00	0.00	0.00
Delay/Veh:	54.2	3.8	0.0	0.0	7.2	7.2	37.6	0.0	35.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	3.8	0.0	0.0	7.2	7.2	37.6	0.0	35.5	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	1	1	0	0	5	5	4	0	1	0	0	0

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

Cumulative Conditions (2020) Mon Mar 30, 2009 18:45:00

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Scenario Report

Scenario: Cumulative Conditions (2020) with Project PM
Command: Cumulative Conditions (2020) with Project PM
Volume: Existing PM
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Approved with Project PM
Trip Distribution: Project
Paths: Default Path
Routes: Default Route
Configuration: Cumulative Conditions (2020) with Project

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

Impact Analysis Report
 Level Of Service

Intersection	Base LOS	Base		Future LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Veh	V/ C	
# 1 Pacific Coast Hwy / Warner Ave	C	25.3	0.703	C	25.7	0.748	+ 0.392 D/V
# 2 Pacific Coast Hwy / Seapoint A	B	14.9	0.722	B	15.1	0.771	+ 0.185 D/V
# 3 Pacific Coast Hwy / Goldenwest	C	23.6	0.779	C	25.3	0.837	+ 1.688 D/V
# 4 Pacific Coast Hwy / 17th St	B	10.1	0.626	A	9.8	0.693	-0.267 D/V
# 5 Pacific Coast Hwy / 9th St	A	2.8	0.557	A	2.9	0.628	+ 0.090 D/V
# 6 Pacific Coast Hwy / 6th St	C	23.4	0.601	C	27.4	0.735	+ 4.042 D/V
# 7 Pacific Coast Hwy / Main St	C	20.8	0.548	C	26.4	0.697	+ 5.631 D/V
# 8 Pacific Coast Hwy / 1st St	C	26.3	0.645	D	35.4	0.836	+ 9.117 D/V
# 9 Pacific Coast Hwy / Huntington	A	8.6	0.593	A	9.8	0.663	+ 1.212 D/V
# 10 Pacific Coast Hwy / Beach Blvd	B	19.9	0.752	C	24.9	0.856	+ 5.010 D/V
# 11 Pacific Coast Hwy / Newland S	B	11.7	0.648	B	11.2	0.697	-0.479 D/V
# 12 Pacific Coast Hwy / Magnolia S	B	10.7	0.680	B	10.4	0.730	-0.313 D/V
# 13 Pacific Coast Hwy / Brookhurst	B	18.8	0.706	B	18.1	0.755	-0.628 D/V
# 14 Main St / Yorktown Ave	C	28.4	0.490	C	29.1	0.554	+ 0.766 D/V
# 15 Main St / 17 th St	B	11.3	0.292	A	9.6	0.341	-1.748 D/V
# 16 Main St / Adams Ave	B	17.3	0.583	B	18.9	0.700	+ 1.552 D/V
# 17 Main St / Walnut Ave	A	9.0	0.314	B	13.1	0.554	+ 0.240 V/C
# 18 Main St / Olive Ave	A	9.0	0.295	B	11.5	0.431	+ 0.135 V/C
# 19 Main St / 6th St	B	13.4	0.186	B	13.4	0.356	-0.082 D/V
# 20 Lake St / 6th St	A	9.5	0.262	B	10.9	0.396	+ 0.134 V/C
# 21 Lake St / Orange Ave	B	11.2	0.516	C	23.2	0.866	+ 0.350 V/C
# 22 1st St / Orange Ave & Atlanta	C	21.2	0.328	C	21.6	0.416	+ 0.409 D/V
# 23 Beach Blvd / Atlanta Ave	C	22.5	0.371	C	24.8	0.432	+ 2.378 D/V
# 24 Beach Blvd / Pacific View Ave	A	8.5	0.265	B	12.9	0.347	+ 4.449 D/V

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

Intersection #1 Pacific Coast Hwy / Warner Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.748
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 25.7
 Optimal Cycle: 91 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	0	1	0	2

Volume Module:

Base Vol:	20	1190	320	300	1150	30	30	110	40	330	70	550
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	1341	361	338	1296	34	34	124	45	372	79	620
Added Vol:	0	129	27	0	128	0	0	0	0	26	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1470	388	338	1424	34	34	124	45	398	79	620
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1470	388	338	1424	34	34	124	45	398	79	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1470	388	338	1424	34	34	124	45	398	79	620
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:	23	1470	388	338	1424	34	34	124	45	398	79	620

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	3321	79	1700	1247	453	3400	1700	3400

Capacity Analysis Module:

Vol/Sat:	0.01	0.43	0.23	0.10	0.43	0.43	0.02	0.10	0.10	0.12	0.05	0.18
Crit Moves:	****		****			****			****			
Green/Cycle:	0.02	0.58	0.58	0.13	0.69	0.69	0.06	0.13	0.13	0.16	0.23	0.37
Volume/Cap:	0.62	0.75	0.39	0.75	0.62	0.62	0.36	0.75	0.75	0.75	0.20	0.50
Delay/Veh:	87.2	20.5	14.1	56.9	10.7	10.7	56.8	63.0	63.0	54.2	37.2	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.2	20.5	14.1	56.9	10.7	10.7	56.8	63.0	63.0	54.2	37.2	29.8
LOS by Move:	F	C	B	E	B	B	E	E	E	D	D	C
HCM2kAvgQ:	2	21	8	8	15	15	2	8	8	9	2	9

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

Intersection #2 Pacific Coast Hwy / Seapoint Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.771

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1

Optimal Cycle: 100 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 2 0 0 0 1

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

Volume Module:

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

Growth Adj: 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13 1.13

Initial Bse: 0 1521 79 237 1544 0 0 0 0 45 0 192

Added Vol: 0 156 9 0 153 0 0 0 0 9 0 0

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

Initial Fut: 0 1677 88 237 1697 0 0 0 0 54 0 192

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

PHF Adj: 1.00 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 1677 88 237 1697 0 0 0 0 54 0 192

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

Reduced Vol: 0 1677 88 237 1697 0 0 0 0 54 0 192

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 1677 88 237 1697 0 0 0 0 54 0 192

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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: 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 3231 169 1700 3400 0 0 0 0 3400 0 1700

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Capacity Analysis Module:

Vol/Sat: 0.00 0.52 0.52 0.14 0.50 0.00 0.00 0.00 0.00 0.02 0.00 0.11

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

Green/Cycle: 0.00 0.67 0.67 0.18 0.85 0.00 0.00 0.00 0.00 0.15 0.00 0.15

Volume/Cap: 0.00 0.77 0.77 0.77 0.58 0.00 0.00 0.00 0.00 0.11 0.00 0.77

Delay/Veh: 0.0 15.0 15.0 58.2 2.9 0.0 0.0 0.0 0.0 44.5 0.0 63.1

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

AdjDel/Veh: 0.0 15.0 15.0 58.2 2.9 0.0 0.0 0.0 0.0 44.5 0.0 63.1

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

HCM2kAvgQ: 0 23 23 10 10 0 0 0 0 1 0 9

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

Intersection #3 Pacific Coast Hwy / Goldenwest St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.837
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 25.3
 Optimal Cycle: 140 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	1

Volume Module:

Base Vol:	10	1250	220	320	1060	0	0	0	0	190	0	230
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	1409	248	361	1194	0	0	0	0	214	0	259
Added Vol:	0	165	63	0	162	0	0	0	0	62	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1574	311	361	1356	0	0	0	0	276	0	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1574	311	361	1356	0	0	0	0	276	0	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1574	311	361	1356	0	0	0	0	276	0	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	1574	311	361	1356	0	0	0	0	276	0	259

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	0.46	0.18	0.21	0.40	0.00	0.00	0.00	0.00	0.16	0.00	0.15
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.01	0.55	0.55	0.25	0.79	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.50	0.84	0.33	0.84	0.50	0.00	0.00	0.00	0.00	0.84	0.00	0.79
Delay/Veh:	75.8	25.8	14.9	55.9	4.4	0.0	0.0	0.0	0.0	63.4	0.0	57.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.8	25.8	14.9	55.9	4.4	0.0	0.0	0.0	0.0	63.4	0.0	57.8
LOS by Move:	E	C	B	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	1	26	6	15	9	0	0	0	0	12	0	11

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

 Intersection #4 Pacific Coast Hwy / 17th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.693
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
 Optimal Cycle: 74 Level Of Service: A

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

Volume Module:

Base Vol:	0	1390	70	160	1110	0	0	0	0	50	0	90
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1566	79	180	1251	0	0	0	0	56	0	101
Added Vol:	0	228	8	0	225	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1794	87	180	1476	0	0	0	0	62	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1794	87	180	1476	0	0	0	0	62	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1794	87	180	1476	0	0	0	0	62	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1794	87	180	1476	0	0	0	0	62	0	101

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	0.53	0.05	0.11	0.43	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.76	0.76	0.15	0.91	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.69	0.07	0.69	0.47	0.00	0.00	0.00	0.00	0.43	0.00	0.69
Delay/Veh:	0.0	8.1	3.6	56.0	0.9	0.0	0.0	0.0	0.0	54.0	0.0	66.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	3.6	56.0	0.9	0.0	0.0	0.0	0.0	54.0	0.0	66.7
LOS by Move:	A	A	A	E	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	17	1	8	5	0	0	0	0	3	0	5

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

Intersection #5 Pacific Coast Hwy / 9th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.628
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 2.9
 Optimal Cycle: 61 Level Of Service: A

Street Name:	Pacific Coast Hwy				9th St											
Approach:	North Bound		South Bound		East Bound		West Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected		Protected		Protected		Protected									
Rights:	Include		Include		Include		Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	1540	30	20	1150	0	0	0	0	50	0	20
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1735	34	23	1296	0	0	0	0	56	0	23
Added Vol:	0	237	4	0	231	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1972	38	23	1527	0	0	0	0	59	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1972	38	23	1527	0	0	0	0	59	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1972	38	23	1527	0	0	0	0	59	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1972	38	23	1527	0	0	0	0	59	0	23

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	0.58	0.02	0.01	0.45	0.00	0.00	0.00	0.00	0.03	0.00	0.01
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.00	0.92	0.92	0.02	0.94	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Volume/Cap:	0.00	0.63	0.02	0.63	0.48	0.00	0.00	0.00	0.00	0.63	0.00	0.24
Delay/Veh:	0.0	1.3	0.4	88.8	0.4	0.0	0.0	0.0	0.0	68.2	0.0	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.3	0.4	88.8	0.4	0.0	0.0	0.0	0.0	68.2	0.0	55.5
LOS by Move:	A	A	A	F	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	8	0	2	3	0	0	0	0	3	0	1

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

Cumulative Conditions (2020 Mon Mar 30, 2009 18:45:01

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Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

 Intersection #6 Pacific Coast Hwy / 6th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.735
 Loss Time (sec): 30 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
 Optimal Cycle: 107 Level Of Service: C

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

Volume Module:

Base Vol:	40	1360	50	80	1030	30	40	20	70	40	30	70
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	45	1532	56	90	1161	34	45	23	79	45	34	79
Added Vol:	0	183	75	61	173	0	0	0	0	70	0	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1715	131	151	1334	34	45	23	79	115	34	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1715	131	151	1334	34	45	23	79	115	34	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1715	131	151	1334	34	45	23	79	115	34	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	1715	131	151	1334	34	45	23	79	115	34	137

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	2.79	0.21	1.00	2.93	0.07	0.31	0.15	0.54	1.00	0.20	0.80
Final Sat.:	1700	4737	363	1700	4974	126	523	262	915	1700	337	1363

Capacity Analysis Module:

Vol/Sat:	0.03	0.36	0.36	0.09	0.27	0.27	0.09	0.09	0.09	0.07	0.10	0.10
Crit Moves:	****			****						****		
Green/Cycle:	0.06	0.49	0.49	0.12	0.56	0.56	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	0.48	0.74	0.74	0.74	0.48	0.48	0.63	0.63	0.63	0.50	0.74	0.74
Delay/Veh:	58.9	25.4	25.4	63.8	16.1	16.1	54.5	54.5	54.5	49.6	61.3	61.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	25.4	25.4	63.8	16.1	16.1	54.5	54.5	54.5	49.6	61.3	61.3
LOS by Move:	E	C	C	E	B	B	D	D	D	D	E	E
HCM2kAvgQ:	2	19	19	7	10	10	6	6	6	4	8	8

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

Intersection #7 Pacific Coast Hwy / Main St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.697
 Loss Time (sec): 30 (Y+R=4.0 sec) Average Delay (sec/veh): 26.4
 Optimal Cycle: 101 Level Of Service: C

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

Volume Module:

Base Vol:	40	1320	130	90	1040	0	0	0	0	90	0	90
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	45	1487	146	101	1172	0	0	0	0	101	0	101
Added Vol:	0	194	52	61	183	0	0	0	0	54	0	64
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1681	198	162	1355	0	0	0	0	155	0	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1681	198	162	1355	0	0	0	0	155	0	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1681	198	162	1355	0	0	0	0	155	0	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	1681	198	162	1355	0	0	0	0	155	0	165

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:	0.03	0.33	0.12	0.10	0.27	0.00	0.00	0.00	0.00	0.09	0.00	0.10
Crit Moves:	****		****								****	
Green/Cycle:	0.06	0.47	0.47	0.14	0.55	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.48	0.70	0.25	0.70	0.48	0.00	0.00	0.00	0.00	0.65	0.00	0.70
Delay/Veh:	58.8	25.7	19.0	58.3	16.3	0.0	0.0	0.0	0.0	55.3	0.0	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	25.7	19.0	58.3	16.3	0.0	0.0	0.0	0.0	55.3	0.0	57.9
LOS by Move:	E	C	B	E	B	A	A	A	A	E	A	E
HCM2kAvgQ:	2	17	4	7	10	0	0	0	0	7	0	7

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

Intersection #8 Pacific Coast Hwy / 1st St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.836
 Loss Time (sec): 30 (Y+R=4.0 sec) Average Delay (sec/veh): 35.4
 Optimal Cycle: 129 Level Of Service: D

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

Volume Module:

Base Vol:	50	1430	70	100	1000	20	60	40	60	110	30	50
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	56	1611	79	113	1127	23	68	45	68	124	34	56
Added Vol:	0	126	110	112	124	0	0	0	0	106	0	119
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1737	189	225	1251	23	68	45	68	230	34	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1737	189	225	1251	23	68	45	68	230	34	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1737	189	225	1251	23	68	45	68	230	34	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	1737	189	225	1251	23	68	45	68	230	34	175

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	2.71	0.29	1.00	2.95	0.05	1.20	0.80	1.00	1.74	0.26	2.00
Final Sat.:	1700	4600	500	1700	5010	90	2040	1360	1700	2964	436	3400

Capacity Analysis Module:

Vol/Sat:	0.03	0.38	0.38	0.13	0.25	0.25	0.03	0.03	0.04	0.08	0.08	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.45	0.45	0.16	0.54	0.54	0.05	0.05	0.05	0.09	0.09	0.09
Volume/Cap:	0.46	0.84	0.84	0.84	0.46	0.46	0.70	0.70	0.84	0.84	0.84	0.56
Delay/Veh:	56.3	31.8	31.8	68.9	17.2	17.2	68.8	68.8	106.7	70.9	70.9	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.3	31.8	31.8	68.9	17.2	17.2	68.8	68.8	106.7	70.9	70.9	54.3
LOS by Move:	E	C	C	E	B	B	E	E	F	E	E	D
HCM2kAvgQ:	3	23	23	10	10	10	3	3	4	7	7	4

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

Intersection #9 Pacific Coast Hwy / Huntington St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.663
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
 Optimal Cycle: 55 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

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Volume Module:

Base Vol:	40	1520	70	50	1060	10	40	50	80	10	30	30
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	45	1713	79	56	1194	11	45	56	90	11	34	34
Added Vol:	0	236	134	0	230	0	0	0	0	145	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1949	213	56	1424	11	45	56	90	156	34	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1949	213	56	1424	11	45	56	90	156	34	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1949	213	56	1424	11	45	56	90	156	34	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	1949	213	56	1424	11	45	56	90	156	34	34

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.47	0.59	0.94	1.64	0.36	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	800	1000	1600	2795	605	1700

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Capacity Analysis Module:

Vol/Sat:	0.03	0.57	0.13	0.03	0.42	0.01	0.06	0.06	0.06	0.06	0.06	0.02
Crit Moves:	****			****			****					
Green/Cycle:	0.05	0.86	0.86	0.05	0.86	0.86	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.49	0.66	0.14	0.66	0.49	0.01	0.66	0.66	0.66	0.66	0.66	0.23
Delay/Veh:	59.1	3.1	1.3	73.9	2.1	1.2	58.9	58.9	58.9	58.7	58.7	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	3.1	1.3	73.9	2.1	1.2	58.9	58.9	58.9	58.7	58.7	52.1
LOS by Move:	E	A	A	E	A	A	E	E	E	E	E	D
HCM2kAvgQ:	2	12	1	3	7	0	5	5	5	5	5	1

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

Intersection #10 Pacific Coast Hwy / Beach Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.856
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
 Optimal Cycle: 158 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																			
Rights:	Include				Include				Ignore				Ignore							
Min. Green:	0	0	0	0	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:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	45	1555	845	214	1138	34	23	56	34	383	56	124
Added Vol:	0	250	0	119	255	0	0	0	0	0	0	120
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1805	845	333	1393	34	23	56	34	383	56	244
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:	45	1805	845	333	1393	34	23	56	0	383	56	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1805	845	333	1393	34	23	56	0	383	56	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
Final Volume:	45	1805	845	333	1393	34	23	56	0	383	56	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:	0.03	0.53	0.50	0.20	0.41	0.02	0.01	0.02	0.00	0.11	0.03	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.62	0.62	0.23	0.80	0.80	0.04	0.02	0.00	0.13	0.11	0.00
Volume/Cap:	0.51	0.86	0.80	0.86	0.51	0.02	0.31	0.86	0.00	0.86	0.31	0.00
Delay/Veh:	60.6	22.2	21.7	61.2	4.3	2.5	58.1	122	0.0	65.9	50.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	22.2	21.7	61.2	4.3	2.5	58.1	122	0.0	65.9	50.3	0.0
LOS by Move:	E	C	C	E	A	A	E	F	A	E	D	A
HCM2kAvgQ:	2	29	25	14	9	0	1	3	0	10	2	0

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

Intersection #11 Pacific Coast Hwy / Newland St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.697
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
 Optimal Cycle: 75 Level Of Service: B

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

Volume Module:

Base Vol:	0	2080	270	150	1150	10	0	10	0	100	0	130
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	2344	304	169	1296	11	0	11	0	113	0	146
Added Vol:	0	250	0	0	255	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2594	304	169	1551	11	0	11	0	113	0	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2594	304	169	1551	11	0	11	0	113	0	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2594	304	169	1551	11	0	11	0	113	0	146
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	2594	304	169	1551	11	0	11	0	113	0	146

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	0.51	0.18	0.10	0.30	0.01	0.00	0.00	0.00	0.07	0.00	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.73	0.73	0.14	0.87	0.87	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.00	0.70	0.25	0.70	0.35	0.01	0.00	0.70	0.00	0.54	0.00	0.70
Delay/Veh:	0.0	9.6	5.5	57.6	1.5	1.0	0.0	144	0.0	52.1	0.0	60.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.6	5.5	57.6	1.5	1.0	0.0	144	0.0	52.1	0.0	60.3
LOS by Move:	A	A	A	E	A	A	A	F	A	D	A	E
HCM2kAvgQ:	0	18	4	7	4	0	0	1	0	5	0	7

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

Intersection #12 Pacific Coast Hwy / Magnolia St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.730
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
 Optimal Cycle: 84 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

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Volume Module:

Base Vol:	30	2390	180	120	1070	30	20	30	10	70	30	70
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	34	2693	203	135	1206	34	23	34	11	79	34	79
Added Vol:	0	250	0	0	255	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	2943	203	135	1461	34	23	34	11	79	34	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	2943	203	135	1461	34	23	34	11	79	34	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	2943	203	135	1461	34	23	34	11	79	34	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	2943	203	135	1461	34	23	34	11	79	34	79

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	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

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Capacity Analysis Module:

Vol/Sat:	0.02	0.58	0.12	0.08	0.29	0.02	0.01	0.03	0.03	0.03	0.03	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.79	0.79	0.11	0.84	0.84	0.04	0.04	0.04	0.06	0.06	0.06
Volume/Cap:	0.34	0.73	0.15	0.73	0.34	0.02	0.36	0.73	0.73	0.52	0.52	0.73
Delay/Veh:	56.3	6.9	3.0	65.4	2.2	1.5	60.1	92.6	92.6	56.7	56.7	77.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.3	6.9	3.0	65.4	2.2	1.5	60.1	92.6	92.6	56.7	56.7	77.3
LOS by Move:	E	A	A	E	A	A	E	F	F	E	E	E
HCM2kAvgQ:	2	19	2	6	4	0	1	3	3	3	3	4

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

Intersection #13 Pacific Coast Hwy / Brookhurst St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.755
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1
 Optimal Cycle: 93 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	0	1	0	0	1	0	1

Volume Module:

Base Vol:	20	2010	540	190	1240	10	20	40	30	270	30	140
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	2265	608	214	1397	11	23	45	34	304	34	158
Added Vol:	0	250	0	0	255	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	2515	608	214	1652	11	23	45	34	304	34	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	2515	608	214	1652	11	23	45	34	304	34	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	2515	608	214	1652	11	23	45	34	304	34	158
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:	23	2515	608	214	1652	11	23	45	34	304	34	158

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	0.49	0.36	0.13	0.32	0.01	0.01	0.05	0.05	0.09	0.02	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.03	0.65	0.65	0.17	0.79	0.79	0.02	0.06	0.06	0.12	0.16	0.16
Volume/Cap:	0.41	0.75	0.55	0.75	0.41	0.01	0.59	0.75	0.75	0.75	0.13	0.59
Delay/Veh:	61.9	15.3	11.8	58.6	4.1	2.7	80.0	81.8	81.8	59.1	43.7	50.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	15.3	11.8	58.6	4.1	2.7	80.0	81.8	81.8	59.1	43.7	50.4
LOS by Move:	E	B	B	E	A	A	E	F	F	E	D	D
HCM2kAvgQ:	1	22	12	9	6	0	2	5	5	7	1	6

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

Intersection #14 Main St / Yorktown Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.554
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 29.1
 Optimal Cycle: 51 Level Of Service: C

Street Name:	Main St				Yorktown Ave										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	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:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	214	439	56	259	518	101	79	518	169	90	563	180
Added Vol:	11	105	50	0	105	0	0	2	10	54	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	544	106	259	623	101	79	520	179	144	564	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	544	106	259	623	101	79	520	179	144	564	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	544	106	259	623	101	79	520	179	144	564	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	225	544	106	259	623	101	79	520	179	144	564	180

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:	0.13	0.16	0.06	0.08	0.18	0.06	0.05	0.15	0.11	0.08	0.17	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.24	0.39	0.39	0.18	0.33	0.33	0.09	0.28	0.28	0.15	0.34	0.34
Volume/Cap:	0.55	0.41	0.16	0.41	0.55	0.18	0.49	0.55	0.38	0.55	0.49	0.32
Delay/Veh:	35.0	22.6	20.2	36.5	28.0	23.9	45.5	31.6	29.8	41.8	26.8	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	22.6	20.2	36.5	28.0	23.9	45.5	31.6	29.8	41.8	26.8	25.0
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	7	6	2	4	8	2	3	7	5	5	7	4

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

Intersection #15 Main St / 17 th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.341
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
 Optimal Cycle: 22 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	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	10	430	10	0	520	180	180	10	0	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	485	11	0	586	203	203	11	0	0	0	0
Added Vol:	0	165	0	0	169	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	650	11	0	755	203	203	11	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:	11	650	11	0	755	203	203	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	650	11	0	755	203	203	11	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	650	11	0	755	203	203	11	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	0.19	0.01	0.00	0.22	0.12	0.12	0.01	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green/Cycle:	0.65	0.65	0.65	0.00	0.65	0.65	0.35	0.35	0.00	0.00	0.00	0.00
Volume/Cap:	0.01	0.29	0.01	0.00	0.34	0.18	0.34	0.02	0.00	0.00	0.00	0.00
Delay/Veh:	6.2	7.6	6.2	0.0	7.9	7.0	24.4	21.3	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	7.6	6.2	0.0	7.9	7.0	24.4	21.3	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	4	0	0	5	2	5	0	0	0	0	0

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

Intersection #16 Main St / Adams Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.9
 Optimal Cycle: 48 Level Of Service: B

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

Volume Module:

Base Vol:	10	370	90	80	420	10	0	160	10	180	280	60
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	417	101	90	473	11	0	180	11	203	316	68
Added Vol:	0	165	28	0	169	0	0	0	0	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	582	129	90	642	11	0	180	11	232	316	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	582	129	90	642	11	0	180	11	232	316	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	582	129	90	642	11	0	180	11	232	316	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	582	129	90	642	11	0	180	11	232	316	68

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	0.42	0.58	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	0	1700	1700	720	980	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.34	0.08	0.05	0.38	0.01	0.00	0.11	0.01	0.32	0.32	0.04
Crit Moves:				****						****		
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.00	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.01	0.63	0.14	0.10	0.70	0.01	0.00	0.23	0.01	0.70	0.70	0.09
Delay/Veh:	10.7	17.6	11.5	11.2	19.4	10.7	0.0	16.5	14.7	24.3	24.3	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	17.6	11.5	11.2	19.4	10.7	0.0	16.5	14.7	24.3	24.3	15.2
LOS by Move:	B	B	B	B	B	B	A	B	B	C	C	B
HCM2kAvgQ:	0	13	2	1	15	0	0	3	0	14	14	1

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report

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

Intersection #17 Main St / Walnut Ave

Cycle (sec): 0 Critical Vol./Cap.(X): 0.554
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
 Optimal Cycle: 0 Level Of Service: B

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

Volume Module:

Base Vol:	10	150	60	30	120	20	10	30	20	30	40	30
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	169	68	34	135	23	11	34	23	34	45	34
Added Vol:	18	67	13	28	61	11	11	84	17	13	88	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	236	81	62	196	34	22	118	40	47	133	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	236	81	62	196	34	22	118	40	47	133	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	236	81	62	196	34	22	118	40	47	133	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	236	81	62	196	34	22	118	40	47	133	63

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.69	0.23	0.21	0.67	0.12	0.12	0.66	0.22	0.19	0.55	0.26
Final Sat.:	53	426	146	127	404	69	67	355	119	110	312	147

Capacity Analysis Module:

Vol/Sat:	0.55	0.55	0.55	0.49	0.49	0.49	0.33	0.33	0.33	0.43	0.43	0.43
Crit Moves:	****			****			****			****		
Delay/Veh:	14.3	14.3	14.3	13.3	13.3	13.3	11.4	11.4	11.4	12.5	12.5	12.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	14.3	13.3	13.3	13.3	11.4	11.4	11.4	12.5	12.5	12.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	14.3			13.3			11.4			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.3			13.3			11.4			12.5		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	1.0	1.0	1.0	0.8	0.8	0.8	0.4	0.4	0.4	0.6	0.6	0.6

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

Level Of Service Detailed Computation Report
 2000 HCM 4-Way Stop Method
 Future Volume Alternative

 Intersection #17 Main St / Walnut Ave

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

Time Period: 0.25 hour
 HevVeh: 0%
 Alpha Value: 0.01

GroupType:	1	1	1	1
P[C1]:	0.23	0.20	0.16	0.18
P[C2]:	0.20	0.23	0.10	0.08
P[C3]:	0.25	0.22	0.31	0.35
P[C4]:	0.27	0.29	0.34	0.32
P[C5]:	0.05	0.06	0.09	0.07
Padj[C1]:	0.017	0.018	0.021	0.020
Padj[C2]:	0.008	0.008	0.012	0.011
Padj[C3]:	-0.004	-0.002	-0.004	-0.006
Padj[C4]:	-0.016	-0.017	-0.020	-0.018
Padj[C5]:	-0.005	-0.006	-0.009	-0.007

Lane:	L1	L1	L1	L1
LaneType:	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE
HeadwayAdj:	-0.123	-0.027	-0.107	-0.117
Volume:	346	292	180	243
Capacity:	625	600	542	568
DegOfUtil:	0.52	0.46	0.30	0.39
DepHeadway:	5.46	5.63	5.93	5.80
ServiceTime:	3.5	3.6	3.9	3.8
Delay:	14.3	13.3	11.4	12.5
Queue:	1.0	0.8	0.4	0.6

Approach:	North Bound	South Bound	East Bound	West Bound
ApproachDel:	14.3	13.3	11.4	12.5
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	14.3	13.3	11.4	12.5
LOS by Appr:	B	B	B	B
OverallDel:	13.1			
OverallLOS:	B			

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

Intersection #18 Main St / Olive Ave

Cycle (sec): 0 Critical Vol./Cap.(X): 0.431
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
 Optimal Cycle: 0 Level Of Service: B

Street Name: Main St Olive Ave

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

Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:

Base Vol:	30	140	30	40	120	30	20	30	30	20	30	40
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	34	158	34	45	135	34	23	34	34	23	34	45
Added Vol:	23	10	12	11	9	12	11	91	22	12	94	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	168	46	56	144	46	34	125	56	35	128	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	168	46	56	144	46	34	125	56	35	128	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	168	46	56	144	46	34	125	56	35	128	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	168	46	56	144	46	34	125	56	35	128	55

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.62	0.17	0.23	0.58	0.19	0.16	0.58	0.26	0.16	0.59	0.25
Final Sat.:	132	389	106	141	364	116	95	352	158	96	356	153

Capacity Analysis Module:

Vol/Sat:	0.43	0.43	0.43	0.40	0.40	0.40	0.35	0.35	0.35	0.36	0.36	0.36
Crit Moves:	****			****				****		****		
Delay/Veh:	12.0	12.0	12.0	11.5	11.5	11.5	11.1	11.1	11.1	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	12.0	11.5	11.5	11.5	11.1	11.1	11.1	11.2	11.2	11.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	12.0			11.5			11.1			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.0			11.5			11.1			11.2		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.6	0.6	0.6	0.5	0.5	0.5	0.4	0.4	0.4	0.5	0.5	0.5

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

Cumulative Conditions (2020 Mon Mar 30, 2009 18:45:01

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Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

Level of Service Detailed Computation Report
 2000 HCM 4-Way Stop Method
 Future Volume Alternative

 Intersection #18 Main St / Olive Ave

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Time Period:	0.25 hour			
HevVeh:	0%	0%	0%	0%
Alpha Value:	0.01			
GroupType:	1	1	1	1
P[C1]:	0.28	0.27	0.25	0.25
P[C2]:	0.17	0.18	0.12	0.12
P[C3]:	0.28	0.26	0.32	0.32
P[C4]:	0.23	0.24	0.26	0.25
P[C5]:	0.04	0.04	0.05	0.05
Padj [C1]:	0.016	0.016	0.017	0.017
Padj [C2]:	0.007	0.007	0.009	0.009
Padj [C3]:	-0.005	-0.005	-0.006	-0.006
Padj [C4]:	-0.013	-0.014	-0.015	-0.015
Padj [C5]:	-0.004	-0.004	-0.005	-0.005
Lane:	L1	L1	L1	L1
LaneType:	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE
HeadwayAdj:	-0.060	-0.066	-0.125	-0.120
Volume:	270	246	214	217
Capacity:	628	621	605	605
DegOfUtil:	0.40	0.37	0.33	0.33
DepHeadway:	5.37	5.40	5.48	5.47
ServiceTime:	3.4	3.4	3.5	3.5
Delay:	12.0	11.5	11.1	11.2
Queue:	0.6	0.5	0.4	0.5
Approach:	North Bound	South Bound	East Bound	West Bound
ApproachDel:	12.0	11.5	11.1	11.2
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	12.0	11.5	11.1	11.2
LOS by Appr:	B	B	B	B
OverallDel:	11.5			
OverallLOS:	B			

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

Intersection #19 Main St / 6th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.356
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
 Optimal Cycle: 22 Level Of Service: B

Street Name: Main St 6th St

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

Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 0 1 0 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:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	169	23	34	180	56	56	79	11	34	79	34
Added Vol:	19	100	5	0	97	112	104	14	20	5	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	269	28	34	277	168	160	93	31	39	92	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	269	28	34	277	168	160	93	31	39	92	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	269	28	34	277	168	160	93	31	39	92	34
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	269	28	34	277	168	160	93	31	39	92	34

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	0.91	0.09	1.00	0.62	0.38	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	1542	158	1700	1058	642	1700	1700	1700	1700	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.17	0.17	0.02	0.26	0.26	0.09	0.05	0.02	0.02	0.05	0.02
Crit Moves:					****	****						
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.02	0.24	0.24	0.03	0.36	0.36	0.36	0.21	0.07	0.09	0.20	0.08
Delay/Veh:	3.6	4.3	4.3	3.6	4.9	4.9	30.3	28.8	27.6	27.8	28.8	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	4.3	4.3	3.6	4.9	4.9	30.3	28.8	27.6	27.8	28.8	27.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	3	3	0	5	5	4	2	1	1	2	.1

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

Intersection #20 Lake St / 6th St

Cycle (sec): 0 Critical Vol./Cap.(X): 0.396
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
 Optimal Cycle: 0 Level Of Service: B

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

Volume Module:

Base Vol:	10	130	20	30	120	50	50	60	10	10	70	20
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	146	23	34	135	56	56	68	11	11	79	23
Added Vol:	3	75	0	0	65	15	16	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	221	23	34	200	71	72	68	15	11	79	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	221	23	34	200	71	72	68	15	11	79	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	221	23	34	200	71	72	68	15	11	79	23
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:	14	221	23	34	200	71	72	68	15	11	79	23

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.91	0.09	1.00	1.00	1.00	0.52	0.48	1.00	0.12	0.88	1.00
Final Sat.:	558	559	57	534	581	651	274	256	614	67	468	601

Capacity Analysis Module:

Vol/Sat:	0.03	0.40	0.40	0.06	0.34	0.11	0.26	0.26	0.02	0.17	0.17	0.04
Crit Moves:	****			****			****			****		
Delay/Veh:	9.0	11.7	11.7	9.6	11.6	8.6	11.2	11.2	8.3	10.1	10.1	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	11.7	11.7	9.6	11.6	8.6	11.2	11.2	8.3	10.1	10.1	8.4
LOS by Move:	A	B	B	A	B	A	B	B	A	B	B	A
ApproachDel:	11.6			10.7			10.9			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.6			10.7			10.9			9.8		
LOS by Appr:	B			B			B			A		
AllWayAvgQ:	0.0	0.6	0.6	0.1	0.5	0.1	0.3	0.3	0.0	0.2	0.2	0.0

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

Cumulative Conditions (2020 Mon Mar 30, 2009 18:45:01

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Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

Level Of Service Detailed Computation Report
 2000 HCM 4-Way Stop Method
 Future Volume Alternative

 Intersection #20 Lake St / 6th St

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

Time Period: 0.25 hour

HevVeh:	0%	0%	0%	0%
---------	----	----	----	----

Alpha Value: 0.01

GroupType:	5			6			5			5		
P[C1]:	0.34			0.36			0.28			0.25		
P[C2]:	0.26			0.24			0.06			0.09		
P[C3]:	0.20			0.21			0.40			0.36		
P[C4]:	0.18			0.17			0.23			0.26		
P[C5]:	0.02			0.02			0.03			0.05		
Padj[C1]:	0.013			0.012			0.017			0.018		
Padj[C2]:	0.004			0.004			0.009			0.009		
Padj[C3]:	-0.004			-0.004			-0.009			-0.007		
Padj[C4]:	-0.011			-0.010			-0.014			-0.015		
Padj[C5]:	-0.002			-0.002			-0.003			-0.005		

Lanes:	L1		L2		L1		L2		L1		L2	
LaneType:	LEFT	RTTHRU	LEFT	RITE	RITE	LTTHRU	RITE	LTTHRU	RITE	LTTHRU	RITE	LTTHRU
HeadwayAdj:	0.500	-0.065	0.500	-0.700	-0.700	0.258	-0.700	0.063				
Volume:	14	244	34	71	15	140	23	90				
Capacity:	558	616	534	651	614	531	601	535				
DegOfUtil:	0.02	0.38	0.06	0.10	0.02	0.25	0.03	0.16				
DepHeadway:	6.18	5.62	6.48	5.28	5.43	6.39	5.51	6.27				
ServiceTime:	3.9	3.3	4.2	3.0	3.1	4.1	3.2	4.0				
Delay:	9.0	11.7	9.6	8.6	8.3	11.2	8.4	10.1				
Queue:	0.0	0.6	0.1	0.1	0.0	0.3	0.0	0.2				

Lane:	L3		L3		L3		L3	
LaneType:	NOLANE		THRU		NOLANE		NOLANE	
HeadwayAdj:	xx.xxx		0.000		xx.xxx		xx.xxx	
Volume:	xxxxxxx		200		xxxxxxx		xxxxxxx	
Capacity:	xxxxxxx		581		xxxxxxx		xxxxxxx	
DegOfUtil:	x.xx		0.33		x.xx		x.xx	
DepHeadway:	xx.xx		5.98		xx.xx		xx.xx	
ServiceTime:	xx.x		3.7		xx.x		xx.x	
Delay:	xxx.x		11.6		xxx.x		xxx.x	
Queue:	xxx.x		0.5		xxx.x		xxx.x	

Approach:	North Bound		South Bound		East Bound		West Bound	
ApproachDel:	11.6		10.7		10.9		9.8	
Delay Adj:	1.00		1.00		1.00		1.00	

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

ApprAdjDel:	11.6	10.7	10.9	9.8
LOS by Appr:	B	B	B	A
OverallDel:			10.9	
OverallLOS:			B	

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

Level of Service Computation Report

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

Intersection #21 Lake St / Orange Ave

Cycle (sec): 0 Critical Vol./Cap.(X): 0.866
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
 Optimal Cycle: 0 Level Of Service: C

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

Volume Module:

Base Vol:	20	70	10	70	60	20	20	140	30	20	230	80
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	79	11	79	68	23	23	158	34	23	259	90
Added Vol:	13	11	14	25	10	33	35	113	13	14	115	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	90	25	104	78	56	58	271	47	37	374	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	90	25	104	78	56	58	271	47	37	374	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	90	25	104	78	56	58	271	47	37	374	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	90	25	104	78	56	58	271	47	37	374	123

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.60	0.17	0.44	0.33	0.23	0.15	0.73	0.12	0.07	0.70	0.23
Final Sat.:	109	275	77	216	161	116	87	408	71	42	432	142

Capacity Analysis Module:

Vol/Sat:	0.33	0.33	0.33	0.48	0.48	0.48	0.66	0.66	0.66	0.87	0.87	0.87
Crit Moves:	****			****			****			****		
Delay/Veh:	12.8	12.8	12.8	14.8	14.8	14.8	18.9	18.9	18.9	32.9	32.9	32.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	12.8	12.8	14.8	14.8	14.8	18.9	18.9	18.9	32.9	32.9	32.9
LOS by Move:	B	B	B	B	B	B	C	C	C	D	D	D
ApproachDel:	12.8			14.8			18.9			32.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.8			14.8			18.9			32.9		
LOS by Appr:	B			B			C			D		
AllWayAvgQ:	0.4	0.4	0.4	0.7	0.7	0.7	1.5	1.5	1.5	4.1	4.1	4.1

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

Level Of Service Detailed Computation Report
 2000 HCM 4-Way Stop Method
 Future Volume Alternative

 Intersection #21 Lake St / Orange Ave

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

Time Period:	0.25 hour											
HevVeh:	0%			0%			0%			0%		
Alpha Value:	0.01											

GroupType:	1			1			1			1		
P[C1]:	0.03			0.04			0.06			0.15		
P[C2]:	0.02			0.02			0.34			0.25		
P[C3]:	0.23			0.29			0.07			0.17		
P[C4]:	0.48			0.50			0.42			0.35		
P[C5]:	0.24			0.16			0.11			0.08		
Padj [C1]:	0.029			0.027			0.022			0.020		
Padj [C2]:	0.019			0.017			0.009			0.009		
Padj [C3]:	0.003			-0.001			0.004			-0.000		
Padj [C4]:	-0.026			-0.028			-0.024			-0.020		
Padj [C5]:	-0.024			-0.016			-0.011			-0.008		

Lane:	L1			L1			L1			L1		
LaneType:	LEFTTHRURITE			LEFTTHRURITE			LEFTTHRURITE			LEFTTHRURITE		
HeadwayAdj:	-0.053			-0.053			-0.044			-0.125		
Volume:	151			237			375			534		
Capacity:	460			493			566			617		
DegOfUtil:	0.29			0.44			0.63			0.85		
DepHeadway:	6.94			6.69			6.07			5.74		
ServiceTime:	4.9			4.7			4.1			3.7		
Delay:	12.8			14.8			18.9			32.9		
Queue:	0.4			0.7			1.5			4.1		

Approach:	North Bound			South Bound			East Bound			West Bound		
ApproachDel:	12.8			14.8			18.9			32.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.8			14.8			18.9			32.9		
LOS by Appr:	B			B			C			D		
OverallDel:							23.2					
OverallLOS:							C					

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 21.6
 Optimal Cycle: 32 Level Of Service: C

Street Name:	1st St						Orange Ave & Atlanta Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	0	1	1	0	0	0	0	1	0	1	1	0

Volume Module:	1st St NB			1st St SB			Orange Ave EB			Atlanta Ave WB		
Base Vol:	70	10	190	10	0	0	0	200	70	170	220	10
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	79	11	214	11	0	0	0	225	79	192	248	11
Added Vol:	71	0	40	0	0	0	0	91	62	33	90	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	11	254	11	0	0	0	316	141	225	338	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	11	254	11	0	0	0	316	141	225	338	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	11	254	11	0	0	0	316	141	225	338	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	150	11	254	11	0	0	0	316	141	225	338	11

Saturation Flow Module:	1st St NB			1st St SB			Orange Ave EB			Atlanta Ave WB		
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:	0.93	0.07	1.00	1.00	0.00	0.00	1.00	1.38	0.62	1.00	0.97	0.03
Final Sat.:	1581	119	1700	1700	0	0	1700	2352	1048	1700	1645	55

Capacity Analysis Module:	1st St NB			1st St SB			Orange Ave EB			Atlanta Ave WB		
Vol/Sat:	0.09	0.09	0.15	0.01	0.00	0.00	0.00	0.13	0.13	0.13	0.21	0.21
Crit Moves:	****						****			****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.00	0.00	0.00	0.32	0.32	0.32	0.64	0.64
Volume/Cap:	0.26	0.26	0.42	0.02	0.00	0.00	0.00	0.42	0.42	0.42	0.32	0.32
Delay/Veh:	22.9	22.9	24.6	20.7	0.0	0.0	0.0	26.7	26.7	27.4	8.3	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	22.9	24.6	20.7	0.0	0.0	0.0	26.7	26.7	27.4	8.3	8.3
LOS by Move:	C	C	C	C	A	A	A	C	C	C	A	A
HCM2kAvgQ:	4	4	6	0	0	0	0	6	6	6	5	5

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

Intersection #23 Beach Blvd / Atlanta Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.432
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 24.8
 Optimal Cycle: 33 Level Of Service: C

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

Volume Module:

Base Vol:	80	840	100	270	500	70	80	280	20	50	270	210
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	90	947	113	304	563	79	90	316	23	56	304	237
Added Vol:	0	199	21	0	191	71	65	115	0	22	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1146	134	304	754	150	155	431	23	78	413	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1146	134	304	754	150	155	431	23	78	413	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1146	134	304	754	150	155	431	23	78	413	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	1146	134	304	754	150	155	431	23	78	413	237

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:	0.26	3.35	0.39	1.00	2.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	448	5689	664	1700	4255	845	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.20	0.20	0.20	0.18	0.18	0.18	0.09	0.13	0.01	0.05	0.12	0.14
Crit Moves:	****						****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.21	0.39	0.39	0.14	0.32	0.32
Volume/Cap:	0.43	0.43	0.43	0.38	0.38	0.38	0.43	0.32	0.03	0.32	0.38	0.43
Delay/Veh:	21.5	21.5	21.5	21.1	20.9	20.9	41.9	25.6	22.6	47.0	31.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	21.5	21.5	21.1	20.9	20.9	41.9	25.6	22.6	47.0	31.6	32.6
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	8	8	8	7	7	7	5	5	0	3	6	7

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

Huntington Beach Traffic Impact Analysis
 Cumulative Conditions (Year 2020) with Project PM

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

 Intersection #24 Beach Blvd / Pacific View Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.347
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
 Optimal Cycle: 35 Level Of Service: B

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	0	1	0	2	1	0	0

Volume Module:

Base Vol:	40	960	0	0	480	60	80	0	40	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	45	1082	0	0	541	68	90	0	45	0	0	0
Added Vol:	0	119	0	0	120	93	100	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1201	0	0	661	161	190	0	45	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:	45	1201	0	0	661	161	190	0	45	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1201	0	0	661	161	190	0	45	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:	45	1201	0	0	661	161	190	0	45	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	2.41	0.59	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	5100	0	1700	4103	997	1700	0	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.24	0.00	0.00	0.16	0.16	0.11	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.10	0.68	0.00	0.00	0.58	0.58	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.28	0.35	0.00	0.00	0.28	0.28	0.35	0.00	0.08	0.00	0.00	0.00
Delay/Veh:	51.3	8.2	0.0	0.0	12.5	12.5	31.4	0.0	28.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	8.2	0.0	0.0	12.5	12.5	31.4	0.0	28.4	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	2	6	0	0	5	5	5	0	1	0	0	0

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