Pier & Strand Hotel
FWP Saturday - 13th Street Two-Way

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 1	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	56	362	0	3	370	97	94	0	68	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	59	380	0	3	389	102	99	0	71	0	0	0
Added Vol:	0	38	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	418	0	3	420	102	99	0	71	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:	59	418	0	3	420	102	99	0	71	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	418	0	3	420	102	99	0	71	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:	59	418	0	3	420	102	99	0	71	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.01	1.60	0.39	0.58	0.01	0.41	0.00	0.00	0.00
Final Sat.:	1600	3200	0	19	2559	621	928	0	672	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.00	0.16	0.16	0.16	0.06	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
FWP Saturday - 13th Street Two-Way

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

Intersection #6 Hermosa Ave & 10th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.351
Loss Time (sec):	10	Average Delay (sec/veh):	10.2
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	354	35	62	368	23	11	10	16	13	9	19
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	25	372	37	65	386	24	12	11	17	14	9	20
Added Vol:	0	38	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	410	37	65	417	24	12	11	17	14	9	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	410	37	65	417	24	12	11	17	14	9	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	410	37	65	417	24	12	11	17	14	9	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	410	37	65	417	24	12	11	17	14	9	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	1.74	0.15	1.00	1.89	0.11	0.30	0.27	0.43	0.32	0.22	0.46
Final Sat.:	72	1185	108	623	1302	76	173	158	252	186	129	272
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.34	0.10	0.32	0.32	0.07	0.07	0.07	0.07	0.07	0.07
Crit Moves:	****				****			****			****	
Delay/Veh:	10.7	10.5	10.4	9.0	10.2	10.1	9.0	9.0	9.0	9.1	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.5	10.4	9.0	10.2	10.1	9.0	9.0	9.0	9.1	9.1	9.1
LOS by Move:	B	B	B	A	B	B	A	A	A	A	A	A
ApproachDel:		10.5			10.0			9.0			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.5			10.0			9.0			9.1	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.5	0.5	0.5	0.1	0.5	0.4	0.1	0.1	0.1	0.1	0.1	0.1

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

Pier & Strand Hotel
FWP Saturday - 13th Street Two-Way

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	10	Average Delay (sec/veh):	10.6
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	0 1	1 0	0	0 0	0 0	0 0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	356	49	43	373	0	0	0	0	36	0	64
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	20	374	51	45	392	0	0	0	0	38	0	67
Added Vol:	0	37	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	411	51	45	422	0	0	0	0	38	0	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	411	51	45	422	0	0	0	0	38	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	411	51	45	422	0	0	0	0	38	0	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	411	51	45	422	0	0	0	0	38	0	67
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	1.71	0.21	0.19	1.81	0.00	0.00	0.00	0.00	0.36	0.00	0.64
Final Sat.:	55	1159	148	128	1206	0	0	0	0	223	0	397
Capacity Analysis Module:												
Vol/Sat:	0.36	0.35	0.35	0.35	0.35	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.17
Crit Moves:	****			****						****		
Delay/Veh:	10.9	10.7	10.4	10.9	10.7	0.0	0.0	0.0	0.0	9.4	0.0	9.4
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:	10.9	10.7	10.4	10.9	10.7	0.0	0.0	0.0	0.0	9.4	0.0	9.4
LOS by Move:	B	B	B	B	B	*	*	*	*	A	*	A
ApproachDel:		10.6			10.8			xxxxxx			9.4	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.6			10.8			xxxxxx			9.4	
LOS by Appr:		B			B			*			A	
AllWayAvgQ:	0.5	0.5	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.2	0.2	0.2

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

Pier & Strand Hotel
FWP Saturday - 13th Street Two-Way

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

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Intersection #8 Manhattan Ave West & Pier Ave

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Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[11.4]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 1 0 0		
Volume Module:												
Base Vol:	14	0	55	0	0	0	0	257	24	77	303	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15	0	58	0	0	0	0	270	25	81	318	0
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	58	0	0	0	0	298	25	81	353	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:	15	0	58	0	0	0	0	298	25	81	353	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	58	0	0	0	0	298	25	81	353	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	649	825	310	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	323	xxxx	xxxxx
Potent Cap.:	438	310	734	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1248	xxxx	xxxxx
Move Cap.:	415	289	734	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1248	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	635	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

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Pier & Strand Hotel
FWP Saturday - 13th Street Two-Way

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

Intersection #9 Manhattan Ave East & Pier Ave

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[15.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	82	0	47	32	271	0	0	330	69
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	86	0	49	34	285	0	0	347	72
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	86	0	49	34	313	0	0	382	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	86	0	49	34	313	0	0	382	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	86	0	49	34	313	0	0	382	72
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	641	797	227	454	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	412	322	782	1117	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	402	312	782	1117	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.21	0.00	0.06	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	489	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.2	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			15.2			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Pier & Strand Hotel
FWP Saturday - 13th Street Two-Way

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

Intersection #10 Monterey Blvd & Pier Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	10	Average Delay (sec/veh):	11.7
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	23	62	53	68	34	13	13	319	21	31	358	64
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	24	65	56	71	36	14	14	335	22	33	376	67
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	65	56	71	36	14	14	363	22	33	411	67
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:	24	65	56	71	36	14	14	363	22	33	411	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	65	56	71	36	14	14	363	22	33	411	67
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:	24	65	56	71	36	14	14	363	22	33	411	67
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:	0.17	0.45	0.38	0.59	0.30	0.11	0.07	1.82	0.11	0.13	1.61	0.26
Final Sat.:	93	251	215	314	157	60	40	1076	66	76	983	164
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.23	0.23	0.23	0.34	0.34	0.33	0.43	0.42	0.41
Crit Moves:	****				****		****			****		
Delay/Veh:	10.8	10.8	10.8	10.9	10.9	10.9	11.6	11.4	11.3	12.7	12.4	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:	10.8	10.8	10.8	10.9	10.9	10.9	11.6	11.4	11.3	12.7	12.4	12.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	10.8			10.9			11.4			12.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			10.9			11.4			12.3		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.2	0.5	0.5	0.5	0.7	0.6	0.6

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

Pier & Strand Hotel
FWP Saturday - 13th Street Two-Way

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	10	Average Delay (sec/veh):	20.1
Optimal Cycle:	0	Level Of Service:	C

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	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	12	51	80	62	145	59	32	468	31	77	480	52
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	13	54	84	65	152	62	34	491	33	81	504	55
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	54	84	65	152	62	34	519	33	81	539	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:	13	54	84	65	152	62	34	519	33	81	539	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	54	84	65	152	62	34	519	33	81	539	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:	13	54	84	65	152	62	34	519	33	81	539	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:	0.08	0.36	0.56	1.00	0.71	0.29	0.11	1.78	0.11	0.26	1.74	1.00
Final Sat.:	36	154	242	404	314	128	56	869	55	119	799	500
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.16	0.48	0.48	0.60	0.60	0.59	0.68	0.67	0.11
Crit Moves:		****			****		****			****		
Delay/Veh:	14.7	14.7	14.7	12.7	17.0	17.0	20.0	19.6	19.2	25.1	24.5	10.5
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:	14.7	14.7	14.7	12.7	17.0	17.0	20.0	19.6	19.2	25.1	24.5	10.5
LOS by Move:	B	B	B	B	C	C	C	C	C	D	C	B
ApproachDel:		14.7			16.0			19.6			23.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.7			16.0			19.6			23.4	
LOS by Appr:		B			C			C			C	
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.8	0.8	1.3	1.3	1.3	1.8	1.8	0.1

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

Pier & Strand Hotel
FWP Saturday - 13th Street Two-Way

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	10	Average Delay (sec/veh):	16.2
Optimal Cycle:	0	Level Of Service:	C

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 1	1 0	1	0 1	1 1	0
Volume Module:												
Base Vol:	32	111	63	27	50	119	75	513	24	19	446	52
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	34	117	66	28	53	125	79	539	25	20	468	55
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	117	66	28	53	125	79	567	25	20	503	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:	34	117	66	28	53	125	79	567	25	20	503	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	117	66	28	53	125	79	567	25	20	503	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:	34	117	66	28	53	125	79	567	25	20	503	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:	0.15	0.54	0.31	0.14	0.25	0.61	0.24	1.76	1.00	0.10	2.62	0.28
Final Sat.:	76	263	149	68	126	301	125	907	575	52	1325	147
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.42	0.42	0.42	0.63	0.62	0.04	0.38	0.38	0.37
Crit Moves:	****			****			****			****		
Delay/Veh:	14.9	14.9	14.9	14.1	14.1	14.1	20.3	19.9	9.1	13.8	13.6	13.2
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:	14.9	14.9	14.9	14.1	14.1	14.1	20.3	19.9	9.1	13.8	13.6	13.2
LOS by Move:	B	B	B	B	B	B	C	C	A	B	B	B
ApproachDel:		14.9			14.1			19.6			13.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.9			14.1			19.6			13.6	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.7	0.7	0.7	0.6	0.6	0.6	1.5	1.5	0.0	0.6	0.6	0.5

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

Pier & Strand Hotel
FWP Saturday - 13th Street Two-Way

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

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			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1	0	1 0 2	1	0	2 0 0	0	1	0 0 0	0	1
Volume Module:												
Base Vol:	334	1100	6	8	1216	132	258	0	270	0	0	21
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	351	1155	6	8	1277	139	271	0	284	0	0	22
Added Vol:	18	218	0	0	247	17	14	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	1373	6	8	1524	156	285	0	298	0	0	22
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:	369	1373	6	8	1524	156	285	0	298	0	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	1373	6	8	1524	156	285	0	298	0	0	22
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:	369	1373	6	8	1524	156	285	0	298	0	0	22
OvlAdjVol:									113			14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.99	0.01	1.00	2.72	0.28	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4778	22	1600	4355	445	3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.01	0.35	0.35	0.09	0.00	0.19	0.00	0.00	0.01
OvlAdjV/S:									0.07			0.01
Crit Moves:	****				****		****					****

Pier & Strand Hotel
FWP Saturday - 13th Street Two-Way

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

Intersection #14 PCH & 10th St. / Aviation Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	E

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	1	0	1 0 2	1	0	0 0 0	0	1	1 1 0	0	1
Volume Module:												
Base Vol:	10 1225		522	253 1247		3	0	0	0	634	3	228
Growth Adj:	1.05 1.05		1.05	1.05 1.05		1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	11 1286		548	266 1309		3	0	0	0	666	3	239
Added Vol:	0 224		0	9 251		0	0	0	0	0	0	12
PasserByVol:	0 0		0	0 0		0	0	0	0	0	0	0
Initial Fut:	11 1510		548	275 1560		3	0	0	0	666	3	251
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 1510		548	275 1560		3	0	0	0	666	3	251
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	11 1510		548	275 1560		3	0	0	0	666	3	251
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 1510		548	275 1560		3	0	0	0	666	3	251
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 2.20		0.80	1.00 2.99		0.01	0.00	0.00	1.00	1.99	0.01	1.00
Final Sat.:	1600 3522		1278	1600 4790		10	0	0	1600	3185	15	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.43		0.43	0.17 0.33		0.33	0.00	0.00	0.00	0.21	0.21	0.16
Crit Moves:	****			****						****		

Pier & Strand Hotel
FWP Saturday - 13th Street Two-Way

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

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	26	1661	3	4	1706	95	127	2	40	10	13	14
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	27	1744	3	4	1791	100	133	2	42	11	14	15
Added Vol:	0	224	0	0	251	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1968	3	4	2042	100	133	2	42	11	14	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1968	3	4	2042	100	133	2	42	11	14	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1968	3	4	2042	100	133	2	42	11	14	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1968	3	4	2042	100	133	2	42	11	14	15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.86	0.14	0.75	0.01	0.24	0.27	0.35	0.38
Final Sat.:	1600	4792	8	1600	4576	224	1202	19	379	432	562	605
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.41	0.00	0.45	0.45	0.11	0.11	0.11	0.02	0.02	0.02
Crit Moves:	****				****			****			****	

Pier & Strand Hotel
FWP Sunday - 13th Street Two-Way

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

Intersection #1 Hermosa Ave & 16th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	6	Average Delay (sec/veh):	11.2
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	373	74	40	495	0	0	0	0	29	0	22
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	29	392	78	42	520	0	0	0	0	30	0	23
Added Vol:	0	20	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	412	78	42	545	0	0	0	0	30	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:	29	412	78	42	545	0	0	0	0	30	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	412	78	42	545	0	0	0	0	30	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:	29	412	78	42	545	0	0	0	0	30	0	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:	0.11	1.59	0.30	0.14	1.86	0.00	0.00	1.00	0.00	0.57	0.00	0.43
Final Sat.:	76	1091	212	98	1275	0	0	541	0	328	0	249
Capacity Analysis Module:												
Vol/Sat:	0.39	0.38	0.37	0.43	0.43	xxxx	xxxx	0.00	xxxx	0.09	xxxx	0.09
Crit Moves:	****			****				****		****		
Delay/Veh:	11.2	10.9	10.5	11.7	11.6	0.0	0.0	0.0	0.0	9.3	0.0	9.3
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:	11.2	10.9	10.5	11.7	11.6	0.0	0.0	0.0	0.0	9.3	0.0	9.3
LOS by Move:	B	B	B	B	B	*	*	*	*	A	*	A
ApproachDel:	10.8			11.6			xxxxxx			9.3		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	10.8			11.6			xxxxxx			9.3		
LOS by Appr:	B			B			*			A		
AllWayAvgQ:	0.6	0.6	0.6	0.7	0.7	0.7	0.0	0.0	0.0	0.1	0.1	0.1

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

Pier & Strand Hotel
FWP Sunday - 13th Street Two-Way

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

****

Intersection #2 Hermosa Ave & 14th St

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

****

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 1	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	164	453	90	23	463	67	22	10	21	32	22	26
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	172	476	95	24	486	70	23	11	22	34	23	27
Added Vol:	0	23	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	499	95	24	511	70	23	11	22	34	23	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	499	95	24	511	70	23	11	22	34	23	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	499	95	24	511	70	23	11	22	34	23	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	499	95	24	511	70	23	11	22	34	23	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.68	0.32	0.08	1.69	0.23	0.41	0.19	0.40	0.41	0.27	0.32
Final Sat.:	1600	2690	510	128	2701	372	664	302	634	640	440	520
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.02	0.19	0.19	0.01	0.03	0.03	0.02	0.05	0.05
Crit Moves:	****				****		****				****	

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Pier & Strand Hotel
FWP Sunday - 13th Street Two-Way

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1	1 0	0 0	1! 0	0	0 0	0	0 0
Volume Module:												
Base Vol:	5	692	0	0	526	1	65	0	118	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	5	727	0	0	552	1	68	0	124	0	0	0
Added Vol:	32	13	0	0	11	14	10	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	740	0	0	563	15	78	0	147	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	740	0	0	563	15	78	0	147	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	740	0	0	563	15	78	0	147	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:	37	740	0	0	563	15	78	0	147	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.95	0.05	0.35	0.00	0.65	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3117	83	556	0	1044	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.00	0.00	0.18	0.18	0.05	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
FWP Sunday - 13th Street Two-Way

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

Intersection #4 Hermosa Ave & Pier Ave

Cycle (sec):	121	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	143	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	451	201	161	471	0	0	0	0	220	0	249
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	474	211	169	495	0	0	0	0	231	0	261
Added Vol:	0	24	13	15	19	0	0	0	0	13	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	498	224	184	514	0	0	0	0	244	0	281
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	498	224	184	514	0	0	0	0	244	0	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	498	224	184	514	0	0	0	0	244	0	281
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	498	224	184	514	0	0	0	0	244	0	281
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.38	0.62	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2206	994	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.12	0.16	0.00	0.00	0.00	0.00	0.15	0.00	0.18
Crit Moves:		****		****								****

Pier & Strand Hotel
FWP Sunday - 13th Street Two-Way

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.424
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	2	593	0	0	672	13	57	0	76	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	2	623	0	0	706	14	60	0	80	0	0	0
Added Vol:	0	37	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	660	0	0	739	14	60	0	80	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:	2	660	0	0	739	14	60	0	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	660	0	0	739	14	60	0	80	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:	2	660	0	0	739	14	60	0	80	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.96	0.04	0.43	0.00	0.57	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3142	58	686	0	914	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.24	0.24	0.04	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
FWP Sunday - 13th Street Two-Way

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

Intersection #6 Hermosa Ave & 10th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	10	Average Delay (sec/veh):	15.9
Optimal Cycle:	0	Level Of Service:	C

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 1	0 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	128	489	76	138	476	102	11	19	26	20	30	51
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	134	513	80	145	500	107	12	20	27	21	32	54
Added Vol:	0	37	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	550	80	145	533	107	12	20	27	21	32	54
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:	134	550	80	145	533	107	12	20	27	21	32	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	550	80	145	533	107	12	20	27	21	32	54
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:	134	550	80	145	533	107	12	20	27	21	32	54
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:	0.35	1.44	0.21	1.00	1.67	0.33	0.20	0.34	0.46	0.20	0.30	0.50
Final Sat.:	203	857	127	544	1001	206	100	173	236	105	157	268
Capacity Analysis Module:												
Vol/Sat:	0.66	0.64	0.63	0.27	0.53	0.52	0.12	0.12	0.12	0.20	0.20	0.20
Crit Moves:	****				****			****			****	
Delay/Veh:	19.8	18.6	17.6	11.5	14.9	14.3	10.4	10.4	10.4	11.0	11.0	11.0
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:	19.8	18.6	17.6	11.5	14.9	14.3	10.4	10.4	10.4	11.0	11.0	11.0
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:		18.7			14.2			10.4			11.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.7			14.2			10.4			11.0	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	1.8	1.5	1.5	0.3	1.1	1.0	0.1	0.1	0.1	0.2	0.2	0.2

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

Pier & Strand Hotel
FWP Sunday - 13th Street Two-Way

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	10	Average Delay (sec/veh):	14.9
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	0 1	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	546	68	101	475	0	0	0	0	42	0	127
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	22	573	71	106	499	0	0	0	0	44	0	133
Added Vol:	0	38	0	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	611	71	106	531	0	0	0	0	44	0	133
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	611	71	106	531	0	0	0	0	44	0	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	611	71	106	531	0	0	0	0	44	0	133
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:	22	611	71	106	531	0	0	0	0	44	0	133
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:	0.06	1.74	0.20	0.33	1.67	0.00	0.00	0.00	0.00	0.25	0.00	0.75
Final Sat.:	38	1070	127	196	995	0	0	0	0	145	0	440
Capacity Analysis Module:												
Vol/Sat:	0.58	0.57	0.56	0.54	0.53	xxxx	xxxx	xxxx	xxxx	0.30	xxxx	0.30
Crit Moves:	****			****						****		
Delay/Veh:	16.0	15.6	15.2	15.4	15.0	0.0	0.0	0.0	0.0	11.3	0.0	11.3
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:	16.0	15.6	15.2	15.4	15.0	0.0	0.0	0.0	0.0	11.3	0.0	11.3
LOS by Move:	C	C	C	C	B	*	*	*	*	B	*	B
ApproachDel:		15.6			15.1			xxxxxx			11.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		15.6			15.1			xxxxxx			11.3	
LOS by Appr:		C			C			*			B	
AllWayAvgQ:	1.3	1.2	1.2	1.1	1.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4

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

Pier & Strand Hotel
FWP Sunday - 13th Street Two-Way

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

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Intersection #8 Manhattan Ave West & Pier Ave

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Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[13.4]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 1 0 0		
Volume Module:												
Base Vol:	14	0	114	0	0	0	0	331	45	129	512	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15	0	120	0	0	0	0	348	47	135	538	0
Added Vol:	0	0	0	0	0	0	0	28	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	120	0	0	0	0	376	47	135	572	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:	15	0	120	0	0	0	0	376	47	135	572	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	120	0	0	0	0	376	47	135	572	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	956	1242	399	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	423	xxxx	xxxxx
Potent Cap.:	289	176	655	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1147	xxxx	xxxxx
Move Cap.:	260	154	655	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1147	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	562	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		13.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

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Pier & Strand Hotel
FWP Sunday - 13th Street Two-Way

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

Intersection #9 Manhattan Ave East & Pier Ave

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: D[29.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	100	0	85	61	412	0	0	509	95
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	105	0	89	64	433	0	0	534	100
Added Vol:	0	0	0	0	0	0	0	28	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	0	89	64	461	0	0	568	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	105	0	89	64	461	0	0	568	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	105	0	89	64	461	0	0	568	100
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	977	1207	334	668	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	252	185	668	931	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	238	172	668	931	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.44	0.00	0.13	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	338	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	3.4	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	29.1	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			29.1			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Pier & Strand Hotel
FWP Sunday - 13th Street Two-Way

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

Intersection #10 Monterey Blvd & Pier Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	10	Average Delay (sec/veh):	18.4
Optimal Cycle:	0	Level Of Service:	C

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 1	0	1 0		0 1	0	1 0	
Volume Module:														
Base Vol:	33	86	109	79	41	22	29	441	33		51	546	48	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05		1.05	1.05	1.05	
Initial Bse:	35	90	114	83	43	23	30	463	35		54	573	50	
Added Vol:	0	0	0	0	0	0	0	28	0		0	34	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	35	90	114	83	43	23	30	491	35		54	607	50	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	35	90	114	83	43	23	30	491	35		54	607	50	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	35	90	114	83	43	23	30	491	35		54	607	50	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	35	90	114	83	43	23	30	491	35		54	607	50	
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:	0.14	0.38	0.48	0.56	0.29	0.15	0.11	1.77	0.12		0.15	1.71	0.14	
Final Sat.:	73	191	242	254	132	71	56	906	65		79	908	76	
Capacity Analysis Module:														
Vol/Sat:	0.47	0.47	0.47	0.33	0.33	0.33	0.55	0.54	0.54		0.68	0.67	0.66	
Crit Moves:		****			****		****				****			
Delay/Veh:	15.2	15.2	15.2	13.5	13.5	13.5	17.4	17.1	16.8		22.1	21.5	20.8	
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:	15.2	15.2	15.2	13.5	13.5	13.5	17.4	17.1	16.8		22.1	21.5	20.8	
LOS by Move:	C	C	C	B	B	B	C	C	C		C	C	C	
ApproachDel:		15.2			13.5			17.1				21.5		
Delay Adj:		1.00			1.00			1.00				1.00		
ApprAdjDel:		15.2			13.5			17.1				21.5		
LOS by Appr:		C			B			C				C		
AllWayAvgQ:	0.8	0.8	0.8	0.4	0.4	0.4	1.1	1.0	1.0		1.8	1.7	1.7	

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

Pier & Strand Hotel
FWP Sunday - 13th Street Two-Way

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	10	Average Delay (sec/veh):	15.2
Optimal Cycle:	0	Level Of Service:	C

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	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	7	33	74	55	131	31	20	427	12	75	400	42
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	7	35	78	58	138	33	21	448	13	79	420	44
Added Vol:	0	0	0	0	0	0	0	28	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	35	78	58	138	33	21	476	13	79	454	44
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:	7	35	78	58	138	33	21	476	13	79	454	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	35	78	58	138	33	21	476	13	79	454	44
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:	7	35	78	58	138	33	21	476	13	79	454	44
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:	0.06	0.29	0.65	1.00	0.81	0.19	0.08	1.87	0.05	0.30	1.70	1.00
Final Sat.:	29	135	302	430	378	89	43	992	26	145	848	549
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.13	0.36	0.36	0.48	0.48	0.48	0.54	0.54	0.08
Crit Moves:			****			****	****			****		
Delay/Veh:	12.5	12.5	12.5	11.8	13.8	13.8	15.1	15.0	14.8	17.7	17.3	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	11.8	13.8	13.8	15.1	15.0	14.8	17.7	17.3	9.6
LOS by Move:	B	B	B	B	B	B	C	B	B	C	C	A
ApproachDel:	12.5			13.3			15.0			16.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.5			13.3			15.0			16.8		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.5	0.5	0.8	0.8	0.8	1.1	1.0	0.1

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

Pier & Strand Hotel
FWP Sunday - 13th Street Two-Way

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	10	Average Delay (sec/veh):	13.4
Optimal Cycle:	0	Level Of Service:	B

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 1	1 0	1	0 1	1 1	0
Volume Module:												
Base Vol:	23	62	61	16	40	95	52	502	8	31	396	48
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	24	65	64	17	42	100	55	527	8	33	416	50
Added Vol:	0	0	0	0	0	0	0	28	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	65	64	17	42	100	55	555	8	33	450	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	65	64	17	42	100	55	555	8	33	450	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	65	64	17	42	100	55	555	8	33	450	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	65	64	17	42	100	55	555	8	33	450	50
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	0.42	0.42	0.11	0.26	0.63	0.18	1.82	1.00	0.18	2.54	0.28
Final Sat.:	82	221	217	56	141	334	101	1032	636	100	1409	162
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.30	0.30	0.30	0.54	0.54	0.01	0.33	0.32	0.31
Crit Moves:	****			****			****			****		
Delay/Veh:	11.9	11.9	11.9	11.7	11.7	11.7	15.9	15.7	8.3	12.0	11.8	11.4
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:	11.9	11.9	11.9	11.7	11.7	11.7	15.9	15.7	8.3	12.0	11.8	11.4
LOS by Move:	B	B	B	B	B	B	C	C	A	B	B	B
ApproachDel:	11.9			11.7			15.6			11.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.9			11.7			15.6			11.8		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.3	0.3	0.3	0.4	0.4	0.4	1.1	1.1	0.0	0.4	0.4	0.4

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

Pier & Strand Hotel
FWP Sunday - 13th Street Two-Way

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

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			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1	0	1 0 2	1	0	2 0 0	0	1	0 0 0	0	1
Volume Module:												
Base Vol:	406	1063	13	6	1078	173	277	0	305	0	0	21
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	426	1116	14	6	1132	182	291	0	320	0	0	22
Added Vol:	14	216	0	0	243	20	18	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	1332	14	6	1375	202	309	0	330	0	0	22
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:	440	1332	14	6	1375	202	309	0	330	0	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1332	14	6	1375	202	309	0	330	0	0	22
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:	440	1332	14	6	1375	202	309	0	330	0	0	22
OvlAdjVol:									110			16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.97	0.03	1.00	2.62	0.38	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4751	49	1600	4186	614	3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.00	0.33	0.33	0.10	0.00	0.21	0.00	0.00	0.01
OvlAdjV/S:									0.07			0.01
Crit Moves:	****				****		****					****

Pier & Strand Hotel
FWP Sunday - 13th Street Two-Way

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

Intersection #14 PCH & 10th St. / Aviation Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	1	1 0	0 1
Volume Module:												
Base Vol:	7	1206	517	231	1106	2	1	0	7	517	1	190
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	7	1266	543	243	1161	2	1	0	7	543	1	200
Added Vol:	0	221	0	6	246	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1487	543	249	1407	2	1	0	7	543	1	209
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:	7	1487	543	249	1407	2	1	0	7	543	1	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1487	543	249	1407	2	1	0	7	543	1	209
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:	7	1487	543	249	1407	2	1	0	7	543	1	209
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.20	0.80	1.00	2.99	0.01	0.12	0.01	0.87	1.99	0.01	1.00
Final Sat.:	1600	3517	1283	1600	4793	7	200	0	1400	3194	6	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.16	0.29	0.29	0.00	0.00	0.01	0.17	0.17	0.13
Crit Moves:		****		****					****	****		

Pier & Strand Hotel
FWP Sunday - 13th Street Two-Way

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

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	43	1501	0	5	1524	139	141	0	28	6	11	8
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	45	1576	0	5	1600	146	148	0	29	6	12	8
Added Vol:	0	221	0	0	246	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1797	0	5	1846	146	148	0	29	6	12	8
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	1797	0	5	1846	146	148	0	29	6	12	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1797	0	5	1846	146	148	0	29	6	12	8
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	1797	0	5	1846	146	148	0	29	6	12	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.78	0.22	0.83	0.01	0.16	0.24	0.44	0.32
Final Sat.:	1600	4800	0	1600	4448	352	1335	0	265	384	704	512
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.00	0.00	0.42	0.42	0.11	0.00	0.11	0.02	0.02	0.02
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
FWP Weekday AM - 13th Street One-Way

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

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Intersection #1 Hermosa Ave & 16th St

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.297	
Loss Time (sec):	6	Average Delay (sec/veh):	9.1	
Optimal Cycle:	0	Level Of Service:	A	

****

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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	398	6	12	190	0	0	0	0	1	0	12
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	2	418	6	13	200	0	0	0	0	1	0	13
Added Vol:	0	24	0	0	37	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	442	6	13	237	0	0	0	0	1	0	13
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	442	6	13	237	0	0	0	0	1	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	442	6	13	237	0	0	0	0	1	0	13
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	442	6	13	237	0	0	0	0	1	0	13
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:	0.01	1.96	0.03	0.10	1.90	0.00	0.00	1.00	0.00	0.08	0.00	0.92
Final Sat.:	7	1490	21	73	1376	0	0	624	0	53	0	641
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.17	0.17	xxxx	xxxx	0.00	xxxx	0.02	xxxx	0.02
Crit Moves:	****			****				****		****		
Delay/Veh:	9.4	9.4	9.4	8.7	8.6	0.0	0.0	0.0	0.0	7.8	0.0	7.8
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:	9.4	9.4	9.4	8.7	8.6	0.0	0.0	0.0	0.0	7.8	0.0	7.8
LOS by Move:	A	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:	9.4			8.6			xxxxxx			7.8		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	9.4			8.6			xxxxxx			7.8		
LOS by Appr:	A			A			*			A		
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

****

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

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Pier & Strand Hotel
FWP Weekday AM - 13th Street One-Way

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

Intersection #2 Hermosa Ave & 14th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.266
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0	1 0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	42	382	20	12	166	17	12	5	14	4	10	9
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	44	401	21	13	174	18	13	5	15	4	11	9
Added Vol:	65	27	0	0	8	28	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	428	21	13	182	46	13	5	15	4	11	9
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:	109	428	21	13	182	46	13	5	15	4	11	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	428	21	13	182	46	13	5	15	4	11	9
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:	109	428	21	13	182	46	13	5	15	4	11	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	0.10	1.52	0.38	0.39	0.16	0.45	0.17	0.44	0.39
Final Sat.:	1600	3050	150	167	2423	609	619	258	723	278	696	626
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.01	0.08	0.08	0.01	0.02	0.02	0.00	0.02	0.02
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
FWP Weekday AM - 13th Street One-Way

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.292
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	78	393	0	0	194	16	15	0	21	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	82	413	0	0	204	17	16	0	22	0	0	0
Added Vol:	0	86	0	0	8	0	6	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	499	0	0	212	17	22	0	36	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:	82	499	0	0	212	17	22	0	36	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	499	0	0	212	17	22	0	36	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:	82	499	0	0	212	17	22	0	36	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.85	0.15	0.38	0.00	0.62	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2965	235	602	0	998	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.00	0.00	0.07	0.07	0.01	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
FWP Weekday AM - 13th Street One-Way

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

Intersection #4 Hermosa Ave & Pier Ave

Cycle (sec):	121	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	368	94	66	158	0	0	0	0	52	0	101
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	386	99	69	166	0	0	0	0	55	0	106
Added Vol:	0	49	2	10	13	0	0	0	0	7	0	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	435	101	79	179	0	0	0	0	62	0	143
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	435	101	79	179	0	0	0	0	62	0	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	435	101	79	179	0	0	0	0	62	0	143
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	435	101	79	179	0	0	0	0	62	0	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.62	0.38	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2599	601	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.05	0.06	0.00	0.00	0.00	0.00	0.04	0.00	0.09
Crit Moves:		****		****								****

Pier & Strand Hotel
FWP Weekday AM - 13th Street One-Way

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.307
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	31	484	0	0	156	29	26	0	23	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	33	508	0	0	164	30	27	0	24	0	0	0
Added Vol:	0	51	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	559	0	0	183	30	27	0	24	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:	33	559	0	0	183	30	27	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	559	0	0	183	30	27	0	24	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:	33	559	0	0	183	30	27	0	24	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.71	0.29	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2743	457	849	0	751	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.00	0.00	0.07	0.07	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
FWP Weekday AM - 13th Street One-Way

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

Intersection #6 Hermosa Ave & 10th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	10	Average Delay (sec/veh):	10.4
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	39	485	36	18	157	4	5	5	6	11	8	13
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	41	509	38	19	165	4	5	5	6	12	8	14
Added Vol:	0	51	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	560	38	19	184	4	5	5	6	12	8	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	560	38	19	184	4	5	5	6	12	8	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	560	38	19	184	4	5	5	6	12	8	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	560	38	19	184	4	5	5	6	12	8	14
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	1.75	0.12	1.00	1.96	0.04	0.31	0.31	0.38	0.34	0.25	0.41
Final Sat.:	94	1306	89	617	1327	30	192	192	230	214	156	253
Capacity Analysis Module:												
Vol/Sat:	0.44	0.43	0.42	0.03	0.14	0.14	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****				****		****	
Delay/Veh:	11.2	11.0	10.8	8.6	8.7	8.7	8.6	8.6	8.6	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:	11.2	11.0	10.8	8.6	8.7	8.7	8.6	8.6	8.6	8.7	8.7	8.7
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		11.0			8.7			8.6			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			8.7			8.6			8.7	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.7	0.7	0.7	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

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

Pier & Strand Hotel
FWP Weekday AM - 13th Street One-Way

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	10	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

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	1 0		0 1	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	546	44	17	196	0	0	0	0	16	0	41
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	573	46	18	206	0	0	0	0	17	0	43
Added Vol:	0	54	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	627	46	18	219	0	0	0	0	17	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	627	46	18	219	0	0	0	0	17	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	627	46	18	219	0	0	0	0	17	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	627	46	18	219	0	0	0	0	17	0	43
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:	0.00	1.86	0.14	0.15	1.85	0.00	0.00	0.00	0.00	0.28	0.00	0.72
Final Sat.:	0	1380	103	99	1228	0	0	0	0	181	0	464
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.45	0.45	0.18	0.18	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.09
Crit Moves:		****		****						****		
Delay/Veh:	0.0	11.4	11.3	9.2	9.1	0.0	0.0	0.0	0.0	8.7	0.0	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:	0.0	11.4	11.3	9.2	9.1	0.0	0.0	0.0	0.0	8.7	0.0	8.7
LOS by Move:	*	B	B	A	A	*	*	*	*	A	*	A
ApproachDel:		11.4			9.1			xxxxxx			8.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		11.4			9.1			xxxxxx			8.7	
LOS by Appr:		B			A			*			A	
AllWayAvgQ:	0.0	0.8	0.8	0.2	0.2	0.0	0.0	0.0	0.0	0.1	0.1	0.1

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

Pier & Strand Hotel
FWP Weekday AM - 13th Street One-Way

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

Intersection #8 Manhattan Ave West & Pier Ave

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: A[9.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	1 0	0
Volume Module:												
Base Vol:	2	0	93	0	0	0	0	150	9	55	153	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	2	0	98	0	0	0	0	158	9	58	161	0
Added Vol:	0	0	0	0	0	0	0	11	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	98	0	0	0	0	169	9	58	204	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:	2	0	98	0	0	0	0	169	9	58	204	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	98	0	0	0	0	169	9	58	204	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	391	492	173	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	178	xxxx	xxxxx
Potent Cap.:	617	480	875	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx
Move Cap.:	597	460	875	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	867	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

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

Pier & Strand Hotel
FWP Weekday AM - 13th Street One-Way

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

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Intersection #9 Manhattan Ave East & Pier Ave

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Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[12.2]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	52	0	35	66	184	0	0	173	67
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	55	0	37	69	193	0	0	182	70
Added Vol:	0	0	0	0	0	0	0	11	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	37	69	204	0	0	225	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	37	69	204	0	0	225	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	55	0	37	69	204	0	0	225	70
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	501	603	148	295	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	505	416	879	1278	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	483	392	879	1278	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	0.00	0.04	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	590	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.2	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

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Pier & Strand Hotel
FWP Weekday AM - 13th Street One-Way

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

Intersection #10 Monterey Blvd & Pier Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.270
Loss Time (sec):	10	Average Delay (sec/veh):	9.8
Optimal Cycle:	0	Level Of Service:	A

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 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	48	57	1	19	95	52	18	219	37	8	178	11
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	50	60	1	20	100	55	19	230	39	8	187	12
Added Vol:	0	0	0	0	0	0	0	11	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	60	1	20	100	55	19	241	39	8	230	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	60	1	20	100	55	19	241	39	8	230	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	60	1	20	100	55	19	241	39	8	230	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	60	1	20	100	55	19	241	39	8	230	12
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:	0.45	0.54	0.01	0.11	0.58	0.31	0.13	1.61	0.26	0.07	1.84	0.09
Final Sat.:	272	323	6	74	369	202	78	1018	168	41	1138	58
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.27	0.27	0.27	0.24	0.24	0.23	0.20	0.20	0.20
Crit Moves:		****		****			****			****		
Delay/Veh:	9.7	9.7	9.7	10.0	10.0	10.0	10.0	9.8	9.6	9.7	9.6	9.5
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:	9.7	9.7	9.7	10.0	10.0	10.0	10.0	9.8	9.6	9.7	9.6	9.5
LOS by Move:	A	A	A	A	A	A	B	A	A	A	A	A
ApproachDel:		9.7			10.0			9.8			9.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			10.0			9.8			9.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2

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

Pier & Strand Hotel
FWP Weekday AM - 13th Street One-Way

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	10	Average Delay (sec/veh):	15.0
Optimal Cycle:	0	Level Of Service:	C

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	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	5	116	59	169	123	66	21	316	15	35	324	120
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	5	122	62	177	129	69	22	332	16	37	340	126
Added Vol:	0	0	0	0	0	0	0	11	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	122	62	177	129	69	22	343	16	37	383	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	122	62	177	129	69	22	343	16	37	383	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	122	62	177	129	69	22	343	16	37	383	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	122	62	177	129	69	22	343	16	37	383	126
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:	0.03	0.64	0.33	1.00	0.65	0.35	0.12	1.80	0.08	0.18	1.82	1.00
Final Sat.:	13	292	148	438	313	168	55	854	40	80	840	505
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.41	0.41	0.41	0.40	0.40	0.40	0.46	0.46	0.25
Crit Moves:		****				****	****			****		
Delay/Veh:	15.4	15.4	15.4	15.6	14.5	14.5	14.7	14.5	14.4	16.4	16.2	11.7
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:	15.4	15.4	15.4	15.6	14.5	14.5	14.7	14.5	14.4	16.4	16.2	11.7
LOS by Move:	C	C	C	C	B	B	B	B	B	C	C	B
ApproachDel:		15.4			15.0			14.5			15.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.4			15.0			14.5			15.2	
LOS by Appr:		C			C			B			C	
AllWayAvgQ:	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.8	0.8	0.3

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

Pier & Strand Hotel
FWP Weekday AM - 13th Street One-Way

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	10	Average Delay (sec/veh):	15.8
Optimal Cycle:	0	Level Of Service:	C

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	1 1	0 1	0	1 1	1 0
Volume Module:												
Base Vol:	41	175	78	25	61	67	93	443	10	11	380	53
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	43	184	82	26	64	70	98	465	11	12	399	56
Added Vol:	0	0	0	0	0	0	0	11	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	184	82	26	64	70	98	476	11	12	442	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	184	82	26	64	70	98	476	11	12	442	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	184	82	26	64	70	98	476	11	12	442	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	184	82	26	64	70	98	476	11	12	442	56
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:	0.14	0.59	0.27	0.16	0.40	0.44	0.34	1.66	1.00	0.07	2.60	0.33
Final Sat.:	72	309	138	77	188	207	171	844	566	34	1307	169
Capacity Analysis Module:												
Vol/Sat:	0.60	0.60	0.60	0.34	0.34	0.34	0.57	0.56	0.02	0.34	0.34	0.33
Crit Moves:	****				****		****			****		
Delay/Veh:	18.2	18.2	18.2	13.2	13.2	13.2	18.3	17.9	9.0	13.2	13.0	12.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	18.2	18.2	13.2	13.2	13.2	18.3	17.9	9.0	13.2	13.0	12.6
LOS by Move:	C	C	C	B	B	B	C	C	A	B	B	B
ApproachDel:		18.2			13.2			17.8			13.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.2			13.2			17.8			13.0	
LOS by Appr:		C			B			C			B	
AllWayAvgQ:	1.2	1.2	1.2	0.4	0.4	0.4	1.2	1.1	0.0	0.5	0.5	0.4

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

Pier & Strand Hotel
FWP Weekday AM - 13th Street One-Way

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

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			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1	0	1 0 2	1	0	2 0 0	0	1	0 0 0	0	1
Volume Module:												
Base Vol:	201	2309	5	3	733	102	233	0	164	0	0	1
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	211	2424	5	3	770	107	245	0	172	0	0	1
Added Vol:	26	154	0	0	90	17	4	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	2578	5	3	860	124	249	0	179	0	0	1
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:	237	2578	5	3	860	124	249	0	179	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	2578	5	3	860	124	249	0	179	0	0	1
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:	237	2578	5	3	860	124	249	0	179	0	0	1
OvlAdjVol:									61			0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.99	0.01	1.00	2.62	0.38	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4790	10	1600	4194	606	3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.54	0.54	0.00	0.20	0.20	0.08	0.00	0.11	0.00	0.00	0.00
OvlAdjV/S:									0.04			0.00
Crit Moves:	****			****			****			****		

Pier & Strand Hotel
FWP Weekday AM - 13th Street One-Way

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

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Intersection #14 PCH & 10th St. / Aviation Blvd.

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Cycle (sec):	100	Critical Vol./Cap.(X):	1.043	
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	F	

****

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	0	0 1	1 1	0	0 1
Volume Module:												
Base Vol:	6	2192	591	165	817	1	0	0	2	486	3	270
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	6	2302	621	173	858	1	0	0	2	510	3	284
Added Vol:	0	161	0	5	93	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	2463	621	178	951	1	0	0	2	510	3	303
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:	6	2463	621	178	951	1	0	0	2	510	3	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	2463	621	178	951	1	0	0	2	510	3	303
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:	6	2463	621	178	951	1	0	0	2	510	3	303
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.40	0.60	1.00	2.99	0.01	0.00	0.00	1.00	1.99	0.01	1.00
Final Sat.:	1600	3834	966	1600	4795	5	0	0	1600	3180	20	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.64	0.11	0.20	0.20	0.00	0.00	0.00	0.16	0.16	0.19
Crit Moves:		****		****			****					****

****

Pier & Strand Hotel
FWP Weekday AM - 13th Street One-Way

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

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	119	Level Of Service:	E

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	24	2781	0	1	1160	70	214	0	19	3	13	21
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	25	2920	0	1	1218	74	225	0	20	3	14	22
Added Vol:	0	161	0	0	93	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	3081	0	1	1311	74	225	0	20	3	14	22
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	3081	0	1	1311	74	225	0	20	3	14	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	3081	0	1	1311	74	225	0	20	3	14	22
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:	25	3081	0	1	1311	74	225	0	20	3	14	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.84	0.16	0.92	0.00	0.08	0.08	0.35	0.57
Final Sat.:	1600	4800	0	1600	4545	255	1470	0	130	130	562	908
Capacity Analysis Module:												
Vol/Sat:	0.02	0.64	0.00	0.00	0.29	0.29	0.15	0.00	0.15	0.02	0.02	0.02
Crit Moves:		****		****					****		****	

Pier & Strand Hotel
FWP Weekday PM - 13th Street One-Way

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

Intersection #1 Hermosa Ave & 16th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.365
Loss Time (sec):	6	Average Delay (sec/veh):	9.9
Optimal Cycle:	0	Level Of Service:	A

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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	290	15	21	458	0	0	0	0	14	0	16
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	12	305	16	22	481	0	0	0	0	15	0	17
Added Vol:	0	34	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	339	16	22	505	0	0	0	0	15	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	339	16	22	505	0	0	0	0	15	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	339	16	22	505	0	0	0	0	15	0	17
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:	12	339	16	22	505	0	0	0	0	15	0	17
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:	0.06	1.85	0.09	0.08	1.92	0.00	0.00	1.00	0.00	0.47	0.00	0.53
Final Sat.:	44	1306	61	60	1390	0	0	580	0	287	0	328
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.36	0.36	xxxx	xxxx	0.00	xxxx	0.05	xxxx	0.05
Crit Moves:	****			****				****		****		
Delay/Veh:	9.5	9.4	9.4	10.4	10.3	0.0	0.0	0.0	0.0	8.7	0.0	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:	9.5	9.4	9.4	10.4	10.3	0.0	0.0	0.0	0.0	8.7	0.0	8.7
LOS by Move:	A	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		9.4			10.3			xxxxxx			8.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.4			10.3			xxxxxx			8.7	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.3	0.3	0.3	0.6	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0

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

Pier & Strand Hotel
FWP Weekday PM - 13th Street One-Way

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

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Intersection #2 Hermosa Ave & 14th St

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Cycle (sec):	60	Critical Vol./Cap.(X):	0.341
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

****

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0	1 0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	47	313	49	15	445	24	19	7	16	12	6	11
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	49	329	51	16	467	25	20	7	17	13	6	12
Added Vol:	13	35	0	0	20	5	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	364	51	16	487	30	20	7	17	13	6	12
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:	62	364	51	16	487	30	20	7	17	13	6	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	364	51	16	487	30	20	7	17	13	6	12
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:	62	364	51	16	487	30	20	7	17	13	6	12
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	0.06	1.83	0.11	0.45	0.17	0.38	0.41	0.21	0.38
Final Sat.:	1600	2803	397	95	2924	181	724	267	610	662	331	607
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.01	0.17	0.17	0.01	0.03	0.03	0.01	0.02	0.02
Crit Moves:	****				****			****			****	

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Pier & Strand Hotel
FWP Weekday PM - 13th Street One-Way

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.452
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	95	362	0	0	444	28	36	0	86	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	100	380	0	0	466	29	38	0	90	0	0	0
Added Vol:	0	24	0	0	20	0	23	0	55	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	404	0	0	486	29	61	0	145	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:	100	404	0	0	486	29	61	0	145	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	404	0	0	486	29	61	0	145	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:	100	404	0	0	486	29	61	0	145	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.89	0.11	0.30	0.00	0.70	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3018	182	472	0	1128	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.00	0.00	0.16	0.16	0.04	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
FWP Weekday PM - 13th Street One-Way

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

Intersection #4 Hermosa Ave & Pier Ave

Cycle (sec):	121	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	295	123	117	447	0	0	0	0	139	0	170
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	310	129	123	469	0	0	0	0	146	0	179
Added Vol:	0	14	10	31	44	0	0	0	0	5	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	324	139	154	513	0	0	0	0	151	0	189
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	324	139	154	513	0	0	0	0	151	0	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	324	139	154	513	0	0	0	0	151	0	189
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	324	139	154	513	0	0	0	0	151	0	189
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.40	0.60	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2238	962	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.10	0.16	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:		****		****								****

Pier & Strand Hotel
FWP Weekday PM - 13th Street One-Way

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 1	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	53	358	0	2	519	69	63	0	47	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	56	376	0	2	545	72	66	0	49	0	0	0
Added Vol:	0	25	0	0	49	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	401	0	2	594	72	66	0	49	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:	56	401	0	2	594	72	66	0	49	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	401	0	2	594	72	66	0	49	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:	56	401	0	2	594	72	66	0	49	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.01	1.78	0.21	0.57	0.00	0.43	0.00	0.00	0.00
Final Sat.:	1600	3200	0	10	2843	347	916	0	684	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.00	0.21	0.21	0.21	0.04	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
FWP Weekday PM - 13th Street One-Way

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

Intersection #6 Hermosa Ave & 10th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	10	Average Delay (sec/veh):	10.6
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	32	350	26	67	485	11	4	10	4	12	6	13
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	34	368	27	70	509	12	4	11	4	13	6	14
Added Vol:	0	25	0	0	49	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	393	27	70	558	12	4	11	4	13	6	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	393	27	70	558	12	4	11	4	13	6	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	393	27	70	558	12	4	11	4	13	6	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	393	27	70	558	12	4	11	4	13	6	14
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:	0.15	1.73	0.12	1.00	1.96	0.04	0.22	0.56	0.22	0.39	0.19	0.42
Final Sat.:	99	1168	82	637	1378	29	125	313	125	223	112	242
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.33	0.11	0.41	0.40	0.03	0.03	0.03	0.06	0.06	0.06
Crit Moves:	****				****		****				****	
Delay/Veh:	10.7	10.5	10.4	9.0	11.1	11.1	9.1	9.1	9.1	9.1	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.5	10.4	9.0	11.1	11.1	9.1	9.1	9.1	9.1	9.1	9.1
LOS by Move:	B	B	B	A	B	B	A	A	A	A	A	A
ApproachDel:		10.5			10.9			9.1			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.5			10.9			9.1			9.1	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.5	0.5	0.5	0.1	0.7	0.6	0.0	0.0	0.0	0.1	0.1	0.1

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

Pier & Strand Hotel
FWP Weekday PM - 13th Street One-Way

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.432
Loss Time (sec):	10	Average Delay (sec/veh):	10.9
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	0 1	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	6	324	21	38	472	0	0	0	0	39	0	55
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	6	340	22	40	496	0	0	0	0	41	0	58
Added Vol:	0	19	0	0	52	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	359	22	40	548	0	0	0	0	41	0	58
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:	6	359	22	40	548	0	0	0	0	41	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	359	22	40	548	0	0	0	0	41	0	58
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:	6	359	22	40	548	0	0	0	0	41	0	58
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:	0.03	1.86	0.11	0.14	1.86	0.00	0.00	0.00	0.00	0.41	0.00	0.59
Final Sat.:	21	1228	76	92	1278	0	0	0	0	255	0	359
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.43	0.43	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	0.16
Crit Moves:	****			****						****		
Delay/Veh:	10.2	10.1	10.1	11.7	11.6	0.0	0.0	0.0	0.0	9.4	0.0	9.4
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:	10.2	10.1	10.1	11.7	11.6	0.0	0.0	0.0	0.0	9.4	0.0	9.4
LOS by Move:	B	B	B	B	B	*	*	*	*	A	*	A
ApproachDel:	10.1			11.6			xxxxxx			9.4		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	10.1			11.6			xxxxxx			9.4		
LOS by Appr:	B			B			*			A		
AllWayAvgQ:	0.4	0.4	0.4	0.7	0.7	0.0	0.0	0.0	0.0	0.2	0.2	0.2

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

Pier & Strand Hotel
FWP Weekday PM - 13th Street One-Way

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

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Intersection #8 Manhattan Ave West & Pier Ave

****

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[10.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 1	0	0
Volume Module:												
Base Vol:	2	0	42	0	0	0	0	215	25	104	309	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	2	0	44	0	0	0	0	226	26	109	324	0
Added Vol:	0	0	0	0	0	0	0	42	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	44	0	0	0	0	268	26	109	339	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:	2	0	44	0	0	0	0	268	26	109	339	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	44	0	0	0	0	268	26	109	339	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	669	839	281	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	294	xxxx	xxxxx
Potent Cap.:	426	304	763	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1279	xxxx	xxxxx
Move Cap.:	396	277	763	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1279	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	732	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.2			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

****

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

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Pier & Strand Hotel
FWP Weekday PM - 13th Street One-Way

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

****

Intersection #9 Manhattan Ave East & Pier Ave

****

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[13.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	1 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	76	0	108	31	231	0	0	309	65
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	80	0	113	33	243	0	0	324	68
Added Vol:	0	0	0	0	0	0	0	42	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	113	33	285	0	0	339	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:	0	0	0	80	0	113	33	285	0	0	339	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	80	0	113	33	285	0	0	339	68
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	581	723	204	408	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	449	355	809	1162	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	440	345	809	1162	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.18	0.00	0.14	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	601	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			13.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

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Pier & Strand Hotel
FWP Weekday PM - 13th Street One-Way

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

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Intersection #10 Monterey Blvd & Pier Ave

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.348	
Loss Time (sec):	10	Average Delay (sec/veh):	10.9	
Optimal Cycle:	0	Level Of Service:	B	

****

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 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	40	75	8	22	84	43	54	255	45	10	287	16
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	42	79	8	23	88	45	57	268	47	11	301	17
Added Vol:	0	0	0	0	0	0	0	42	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	79	8	23	88	45	57	310	47	11	316	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	79	8	23	88	45	57	310	47	11	316	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	79	8	23	88	45	57	310	47	11	316	17
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:	42	79	8	23	88	45	57	310	47	11	316	17
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:	0.33	0.61	0.06	0.15	0.56	0.29	0.27	1.50	0.23	0.06	1.84	0.10
Final Sat.:	181	340	36	86	327	168	163	912	142	36	1099	59
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.27	0.27	0.27	0.35	0.34	0.33	0.29	0.29	0.29
Crit Moves:			****			****	****			****		
Delay/Veh:	10.6	10.6	10.6	10.6	10.6	10.6	11.6	11.2	10.9	10.8	10.7	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	10.6	10.6	10.6	11.6	11.2	10.9	10.8	10.7	10.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	10.6			10.6			11.2			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.6			10.6			11.2			10.7		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.5	0.5	0.5	0.4	0.4	0.4

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

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Pier & Strand Hotel
FWP Weekday PM - 13th Street One-Way

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	10	Average Delay (sec/veh):	22.8
Optimal Cycle:	0	Level Of Service:	C

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	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	62	72	109	276	58	14	400	25	120	395	66
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	65	76	114	290	61	15	420	26	126	415	69
Added Vol:	0	0	0	0	0	0	0	42	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	65	76	114	290	61	15	462	26	126	430	69
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	65	76	114	290	61	15	462	26	126	430	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	65	76	114	290	61	15	462	26	126	430	69
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	65	76	114	290	61	15	462	26	126	430	69
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:	0.09	0.42	0.49	1.00	0.83	0.17	0.06	1.84	0.10	0.45	1.55	1.00
Final Sat.:	36	171	199	415	373	78	26	824	47	189	657	460
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.28	0.78	0.78	0.56	0.56	0.56	0.67	0.65	0.15
Crit Moves:	****				****		****			****		
Delay/Veh:	16.1	16.1	16.1	14.2	31.6	31.6	19.8	19.6	19.4	25.9	24.9	11.5
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:	16.1	16.1	16.1	14.2	31.6	31.6	19.8	19.6	19.4	25.9	24.9	11.5
LOS by Move:	C	C	C	B	D	D	C	C	C	D	C	B
ApproachDel:	16.1			27.3			19.6			23.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.1			27.3			19.6			23.7		
LOS by Appr:	C			D			C			C		
AllWayAvgQ:	0.5	0.5	0.5	0.4	2.6	2.6	1.1	1.1	1.1	1.7	1.6	0.2

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

Pier & Strand Hotel
FWP Weekday PM - 13th Street One-Way

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	10	Average Delay (sec/veh):	22.1
Optimal Cycle:	0	Level Of Service:	C

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 1	1 0	1	0 1	1 1	0
Volume Module:												
Base Vol:	36	79	72	38	217	128	83	459	38	44	417	63
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	38	83	76	40	228	134	87	482	40	46	438	66
Added Vol:	0	0	0	0	0	0	0	42	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	83	76	40	228	134	87	524	40	46	453	66
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:	38	83	76	40	228	134	87	524	40	46	453	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	83	76	40	228	134	87	524	40	46	453	66
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:	38	83	76	40	228	134	87	524	40	46	453	66
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:	0.19	0.42	0.39	0.10	0.57	0.33	0.29	1.71	1.00	0.25	2.40	0.35
Final Sat.:	83	181	165	49	281	166	130	790	507	109	1088	163
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.81	0.81	0.81	0.67	0.66	0.08	0.42	0.42	0.41
Crit Moves:		****			****		****			****		
Delay/Veh:	16.5	16.5	16.5	32.3	32.3	32.3	24.4	23.8	10.2	16.0	15.6	15.0
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:	16.5	16.5	16.5	32.3	32.3	32.3	24.4	23.8	10.2	16.0	15.6	15.0
LOS by Move:	C	C	C	D	D	D	C	C	B	C	C	C
ApproachDel:		16.5			32.3			23.1			15.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.5			32.3			23.1			15.6	
LOS by Appr:		C			D			C			C	
AllWayAvgQ:	0.7	0.7	0.7	3.1	3.1	3.1	1.8	1.7	0.1	0.7	0.7	0.6

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

Pier & Strand Hotel
FWP Weekday PM - 13th Street One-Way

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

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			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	368	969	3	12	1886	143	199	0	260	0	0	18
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	386	1017	3	13	1980	150	209	0	273	0	0	19
Added Vol:	8	142	0	0	227	8	19	0	22	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	394	1159	3	13	2207	158	228	0	295	0	0	19
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:	394	1159	3	13	2207	158	228	0	295	0	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	1159	3	13	2207	158	228	0	295	0	0	19
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:	394	1159	3	13	2207	158	228	0	295	0	0	19
OvlAdjVol:									98			6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.99	0.01	1.00	2.80	0.20	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4787	13	1600	4479	321	3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.24	0.01	0.49	0.49	0.07	0.00	0.18	0.00	0.00	0.01
OvlAdjV/S:									0.06			0.00
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
FWP Weekday PM - 13th Street One-Way

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

Intersection #14 PCH & 10th St. / Aviation Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	D

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	0	0 1	1 1	0	0 1
Volume Module:												
Base Vol:	27	1134	567	246	1834	0	0	0	4	671	7	224
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	28	1191	595	258	1926	0	0	0	4	705	7	235
Added Vol:	0	145	0	16	234	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1336	595	274	2160	0	0	0	4	705	7	240
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:	28	1336	595	274	2160	0	0	0	4	705	7	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1336	595	274	2160	0	0	0	4	705	7	240
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:	28	1336	595	274	2160	0	0	0	4	705	7	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.08	0.92	1.00	3.00	0.00	0.00	0.00	1.00	1.98	0.02	1.00
Final Sat.:	1600	3320	1480	1600	4800	0	0	0	1600	3167	33	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.40	0.17	0.45	0.00	0.00	0.00	0.00	0.22	0.22	0.15
Crit Moves:		****		****				****		****		

Pier & Strand Hotel
FWP Weekday PM - 13th Street One-Way

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

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	48	1485	3	5	2311	150	116	0	36	8	16	14
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	50	1559	3	5	2427	158	122	0	38	8	17	15
Added Vol:	0	145	0	0	234	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1704	3	5	2661	158	122	0	38	8	17	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1704	3	5	2661	158	122	0	38	8	17	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1704	3	5	2661	158	122	0	38	8	17	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1704	3	5	2661	158	122	0	38	8	17	15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.83	0.17	0.76	0.00	0.24	0.21	0.42	0.37
Final Sat.:	1600	4791	9	1600	4532	268	1221	0	379	337	674	589
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.36	0.00	0.59	0.59	0.10	0.00	0.10	0.02	0.02	0.02
Crit Moves:	****				****		****					****

Pier & Strand Hotel
FWP Friday PM - 13th Street One-Way

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

Intersection #1 Hermosa Ave & 16th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.345
Loss Time (sec):	6	Average Delay (sec/veh):	9.8
Optimal Cycle:	0	Level Of Service:	A

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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	290	21	24	423	0	0	0	0	18	0	20
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	13	305	22	25	444	0	0	0	0	19	0	21
Added Vol:	0	34	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	339	22	25	468	0	0	0	0	19	0	21
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:	13	339	22	25	468	0	0	0	0	19	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	339	22	25	468	0	0	0	0	19	0	21
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:	13	339	22	25	468	0	0	0	0	19	0	21
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:	0.07	1.81	0.12	0.10	1.90	0.00	0.00	1.00	0.00	0.47	0.00	0.53
Final Sat.:	47	1284	85	73	1366	0	0	581	0	293	0	325
Capacity Analysis Module:												
Vol/Sat:	0.27	0.26	0.26	0.34	0.34	xxxx	xxxx	0.00	xxxx	0.06	xxxx	0.06
Crit Moves:	****			****				****		****		
Delay/Veh:	9.6	9.5	9.4	10.2	10.2	0.0	0.0	0.0	0.0	8.7	0.0	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:	9.6	9.5	9.4	10.2	10.2	0.0	0.0	0.0	0.0	8.7	0.0	8.7
LOS by Move:	A	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:	9.5			10.2			xxxxxx			8.7		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	9.5			10.2			xxxxxx			8.7		
LOS by Appr:	A			B			*			A		
AllWayAvgQ:	0.3	0.3	0.3	0.5	0.5	0.5	0.0	0.0	0.0	0.1	0.1	0.1

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

Pier & Strand Hotel
FWP Friday PM - 13th Street One-Way

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

Intersection #2 Hermosa Ave & 14th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.342
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0	1 0	1 0	0	0	1! 0	0	0	1! 0 0
Volume Module:												
Base Vol:	53	279	45	10	412	28	17	7	14	10	14	26
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	56	293	47	11	433	29	18	7	15	11	15	27
Added Vol:	13	35	0	0	20	5	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	328	47	11	453	34	18	7	15	11	15	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	328	47	11	453	34	18	7	15	11	15	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	328	47	11	453	34	18	7	15	11	15	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	328	47	11	453	34	18	7	15	11	15	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	0.04	1.82	0.14	0.45	0.18	0.37	0.20	0.28	0.52
Final Sat.:	1600	2797	403	68	2911	221	716	295	589	320	448	832
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.01	0.16	0.16	0.01	0.02	0.02	0.01	0.03	0.03
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
FWP Friday PM - 13th Street One-Way

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.445
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	108	345	0	0	402	19	43	0	80	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	113	362	0	0	422	20	45	0	84	0	0	0
Added Vol:	0	24	0	0	20	0	23	0	55	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	386	0	0	442	20	68	0	139	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:	113	386	0	0	442	20	68	0	139	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	386	0	0	442	20	68	0	139	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:	113	386	0	0	442	20	68	0	139	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.91	0.09	0.33	0.00	0.67	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3062	138	526	0	1074	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.00	0.00	0.14	0.14	0.04	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
FWP Friday PM - 13th Street One-Way

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

Intersection #4 Hermosa Ave & Pier Ave

Cycle (sec):	121	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	269	123	127	413	0	0	0	0	124	0	150
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	282	129	133	434	0	0	0	0	130	0	158
Added Vol:	0	14	10	31	44	0	0	0	0	5	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	296	139	164	478	0	0	0	0	135	0	168
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	296	139	164	478	0	0	0	0	135	0	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	296	139	164	478	0	0	0	0	135	0	168
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	296	139	164	478	0	0	0	0	135	0	168
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.36	0.64	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2178	1022	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.10	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.10
Crit Moves:		****		****								****

Pier & Strand Hotel
FWP Friday PM - 13th Street One-Way

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.399
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	59	330	0	0	465	66	60	0	48	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	62	347	0	0	488	69	63	0	50	0	0	0
Added Vol:	0	25	0	0	49	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	372	0	0	537	69	63	0	50	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:	62	372	0	0	537	69	63	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	372	0	0	537	69	63	0	50	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:	62	372	0	0	537	69	63	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	0.56	0.00	0.44	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2834	366	889	0	711	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.00	0.00	0.19	0.19	0.04	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
FWP Friday PM - 13th Street One-Way

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

Intersection #6 Hermosa Ave & 10th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	10	Average Delay (sec/veh):	11.1
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	1	0 1	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	34	311	45	61	436	23	26	6	28	32	8	52
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	36	327	47	64	458	24	27	6	29	34	8	55
Added Vol:	0	25	0	0	49	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	352	47	64	507	24	27	6	29	34	8	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:	36	352	47	64	507	24	27	6	29	34	8	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	352	47	64	507	24	27	6	29	34	8	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:	36	352	47	64	507	24	27	6	29	34	8	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:	0.16	1.62	0.22	1.00	1.91	0.09	0.43	0.10	0.47	0.35	0.09	0.56
Final Sat.:	102	1020	140	595	1248	60	241	56	259	200	50	325
Capacity Analysis Module:												
Vol/Sat:	0.35	0.34	0.34	0.11	0.41	0.40	0.11	0.11	0.11	0.17	0.17	0.17
Crit Moves:	****				****		****				****	
Delay/Veh:	11.3	11.1	10.8	9.3	11.7	11.6	9.6	9.6	9.6	9.8	9.8	9.8
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:	11.3	11.1	10.8	9.3	11.7	11.6	9.6	9.6	9.6	9.8	9.8	9.8
LOS by Move:	B	B	B	A	B	B	A	A	A	A	A	A
ApproachDel:	11.1			11.4			9.6			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.1			11.4			9.6			9.8		
LOS by Appr:	B			B			A			A		
AllWayAvgQ:	0.5	0.5	0.5	0.1	0.6	0.6	0.1	0.1	0.1	0.2	0.2	0.2

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

Pier & Strand Hotel
FWP Friday PM - 13th Street One-Way

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	10	Average Delay (sec/veh):	10.8
Optimal Cycle:	0	Level Of Service:	B

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	1 0		0 1	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	332	19	35	465	0	0	0	0	39	0	60
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	349	20	37	488	0	0	0	0	41	0	63
Added Vol:	0	19	0	0	52	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	368	20	37	540	0	0	0	0	41	0	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:	0	368	20	37	540	0	0	0	0	41	0	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	368	20	37	540	0	0	0	0	41	0	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
FinalVolume:	0	368	20	37	540	0	0	0	0	41	0	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:	0.00	1.90	0.10	0.13	1.87	0.00	0.00	0.00	0.00	0.39	0.00	0.61
Final Sat.:	0	1256	69	87	1280	0	0	0	0	243	0	374
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.29	0.29	0.42	0.42	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.17
Crit Moves:		****		****						****		
Delay/Veh:	0.0	10.1	10.1	11.6	11.5	0.0	0.0	0.0	0.0	9.5	0.0	9.5
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:	0.0	10.1	10.1	11.6	11.5	0.0	0.0	0.0	0.0	9.5	0.0	9.5
LOS by Move:	*	B	B	B	B	*	*	*	*	A	*	A
ApproachDel:		10.1			11.6			xxxxxx			9.5	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.1			11.6			xxxxxx			9.5	
LOS by Appr:		B			B			*			A	
AllWayAvgQ:	0.0	0.4	0.4	0.7	0.7	0.0	0.0	0.0	0.0	0.2	0.2	0.2

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

Pier & Strand Hotel
FWP Friday PM - 13th Street One-Way

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

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Intersection #8 Manhattan Ave West & Pier Ave

****

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[10.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	1 0	0
Volume Module:												
Base Vol:	6	0	49	0	0	0	0	227	21	82	297	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	6	0	51	0	0	0	0	238	22	86	312	0
Added Vol:	0	0	0	0	0	0	0	42	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	51	0	0	0	0	280	22	86	327	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:	6	0	51	0	0	0	0	280	22	86	327	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	51	0	0	0	0	280	22	86	327	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	627	790	291	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	302	xxxx	xxxxx
Potent Cap.:	451	325	753	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1270	xxxx	xxxxx
Move Cap.:	426	301	753	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1270	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	695	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

****

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

****

Pier & Strand Hotel
FWP Friday PM - 13th Street One-Way

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

****

Intersection #9 Manhattan Ave East & Pier Ave

****

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[13.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	1 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	71	0	84	29	251	0	0	294	87
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	75	0	88	30	264	0	0	309	91
Added Vol:	0	0	0	0	0	0	0	42	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	88	30	306	0	0	324	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	88	30	306	0	0	324	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	75	0	88	30	306	0	0	324	91
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	583	736	208	415	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	448	349	805	1155	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	439	340	805	1155	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	0.00	0.11	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	582	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.6	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			13.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

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Pier & Strand Hotel
FWP Friday PM - 13th Street One-Way

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

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Intersection #10 Monterey Blvd & Pier Ave

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.438	
Loss Time (sec):	10	Average Delay (sec/veh):	11.9	
Optimal Cycle:	0	Level Of Service:	B	

****

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 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	25	67	61	49	69	15	15	278	28	64	346	61
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	26	70	64	51	72	16	16	292	29	67	363	64
Added Vol:	0	0	0	0	0	0	0	42	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	70	64	51	72	16	16	334	29	67	378	64
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:	26	70	64	51	72	16	16	334	29	67	378	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	70	64	51	72	16	16	334	29	67	378	64
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:	26	70	64	51	72	16	16	334	29	67	378	64
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	0.44	0.40	0.37	0.52	0.11	0.08	1.76	0.16	0.26	1.49	0.25
Final Sat.:	91	244	222	196	276	60	47	1017	91	154	888	154
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.26	0.26	0.26	0.33	0.33	0.32	0.44	0.43	0.42
Crit Moves:		****			****			****			****	
Delay/Veh:	11.2	11.2	11.2	11.2	11.2	11.2	11.6	11.5	11.3	13.1	12.7	12.3
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:	11.2	11.2	11.2	11.2	11.2	11.2	11.6	11.5	11.3	13.1	12.7	12.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		11.2			11.2			11.5			12.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.2			11.2			11.5			12.7	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.5	0.4	0.4	0.7	0.7	0.7

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

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Pier & Strand Hotel
FWP Friday PM - 13th Street One-Way

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	10	Average Delay (sec/veh):	23.1
Optimal Cycle:	0	Level Of Service:	C

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	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	8	56	67	119	272	51	15	370	25	122	448	122
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	8	59	70	125	286	54	16	389	26	128	470	128
Added Vol:	0	0	0	0	0	0	0	42	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	59	70	125	286	54	16	431	26	128	485	128
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:	8	59	70	125	286	54	16	431	26	128	485	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	59	70	125	286	54	16	431	26	128	485	128
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:	8	59	70	125	286	54	16	431	26	128	485	128
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:	0.06	0.43	0.51	1.00	0.84	0.16	0.07	1.82	0.11	0.42	1.58	1.00
Final Sat.:	25	174	208	411	377	71	29	807	50	178	686	471
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.30	0.76	0.76	0.54	0.53	0.53	0.72	0.71	0.27
Crit Moves:	****					****	****			****		
Delay/Veh:	15.3	15.3	15.3	14.7	30.3	30.3	19.1	18.9	18.6	29.1	27.9	12.8
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:	15.3	15.3	15.3	14.7	30.3	30.3	19.1	18.9	18.6	29.1	27.9	12.8
LOS by Move:	C	C	C	B	D	D	C	C	C	D	D	B
ApproachDel:	15.3			26.1			18.8			25.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.3			26.1			18.8			25.5		
LOS by Appr:	C			D			C			D		
AllWayAvgQ:	0.4	0.4	0.4	0.4	2.4	2.4	1.0	1.0	1.0	2.1	2.0	0.3

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

Pier & Strand Hotel
FWP Friday PM - 13th Street One-Way

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	10	Average Delay (sec/veh):	19.9
Optimal Cycle:	0	Level Of Service:	C

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 1	1 0	1	0 1	1 1	0
Volume Module:												
Base Vol:	30	97	75	31	187	135	71	440	45	26	455	57
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	32	102	79	33	196	142	75	462	47	27	478	60
Added Vol:	0	0	0	0	0	0	0	42	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	102	79	33	196	142	75	504	47	27	493	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	102	79	33	196	142	75	504	47	27	493	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	102	79	33	196	142	75	504	47	27	493	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	102	79	33	196	142	75	504	47	27	493	60
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:	0.15	0.48	0.37	0.09	0.53	0.38	0.26	1.74	1.00	0.14	2.55	0.31
Final Sat.:	65	212	164	43	262	189	118	809	511	64	1173	146
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.48	0.75	0.75	0.75	0.63	0.62	0.09	0.43	0.42	0.41
Crit Moves:		****			****		****			****		
Delay/Veh:	16.7	16.7	16.7	26.9	26.9	26.9	22.1	21.7	10.3	15.8	15.5	15.0
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:	16.7	16.7	16.7	26.9	26.9	26.9	22.1	21.7	10.3	15.8	15.5	15.0
LOS by Move:	C	C	C	D	D	D	C	C	B	C	C	B
ApproachDel:		16.7			26.9			20.9			15.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.7			26.9			20.9			15.5	
LOS by Appr:		C			D			C			C	
AllWayAvgQ:	0.7	0.7	0.7	2.3	2.3	2.3	1.5	1.4	0.1	0.7	0.7	0.6

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

Pier & Strand Hotel
FWP Friday PM - 13th Street One-Way

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

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			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 1	0	1 0	0 0	0	0 1
Volume Module:												
Base Vol:	304	1078	9	5	1861	157	228	2	216	0	0	23
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	319	1132	9	5	1954	165	239	2	227	0	0	24
Added Vol:	8	142	0	0	227	8	19	0	22	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	327	1274	9	5	2181	173	258	2	249	0	0	24
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:	327	1274	9	5	2181	173	258	2	249	0	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	1274	9	5	2181	173	258	2	249	0	0	24
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:	327	1274	9	5	2181	173	258	2	249	0	0	24
OvlAdjVol:									85			19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.98	0.02	1.00	2.78	0.22	1.98	0.02	1.00	0.00	0.00	1.00
Final Sat.:	3200	4765	35	1600	4448	352	3174	26	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.27	0.00	0.49	0.49	0.08	0.08	0.16	0.00	0.00	0.02
OvlAdjV/S:									0.05			0.01
Crit Moves:	****				****		****					****

Pier & Strand Hotel
FWP Friday PM - 13th Street One-Way

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

Intersection #14 PCH & 10th St. / Aviation Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.899
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	D

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	14	1111	517	259	1756	1	0	0	0	693	16	240
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15	1167	543	272	1844	1	0	0	0	728	17	252
Added Vol:	0	145	0	16	234	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1312	543	288	2078	1	0	0	0	728	17	257
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:	15	1312	543	288	2078	1	0	0	0	728	17	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1312	543	288	2078	1	0	0	0	728	17	257
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:	15	1312	543	288	2078	1	0	0	0	728	17	257
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.12	0.88	1.00	2.99	0.01	0.00	0.00	1.00	1.95	0.05	1.00
Final Sat.:	1600	3395	1405	1600	4798	2	0	0	1600	3128	72	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.39	0.18	0.43	0.43	0.00	0.00	0.00	0.23	0.23	0.16
Crit Moves:		****		****						****		

Pier & Strand Hotel
FWP Friday PM - 13th Street One-Way

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

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	D

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	48	1546	1	1	2410	143	141	1	34	10	17	12
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	50	1623	1	1	2531	150	148	1	36	11	18	13
Added Vol:	0	145	0	0	234	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1768	1	1	2765	150	148	1	36	11	18	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1768	1	1	2765	150	148	1	36	11	18	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1768	1	1	2765	150	148	1	36	11	18	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1768	1	1	2765	150	148	1	36	11	18	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.85	0.15	0.80	0.01	0.19	0.26	0.43	0.31
Final Sat.:	1600	4797	3	1600	4553	247	1282	9	309	410	697	492
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.37	0.00	0.61	0.61	0.12	0.12	0.12	0.03	0.03	0.03
Crit Moves:	****				****		****					****

Pier & Strand Hotel
FWP Saturday - 13th Street One-Way

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

Intersection #1 Hermosa Ave & 16th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.294
Loss Time (sec):	6	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	Level Of Service:	A

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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	300	29	35	335	0	0	0	0	11	0	25
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	18	315	30	37	352	0	0	0	0	12	0	26
Added Vol:	0	23	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	338	30	37	382	0	0	0	0	12	0	26
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:	18	338	30	37	382	0	0	0	0	12	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	338	30	37	382	0	0	0	0	12	0	26
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:	18	338	30	37	382	0	0	0	0	12	0	26
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:	0.09	1.75	0.16	0.18	1.82	0.00	0.00	1.00	0.00	0.31	0.00	0.69
Final Sat.:	66	1264	116	125	1310	0	0	592	0	197	0	447
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.26	0.29	0.29	xxxx	xxxx	0.00	xxxx	0.06	xxxx	0.06
Crit Moves:	****			****				****		****		
Delay/Veh:	9.5	9.4	9.2	9.7	9.7	0.0	0.0	0.0	0.0	8.4	0.0	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:	9.5	9.4	9.2	9.7	9.7	0.0	0.0	0.0	0.0	8.4	0.0	8.4
LOS by Move:	A	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		9.4			9.7			xxxxxx			8.4	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.4			9.7			xxxxxx			8.4	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.4	0.3	0.3	0.4	0.4	0.4	0.0	0.0	0.0	0.1	0.1	0.1

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

Pier & Strand Hotel
FWP Saturday - 13th Street One-Way

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

Intersection #2 Hermosa Ave & 14th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.327
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0	1 0	1 0	0	0	1! 0	0	0	1! 0 0
Volume Module:												
Base Vol:	59	322	48	15	301	35	14	7	17	16	14	11
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	62	338	50	16	316	37	15	7	18	17	15	12
Added Vol:	44	26	0	0	11	19	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	364	50	16	327	56	15	7	18	17	15	12
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:	106	364	50	16	327	56	15	7	18	17	15	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	364	50	16	327	56	15	7	18	17	15	12
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:	106	364	50	16	327	56	15	7	18	17	15	12
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	0.08	1.64	0.28	0.37	0.18	0.45	0.39	0.34	0.27
Final Sat.:	1600	2811	389	126	2626	448	589	295	716	624	546	429
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.01	0.12	0.12	0.01	0.02	0.02	0.01	0.03	0.03
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
FWP Saturday - 13th Street One-Way

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.452
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	118	366	0	0	320	43	66	0	122	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	124	384	0	0	336	45	69	0	128	0	0	0
Added Vol:	0	57	0	0	11	0	14	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	441	0	0	347	45	83	0	160	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:	124	441	0	0	347	45	83	0	160	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	441	0	0	347	45	83	0	160	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:	124	441	0	0	347	45	83	0	160	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	0.34	0.00	0.66	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2832	368	548	0	1052	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.00	0.00	0.12	0.12	0.05	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
FWP Saturday - 13th Street One-Way

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

Intersection #4 Hermosa Ave & Pier Ave

Cycle (sec):	121	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	317	129	113	348	0	0	0	0	135	0	172
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	333	135	119	365	0	0	0	0	142	0	181
Added Vol:	0	29	8	20	23	0	0	0	0	8	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	362	143	139	388	0	0	0	0	150	0	208
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	362	143	139	388	0	0	0	0	150	0	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	362	143	139	388	0	0	0	0	150	0	208
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	362	143	139	388	0	0	0	0	150	0	208
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.43	0.57	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2292	908	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.09	0.12	0.00	0.00	0.00	0.00	0.09	0.00	0.13
Crit Moves:		****		****								****

Pier & Strand Hotel
FWP Saturday - 13th Street One-Way

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 1	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	56	362	0	3	370	97	94	0	68	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	59	380	0	3	389	102	99	0	71	0	0	0
Added Vol:	0	38	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	418	0	3	420	102	99	0	71	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:	59	418	0	3	420	102	99	0	71	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	418	0	3	420	102	99	0	71	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:	59	418	0	3	420	102	99	0	71	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.01	1.60	0.39	0.58	0.01	0.41	0.00	0.00	0.00
Final Sat.:	1600	3200	0	19	2559	621	928	0	672	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.00	0.16	0.16	0.16	0.06	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
FWP Saturday - 13th Street One-Way

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

Intersection #6 Hermosa Ave & 10th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.351
Loss Time (sec):	10	Average Delay (sec/veh):	10.2
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	24	354	35	62	368	23	11	10	16	13	9	19
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	25	372	37	65	386	24	12	11	17	14	9	20
Added Vol:	0	38	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	410	37	65	417	24	12	11	17	14	9	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	410	37	65	417	24	12	11	17	14	9	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	410	37	65	417	24	12	11	17	14	9	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	410	37	65	417	24	12	11	17	14	9	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	1.74	0.15	1.00	1.89	0.11	0.30	0.27	0.43	0.32	0.22	0.46
Final Sat.:	72	1185	108	623	1302	76	173	158	252	186	129	272
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.34	0.10	0.32	0.32	0.07	0.07	0.07	0.07	0.07	0.07
Crit Moves:	****				****			****			****	
Delay/Veh:	10.7	10.5	10.4	9.0	10.2	10.1	9.0	9.0	9.0	9.1	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.5	10.4	9.0	10.2	10.1	9.0	9.0	9.0	9.1	9.1	9.1
LOS by Move:	B	B	B	A	B	B	A	A	A	A	A	A
ApproachDel:	10.5			10.0			9.0			9.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.5			10.0			9.0			9.1		
LOS by Appr:	B			B			A			A		
AllWayAvgQ:	0.5	0.5	0.5	0.1	0.5	0.4	0.1	0.1	0.1	0.1	0.1	0.1

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

Pier & Strand Hotel
FWP Saturday - 13th Street One-Way

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	10	Average Delay (sec/veh):	10.6
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	0 1	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	356	49	43	373	0	0	0	0	36	0	64
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	20	374	51	45	392	0	0	0	0	38	0	67
Added Vol:	0	37	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	411	51	45	422	0	0	0	0	38	0	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	411	51	45	422	0	0	0	0	38	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	411	51	45	422	0	0	0	0	38	0	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	411	51	45	422	0	0	0	0	38	0	67
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	1.71	0.21	0.19	1.81	0.00	0.00	0.00	0.00	0.36	0.00	0.64
Final Sat.:	55	1159	148	128	1206	0	0	0	0	223	0	397
Capacity Analysis Module:												
Vol/Sat:	0.36	0.35	0.35	0.35	0.35	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.17
Crit Moves:	****			****						****		
Delay/Veh:	10.9	10.7	10.4	10.9	10.7	0.0	0.0	0.0	0.0	9.4	0.0	9.4
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:	10.9	10.7	10.4	10.9	10.7	0.0	0.0	0.0	0.0	9.4	0.0	9.4
LOS by Move:	B	B	B	B	B	*	*	*	*	A	*	A
ApproachDel:	10.6			10.8			xxxxxx			9.4		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	10.6			10.8			xxxxxx			9.4		
LOS by Appr:	B			B			*			A		
AllWayAvgQ:	0.5	0.5	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.2	0.2	0.2

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

Pier & Strand Hotel
FWP Saturday - 13th Street One-Way

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

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Intersection #8 Manhattan Ave West & Pier Ave

****

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[11.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 1	0	0
Volume Module:												
Base Vol:	14	0	55	0	0	0	0	257	24	77	303	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15	0	58	0	0	0	0	270	25	81	318	0
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	58	0	0	0	0	298	25	81	353	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:	15	0	58	0	0	0	0	298	25	81	353	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	58	0	0	0	0	298	25	81	353	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	649	825	310	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	323	xxxx	xxxxx
Potent Cap.:	438	310	734	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1248	xxxx	xxxxx
Move Cap.:	415	289	734	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1248	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	635	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

****

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

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Pier & Strand Hotel
FWP Saturday - 13th Street One-Way

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

****

Intersection #9 Manhattan Ave East & Pier Ave

****

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[15.2]

****

Approach:	North Bound			South Bound			East Bound				West Bound				
Movement:	L	T	R	L	T	R	L	T	R		L	T	R		
Control:	Stop Sign			Stop Sign			Uncontrolled				Uncontrolled				
Rights:	Include			Include			Include				Include				
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 1 0 0				0 0 1 1 0				
Volume Module:															
Base Vol:	0	0	0	82	0	47	32	271	0		0	330	69		
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05		1.05	1.05	1.05		
Initial Bse:	0	0	0	86	0	49	34	285	0		0	347	72		
Added Vol:	0	0	0	0	0	0	0	28	0		0	35	0		
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0		
Initial Fut:	0	0	0	86	0	49	34	313	0		0	382	72		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		
PHF Volume:	0	0	0	86	0	49	34	313	0		0	382	72		
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0		
FinalVolume:	0	0	0	86	0	49	34	313	0		0	382	72		
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx	641	797	227	454	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	412	322	782	1117	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	402	312	782	1117	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	0.21	0.00	0.06	0.03	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*			
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT		LT	LTR	RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	489	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	0.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.2	xxxxx	8.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	C	*	A	*	*		*	*	*		
ApproachDel:	xxxxxx			15.2			xxxxxx				xxxxxx				
ApproachLOS:	*			C			*				*				

****

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

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Pier & Strand Hotel
FWP Saturday - 13th Street One-Way

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

Intersection #10 Monterey Blvd & Pier Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	10	Average Delay (sec/veh):	11.7
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	23	62	53	68	34	13	13	319	21	31	358	64
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	24	65	56	71	36	14	14	335	22	33	376	67
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	65	56	71	36	14	14	363	22	33	411	67
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:	24	65	56	71	36	14	14	363	22	33	411	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	65	56	71	36	14	14	363	22	33	411	67
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:	24	65	56	71	36	14	14	363	22	33	411	67
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:	0.17	0.45	0.38	0.59	0.30	0.11	0.07	1.82	0.11	0.13	1.61	0.26
Final Sat.:	93	251	215	314	157	60	40	1076	66	76	983	164
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.23	0.23	0.23	0.34	0.34	0.33	0.43	0.42	0.41
Crit Moves:	****				****		****			****		
Delay/Veh:	10.8	10.8	10.8	10.9	10.9	10.9	11.6	11.4	11.3	12.7	12.4	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:	10.8	10.8	10.8	10.9	10.9	10.9	11.6	11.4	11.3	12.7	12.4	12.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	10.8			10.9			11.4			12.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			10.9			11.4			12.3		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.2	0.5	0.5	0.5	0.7	0.6	0.6

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

Pier & Strand Hotel
FWP Saturday - 13th Street One-Way

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	10	Average Delay (sec/veh):	20.1
Optimal Cycle:	0	Level Of Service:	C

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	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	12	51	80	62	145	59	32	468	31	77	480	52
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	13	54	84	65	152	62	34	491	33	81	504	55
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	54	84	65	152	62	34	519	33	81	539	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:	13	54	84	65	152	62	34	519	33	81	539	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	54	84	65	152	62	34	519	33	81	539	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:	13	54	84	65	152	62	34	519	33	81	539	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:	0.08	0.36	0.56	1.00	0.71	0.29	0.11	1.78	0.11	0.26	1.74	1.00
Final Sat.:	36	154	242	404	314	128	56	869	55	119	799	500
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.16	0.48	0.48	0.60	0.60	0.59	0.68	0.67	0.11
Crit Moves:		****			****		****			****		
Delay/Veh:	14.7	14.7	14.7	12.7	17.0	17.0	20.0	19.6	19.2	25.1	24.5	10.5
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:	14.7	14.7	14.7	12.7	17.0	17.0	20.0	19.6	19.2	25.1	24.5	10.5
LOS by Move:	B	B	B	B	C	C	C	C	C	D	C	B
ApproachDel:		14.7			16.0			19.6			23.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.7			16.0			19.6			23.4	
LOS by Appr:		B			C			C			C	
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.8	0.8	1.3	1.3	1.3	1.8	1.8	0.1

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

Pier & Strand Hotel
FWP Saturday - 13th Street One-Way

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	10	Average Delay (sec/veh):	16.2
Optimal Cycle:	0	Level Of Service:	C

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 1	1 0	1	0 1	1 1	0
Volume Module:												
Base Vol:	32	111	63	27	50	119	75	513	24	19	446	52
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	34	117	66	28	53	125	79	539	25	20	468	55
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	117	66	28	53	125	79	567	25	20	503	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:	34	117	66	28	53	125	79	567	25	20	503	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	117	66	28	53	125	79	567	25	20	503	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:	34	117	66	28	53	125	79	567	25	20	503	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:	0.15	0.54	0.31	0.14	0.25	0.61	0.24	1.76	1.00	0.10	2.62	0.28
Final Sat.:	76	263	149	68	126	301	125	907	575	52	1325	147
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.42	0.42	0.42	0.63	0.62	0.04	0.38	0.38	0.37
Crit Moves:	****			****			****			****		
Delay/Veh:	14.9	14.9	14.9	14.1	14.1	14.1	20.3	19.9	9.1	13.8	13.6	13.2
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:	14.9	14.9	14.9	14.1	14.1	14.1	20.3	19.9	9.1	13.8	13.6	13.2
LOS by Move:	B	B	B	B	B	B	C	C	A	B	B	B
ApproachDel:	14.9			14.1			19.6			13.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.9			14.1			19.6			13.6		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.7	0.7	0.7	0.6	0.6	0.6	1.5	1.5	0.0	0.6	0.6	0.5

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

Pier & Strand Hotel
FWP Saturday - 13th Street One-Way

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

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			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1	0	1 0 2	1	0	2 0 0	0	1	0 0 0	0	1
Volume Module:												
Base Vol:	334	1100	6	8	1216	132	258	0	270	0	0	21
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	351	1155	6	8	1277	139	271	0	284	0	0	22
Added Vol:	18	218	0	0	247	17	14	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	1373	6	8	1524	156	285	0	298	0	0	22
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:	369	1373	6	8	1524	156	285	0	298	0	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	1373	6	8	1524	156	285	0	298	0	0	22
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:	369	1373	6	8	1524	156	285	0	298	0	0	22
OvlAdjVol:									113			14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.99	0.01	1.00	2.72	0.28	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4778	22	1600	4355	445	3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.01	0.35	0.35	0.09	0.00	0.19	0.00	0.00	0.01
OvlAdjV/S:									0.07			0.01
Crit Moves:	****				****		****					****

Pier & Strand Hotel
FWP Saturday - 13th Street One-Way

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

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Intersection #14 PCH & 10th St. / Aviation Blvd.

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.909	
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	105	Level Of Service:	E	

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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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	0	0 1	1 1	0	0 1
Volume Module:												
Base Vol:	10	1225	522	253	1247	3	0	0	0	634	3	228
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	11	1286	548	266	1309	3	0	0	0	666	3	239
Added Vol:	0	224	0	9	251	0	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1510	548	275	1560	3	0	0	0	666	3	251
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	1510	548	275	1560	3	0	0	0	666	3	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1510	548	275	1560	3	0	0	0	666	3	251
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	1510	548	275	1560	3	0	0	0	666	3	251
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.20	0.80	1.00	2.99	0.01	0.00	0.00	1.00	1.99	0.01	1.00
Final Sat.:	1600	3522	1278	1600	4790	10	0	0	1600	3185	15	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.43	0.17	0.33	0.33	0.00	0.00	0.00	0.21	0.21	0.16
Crit Moves:		****		****						****		

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Pier & Strand Hotel
FWP Saturday - 13th Street One-Way

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

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	26	1661	3	4	1706	95	127	2	40	10	13	14
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	27	1744	3	4	1791	100	133	2	42	11	14	15
Added Vol:	0	224	0	0	251	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1968	3	4	2042	100	133	2	42	11	14	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1968	3	4	2042	100	133	2	42	11	14	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1968	3	4	2042	100	133	2	42	11	14	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1968	3	4	2042	100	133	2	42	11	14	15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.86	0.14	0.75	0.01	0.24	0.27	0.35	0.38
Final Sat.:	1600	4792	8	1600	4576	224	1202	19	379	432	562	605
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.41	0.00	0.45	0.45	0.11	0.11	0.11	0.02	0.02	0.02
Crit Moves:	****				****			****			****	

Pier & Strand Hotel
FWP Sunday - 13th Street One-Way

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

Intersection #1 Hermosa Ave & 16th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	6	Average Delay (sec/veh):	11.2
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	373	74	40	495	0	0	0	0	29	0	22
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	29	392	78	42	520	0	0	0	0	30	0	23
Added Vol:	0	20	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	412	78	42	545	0	0	0	0	30	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:	29	412	78	42	545	0	0	0	0	30	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	412	78	42	545	0	0	0	0	30	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:	29	412	78	42	545	0	0	0	0	30	0	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:	0.11	1.59	0.30	0.14	1.86	0.00	0.00	1.00	0.00	0.57	0.00	0.43
Final Sat.:	76	1091	212	98	1275	0	0	541	0	328	0	249
Capacity Analysis Module:												
Vol/Sat:	0.39	0.38	0.37	0.43	0.43	xxxx	xxxx	0.00	xxxx	0.09	xxxx	0.09
Crit Moves:	****			****				****		****		
Delay/Veh:	11.2	10.9	10.5	11.7	11.6	0.0	0.0	0.0	0.0	9.3	0.0	9.3
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:	11.2	10.9	10.5	11.7	11.6	0.0	0.0	0.0	0.0	9.3	0.0	9.3
LOS by Move:	B	B	B	B	B	*	*	*	*	A	*	A
ApproachDel:	10.8			11.6			xxxxxx			9.3		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	10.8			11.6			xxxxxx			9.3		
LOS by Appr:	B			B			*			A		
AllWayAvgQ:	0.6	0.6	0.6	0.7	0.7	0.7	0.0	0.0	0.0	0.1	0.1	0.1

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

Pier & Strand Hotel
FWP Sunday - 13th Street One-Way

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

Intersection #2 Hermosa Ave & 14th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0	1 0	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	164	453	90	23	463	67	22	10	21	32	22	26
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	172	476	95	24	486	70	23	11	22	34	23	27
Added Vol:	32	23	0	0	11	14	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	499	95	24	497	84	23	11	22	34	23	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	499	95	24	497	84	23	11	22	34	23	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	499	95	24	497	84	23	11	22	34	23	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	499	95	24	497	84	23	11	22	34	23	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.68	0.32	0.08	1.64	0.28	0.41	0.19	0.40	0.41	0.27	0.32
Final Sat.:	1600	2690	510	128	2627	446	664	302	634	640	440	520
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.02	0.19	0.19	0.01	0.03	0.03	0.02	0.05	0.05
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
FWP Sunday - 13th Street One-Way

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

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Intersection #3 Hermosa Ave & 13th St

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Cycle (sec):	60	Critical Vol./Cap.(X):	0.482
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

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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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	5	692	0	0	526	1	65	0	118	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	5	727	0	0	552	1	68	0	124	0	0	0
Added Vol:	0	44	0	0	11	0	10	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	771	0	0	563	1	78	0	147	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:	5	771	0	0	563	1	78	0	147	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	771	0	0	563	1	78	0	147	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:	5	771	0	0	563	1	78	0	147	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.99	0.01	0.35	0.00	0.65	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3194	6	556	0	1044	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.18	0.18	0.05	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			

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Pier & Strand Hotel
FWP Sunday - 13th Street One-Way

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

Intersection #4 Hermosa Ave & Pier Ave

Cycle (sec):	121	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	143	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	451	201	161	471	0	0	0	0	220	0	249
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	474	211	169	495	0	0	0	0	231	0	261
Added Vol:	0	24	13	15	19	0	0	0	0	13	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	498	224	184	514	0	0	0	0	244	0	281
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	498	224	184	514	0	0	0	0	244	0	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	498	224	184	514	0	0	0	0	244	0	281
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	498	224	184	514	0	0	0	0	244	0	281
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.38	0.62	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2206	994	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.12	0.16	0.00	0.00	0.00	0.00	0.15	0.00	0.18
Crit Moves:		****		****								****

Pier & Strand Hotel
FWP Sunday - 13th Street One-Way

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.424
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	2	593	0	0	672	13	57	0	76	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	2	623	0	0	706	14	60	0	80	0	0	0
Added Vol:	0	37	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	660	0	0	739	14	60	0	80	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:	2	660	0	0	739	14	60	0	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	660	0	0	739	14	60	0	80	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:	2	660	0	0	739	14	60	0	80	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.96	0.04	0.43	0.00	0.57	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3142	58	686	0	914	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.24	0.24	0.04	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
FWP Sunday - 13th Street One-Way

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

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Intersection #6 Hermosa Ave & 10th St

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	10	Average Delay (sec/veh):	15.9
Optimal Cycle:	0	Level Of Service:	C

****

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 1	0 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	128	489	76	138	476	102	11	19	26	20	30	51
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	134	513	80	145	500	107	12	20	27	21	32	54
Added Vol:	0	37	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	550	80	145	533	107	12	20	27	21	32	54
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:	134	550	80	145	533	107	12	20	27	21	32	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	550	80	145	533	107	12	20	27	21	32	54
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:	134	550	80	145	533	107	12	20	27	21	32	54
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:	0.35	1.44	0.21	1.00	1.67	0.33	0.20	0.34	0.46	0.20	0.30	0.50
Final Sat.:	203	857	127	544	1001	206	100	173	236	105	157	268
Capacity Analysis Module:												
Vol/Sat:	0.66	0.64	0.63	0.27	0.53	0.52	0.12	0.12	0.12	0.20	0.20	0.20
Crit Moves:	****				****			****			****	
Delay/Veh:	19.8	18.6	17.6	11.5	14.9	14.3	10.4	10.4	10.4	11.0	11.0	11.0
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:	19.8	18.6	17.6	11.5	14.9	14.3	10.4	10.4	10.4	11.0	11.0	11.0
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:		18.7			14.2			10.4			11.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.7			14.2			10.4			11.0	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	1.8	1.5	1.5	0.3	1.1	1.0	0.1	0.1	0.1	0.2	0.2	0.2

****

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

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Pier & Strand Hotel
FWP Sunday - 13th Street One-Way

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	10	Average Delay (sec/veh):	14.9
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	0 1	1 0	0	0 0	0 0	0 0	0	0 0	1! 0 0
Volume Module:												
Base Vol:	21	546	68	101	475	0	0	0	0	42	0	127
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	22	573	71	106	499	0	0	0	0	44	0	133
Added Vol:	0	38	0	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	611	71	106	531	0	0	0	0	44	0	133
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	611	71	106	531	0	0	0	0	44	0	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	611	71	106	531	0	0	0	0	44	0	133
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:	22	611	71	106	531	0	0	0	0	44	0	133
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:	0.06	1.74	0.20	0.33	1.67	0.00	0.00	0.00	0.00	0.25	0.00	0.75
Final Sat.:	38	1070	127	196	995	0	0	0	0	145	0	440
Capacity Analysis Module:												
Vol/Sat:	0.58	0.57	0.56	0.54	0.53	xxxx	xxxx	xxxx	xxxx	0.30	xxxx	0.30
Crit Moves:	****			****						****		
Delay/Veh:	16.0	15.6	15.2	15.4	15.0	0.0	0.0	0.0	0.0	11.3	0.0	11.3
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:	16.0	15.6	15.2	15.4	15.0	0.0	0.0	0.0	0.0	11.3	0.0	11.3
LOS by Move:	C	C	C	C	B	*	*	*	*	B	*	B
ApproachDel:	15.6			15.1			xxxxxx			11.3		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	15.6			15.1			xxxxxx			11.3		
LOS by Appr:	C			C			*			B		
AllWayAvgQ:	1.3	1.2	1.2	1.1	1.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4

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

Pier & Strand Hotel
FWP Sunday - 13th Street One-Way

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

Intersection #8 Manhattan Ave West & Pier Ave

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[13.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 1 0 0		
Volume Module:												
Base Vol:	14	0	114	0	0	0	0	331	45	129	512	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15	0	120	0	0	0	0	348	47	135	538	0
Added Vol:	0	0	0	0	0	0	0	28	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	120	0	0	0	0	376	47	135	572	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:	15	0	120	0	0	0	0	376	47	135	572	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	120	0	0	0	0	376	47	135	572	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	956	1242	399	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	423	xxxx	xxxxx
Potent Cap.:	289	176	655	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1147	xxxx	xxxxx
Move Cap.:	260	154	655	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1147	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	562	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		13.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

Pier & Strand Hotel
FWP Sunday - 13th Street One-Way

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

Intersection #9 Manhattan Ave East & Pier Ave

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: D[29.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 1!	0 0		0 1	1 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	100	0	85	61	412	0	0	509	95
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	105	0	89	64	433	0	0	534	100
Added Vol:	0	0	0	0	0	0	0	28	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	0	89	64	461	0	0	568	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	105	0	89	64	461	0	0	568	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	105	0	89	64	461	0	0	568	100
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	977	1207	334	668	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	252	185	668	931	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	238	172	668	931	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.44	0.00	0.13	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	338	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	3.4	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	29.1	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			29.1			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Pier & Strand Hotel
FWP Sunday - 13th Street One-Way

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

Intersection #10 Monterey Blvd & Pier Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	10	Average Delay (sec/veh):	18.4
Optimal Cycle:	0	Level Of Service:	C

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 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	33	86	109	79	41	22	29	441	33	51	546	48
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	35	90	114	83	43	23	30	463	35	54	573	50
Added Vol:	0	0	0	0	0	0	0	28	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	90	114	83	43	23	30	491	35	54	607	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	90	114	83	43	23	30	491	35	54	607	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	90	114	83	43	23	30	491	35	54	607	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	90	114	83	43	23	30	491	35	54	607	50
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:	0.14	0.38	0.48	0.56	0.29	0.15	0.11	1.77	0.12	0.15	1.71	0.14
Final Sat.:	73	191	242	254	132	71	56	906	65	79	908	76
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.33	0.33	0.33	0.55	0.54	0.54	0.68	0.67	0.66
Crit Moves:		****			****		****			****		
Delay/Veh:	15.2	15.2	15.2	13.5	13.5	13.5	17.4	17.1	16.8	22.1	21.5	20.8
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:	15.2	15.2	15.2	13.5	13.5	13.5	17.4	17.1	16.8	22.1	21.5	20.8
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
ApproachDel:		15.2			13.5			17.1			21.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.2			13.5			17.1			21.5	
LOS by Appr:		C			B			C			C	
AllWayAvgQ:	0.8	0.8	0.8	0.4	0.4	0.4	1.1	1.0	1.0	1.8	1.7	1.7

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

Pier & Strand Hotel
FWP Sunday - 13th Street One-Way

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	10	Average Delay (sec/veh):	15.2
Optimal Cycle:	0	Level Of Service:	C

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	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	7	33	74	55	131	31	20	427	12	75	400	42
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	7	35	78	58	138	33	21	448	13	79	420	44
Added Vol:	0	0	0	0	0	0	0	28	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	35	78	58	138	33	21	476	13	79	454	44
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:	7	35	78	58	138	33	21	476	13	79	454	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	35	78	58	138	33	21	476	13	79	454	44
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:	7	35	78	58	138	33	21	476	13	79	454	44
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:	0.06	0.29	0.65	1.00	0.81	0.19	0.08	1.87	0.05	0.30	1.70	1.00
Final Sat.:	29	135	302	430	378	89	43	992	26	145	848	549
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.13	0.36	0.36	0.48	0.48	0.48	0.54	0.54	0.08
Crit Moves:			****			****	****			****		
Delay/Veh:	12.5	12.5	12.5	11.8	13.8	13.8	15.1	15.0	14.8	17.7	17.3	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	11.8	13.8	13.8	15.1	15.0	14.8	17.7	17.3	9.6
LOS by Move:	B	B	B	B	B	B	C	B	B	C	C	A
ApproachDel:		12.5			13.3			15.0			16.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.5			13.3			15.0			16.8	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.5	0.5	0.8	0.8	0.8	1.1	1.0	0.1

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

Pier & Strand Hotel
FWP Sunday - 13th Street One-Way

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

****

Intersection #12 Admore Ave. & Pier Ave.

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	10	Average Delay (sec/veh):	13.4
Optimal Cycle:	0	Level Of Service:	B

****

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 1	1 0	1	0 1	1 1	0
Volume Module:												
Base Vol:	23	62	61	16	40	95	52	502	8	31	396	48
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	24	65	64	17	42	100	55	527	8	33	416	50
Added Vol:	0	0	0	0	0	0	0	28	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	65	64	17	42	100	55	555	8	33	450	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	65	64	17	42	100	55	555	8	33	450	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	65	64	17	42	100	55	555	8	33	450	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	65	64	17	42	100	55	555	8	33	450	50
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	0.42	0.42	0.11	0.26	0.63	0.18	1.82	1.00	0.18	2.54	0.28
Final Sat.:	82	221	217	56	141	334	101	1032	636	100	1409	162
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.30	0.30	0.30	0.54	0.54	0.01	0.33	0.32	0.31
Crit Moves:	****			****			****			****		
Delay/Veh:	11.9	11.9	11.9	11.7	11.7	11.7	15.9	15.7	8.3	12.0	11.8	11.4
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:	11.9	11.9	11.9	11.7	11.7	11.7	15.9	15.7	8.3	12.0	11.8	11.4
LOS by Move:	B	B	B	B	B	B	C	C	A	B	B	B
ApproachDel:	11.9			11.7			15.6			11.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.9			11.7			15.6			11.8		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.3	0.3	0.3	0.4	0.4	0.4	1.1	1.1	0.0	0.4	0.4	0.4

****

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

****

Pier & Strand Hotel
FWP Sunday - 13th Street One-Way

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

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			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	406	1063	13	6	1078	173	277	0	305	0	0	21
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	426	1116	14	6	1132	182	291	0	320	0	0	22
Added Vol:	14	216	0	0	243	20	18	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	1332	14	6	1375	202	309	0	330	0	0	22
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:	440	1332	14	6	1375	202	309	0	330	0	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1332	14	6	1375	202	309	0	330	0	0	22
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:	440	1332	14	6	1375	202	309	0	330	0	0	22
OvlAdjVol:									110			16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.97	0.03	1.00	2.62	0.38	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4751	49	1600	4186	614	3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.00	0.33	0.33	0.10	0.00	0.21	0.00	0.00	0.01
OvlAdjV/S:									0.07			0.01
Crit Moves:	****				****		****					****

Pier & Strand Hotel
FWP Sunday - 13th Street One-Way

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

Intersection #14 PCH & 10th St. / Aviation Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	1	1 0	0 1
Volume Module:												
Base Vol:	7	1206	517	231	1106	2	1	0	7	517	1	190
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	7	1266	543	243	1161	2	1	0	7	543	1	200
Added Vol:	0	221	0	6	246	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1487	543	249	1407	2	1	0	7	543	1	209
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:	7	1487	543	249	1407	2	1	0	7	543	1	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1487	543	249	1407	2	1	0	7	543	1	209
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:	7	1487	543	249	1407	2	1	0	7	543	1	209
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.20	0.80	1.00	2.99	0.01	0.12	0.01	0.87	1.99	0.01	1.00
Final Sat.:	1600	3517	1283	1600	4793	7	200	0	1400	3194	6	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.16	0.29	0.29	0.00	0.00	0.01	0.17	0.17	0.13
Crit Moves:		****		****					****	****		

Pier & Strand Hotel
FWP Sunday - 13th Street One-Way

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

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	43	1501	0	5	1524	139	141	0	28	6	11	8
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	45	1576	0	5	1600	146	148	0	29	6	12	8
Added Vol:	0	221	0	0	246	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1797	0	5	1846	146	148	0	29	6	12	8
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	1797	0	5	1846	146	148	0	29	6	12	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1797	0	5	1846	146	148	0	29	6	12	8
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	1797	0	5	1846	146	148	0	29	6	12	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.78	0.22	0.83	0.01	0.16	0.24	0.44	0.32
Final Sat.:	1600	4800	0	1600	4448	352	1335	0	265	384	704	512
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.00	0.00	0.42	0.42	0.11	0.00	0.11	0.02	0.02	0.02
Crit Moves:	****				****		****				****	

Appendix B (Part 3 of 3)

Intersections LOS Sheets

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street Two-Way

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

****

Intersection #1 Hermosa Ave & 16th St

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.271	
Loss Time (sec):	6	Average Delay (sec/veh):	8.9	
Optimal Cycle:	0	Level Of Service:	A	

****

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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	398	6	12	190	0	0	0	0	1	0	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	398	6	12	190	0	0	0	0	1	0	12
Added Vol:	0	6	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	404	6	12	218	0	0	0	0	1	0	12
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	404	6	12	218	0	0	0	0	1	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	404	6	12	218	0	0	0	0	1	0	12
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	404	6	12	218	0	0	0	0	1	0	12
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:	0.01	1.96	0.03	0.10	1.90	0.00	0.00	1.00	0.00	0.08	0.00	0.92
Final Sat.:	7	1495	22	76	1386	0	0	638	0	55	0	655
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.16	0.16	xxxx	xxxx	0.00	xxxx	0.02	xxxx	0.02
Crit Moves:	****			****				****		****		
Delay/Veh:	9.1	9.1	9.1	8.5	8.5	0.0	0.0	0.0	0.0	7.7	0.0	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	8.5	8.5	0.0	0.0	0.0	0.0	7.7	0.0	7.7
LOS by Move:	A	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		9.1			8.5			xxxxxx			7.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.1			8.5			xxxxxx			7.7	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

****

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

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Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street Two-Way

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

Intersection #2 Hermosa Ave & 14th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.257
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0	1 0	1 0	0	0	1! 0	0	0	1! 0 0
Volume Module:												
Base Vol:	42	382	20	12	166	17	12	5	14	4	10	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	382	20	12	166	17	12	5	14	4	10	9
Added Vol:	0	6	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	388	20	12	194	17	12	5	14	4	10	9
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:	42	388	20	12	194	17	12	5	14	4	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	388	20	12	194	17	12	5	14	4	10	9
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:	42	388	20	12	194	17	12	5	14	4	10	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	0.11	1.74	0.15	0.39	0.16	0.45	0.17	0.44	0.39
Final Sat.:	1600	3043	157	172	2784	244	619	258	723	278	696	626
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.01	0.07	0.07	0.01	0.02	0.02	0.00	0.01	0.01
Crit Moves:		****			****			****			****	

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street Two-Way

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.299
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	78	393	0	0	194	16	15	0	21	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	393	0	0	194	16	15	0	21	0	0	0
Added Vol:	65	0	0	0	0	28	6	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	393	0	0	194	44	21	0	35	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:	143	393	0	0	194	44	21	0	35	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	393	0	0	194	44	21	0	35	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:	143	393	0	0	194	44	21	0	35	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.63	0.37	0.38	0.00	0.62	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2608	592	600	0	1000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.00	0.00	0.07	0.07	0.01	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street Two-Way

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

Intersection #4 Hermosa Ave & Pier Ave

Cycle (sec):	121	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	368	94	66	158	0	0	0	0	52	0	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	368	94	66	158	0	0	0	0	52	0	101
Added Vol:	0	33	0	7	7	0	0	0	0	0	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	401	94	73	165	0	0	0	0	52	0	134
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	401	94	73	165	0	0	0	0	52	0	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	401	94	73	165	0	0	0	0	52	0	134
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	401	94	73	165	0	0	0	0	52	0	134
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.62	0.38	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2592	608	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.05	0.05	0.00	0.00	0.00	0.00	0.03	0.00	0.08
Crit Moves:		****		****								****

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street Two-Way

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.292
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	31	484	0	0	156	29	26	0	23	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	484	0	0	156	29	26	0	23	0	0	0
Added Vol:	0	33	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	517	0	0	163	29	26	0	23	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:	31	517	0	0	163	29	26	0	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	517	0	0	163	29	26	0	23	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:	31	517	0	0	163	29	26	0	23	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2717	483	849	0	751	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.00	0.00	0.06	0.06	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street Two-Way

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

Intersection #6 Hermosa Ave & 10th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	10	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	A

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 1	0 1	0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	39	485	36	18	157	4	5	5	6	11	8	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	485	36	18	157	4	5	5	6	11	8	13
Added Vol:	0	33	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	518	36	18	164	4	5	5	6	11	8	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	518	36	18	164	4	5	5	6	11	8	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	518	36	18	164	4	5	5	6	11	8	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	518	36	18	164	4	5	5	6	11	8	13
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	1.75	0.12	1.00	1.95	0.05	0.31	0.31	0.38	0.34	0.25	0.41
Final Sat.:	97	1309	92	625	1343	33	196	196	235	218	159	258
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.39	0.03	0.12	0.12	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****			****				****
Delay/Veh:	10.7	10.5	10.3	8.5	8.5	8.5	8.4	8.4	8.4	8.5	8.5	8.5
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:	10.7	10.5	10.3	8.5	8.5	8.5	8.4	8.4	8.4	8.5	8.5	8.5
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		10.5			8.5			8.4			8.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.5			8.5			8.4			8.5	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.7	0.6	0.6	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0

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

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street Two-Way

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	10	Average Delay (sec/veh):	10.2
Optimal Cycle:	0	Level Of Service:	B

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 1	0	0	1 1	0 0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	546	44	17	196	0	0	0	0	16	0	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	546	44	17	196	0	0	0	0	16	0	41
Added Vol:	0	33	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	579	44	17	203	0	0	0	0	16	0	41
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	579	44	17	203	0	0	0	0	16	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	579	44	17	203	0	0	0	0	16	0	41
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	579	44	17	203	0	0	0	0	16	0	41
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:	0.00	1.86	0.14	0.15	1.85	0.00	0.00	0.00	0.00	0.28	0.00	0.72
Final Sat.:	0	1387	107	103	1244	0	0	0	0	184	0	471
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.42	0.41	0.16	0.16	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.09
Crit Moves:		****		****						****		
Delay/Veh:	0.0	10.8	10.7	9.0	8.9	0.0	0.0	0.0	0.0	8.5	0.0	8.5
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:	0.0	10.8	10.7	9.0	8.9	0.0	0.0	0.0	0.0	8.5	0.0	8.5
LOS by Move:	*	B	B	A	A	*	*	*	*	A	*	A
ApproachDel:		10.8			8.9			xxxxxx			8.5	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.8			8.9			xxxxxx			8.5	
LOS by Appr:		B			A			*			A	
AllWayAvgQ:	0.0	0.7	0.7	0.2	0.2	0.0	0.0	0.0	0.0	0.1	0.1	0.1

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

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street Two-Way

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

Intersection #8 Manhattan Ave West & Pier Ave

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: A[9.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 1	0	0
Volume Module:												
Base Vol:	2	0	93	0	0	0	0	150	9	55	153	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	93	0	0	0	0	150	9	55	153	0
Added Vol:	0	0	0	0	0	0	0	7	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	93	0	0	0	0	157	9	55	186	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:	2	0	93	0	0	0	0	157	9	55	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	93	0	0	0	0	157	9	55	186	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	365	458	162	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	166	xxxx	xxxxx
Potent Cap.:	639	503	889	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1424	xxxx	xxxxx
Move Cap.:	620	483	889	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1424	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	881	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street Two-Way

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

Intersection #9 Manhattan Ave East & Pier Ave

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[11.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	1 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	52	0	35	66	184	0	0	173	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	52	0	35	66	184	0	0	173	67
Added Vol:	0	0	0	0	0	0	0	7	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	52	0	35	66	191	0	0	206	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	52	0	35	66	191	0	0	206	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	52	0	35	66	191	0	0	206	67
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	467	563	137	273	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	530	438	893	1302	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	508	415	893	1302	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	0.00	0.04	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	615	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street Two-Way

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

Intersection #10 Monterey Blvd & Pier Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.252
Loss Time (sec):	10	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	Level Of Service:	A

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 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	48	57	1	19	95	52	18	219	37	8	178	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	57	1	19	95	52	18	219	37	8	178	11
Added Vol:	0	0	0	0	0	0	0	7	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	57	1	19	95	52	18	226	37	8	211	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:	48	57	1	19	95	52	18	226	37	8	211	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	57	1	19	95	52	18	226	37	8	211	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:	48	57	1	19	95	52	18	226	37	8	211	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:	0.45	0.54	0.01	0.11	0.58	0.31	0.13	1.61	0.26	0.07	1.83	0.10
Final Sat.:	278	330	6	76	378	207	80	1030	173	43	1151	61
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.25	0.25	0.25	0.22	0.22	0.21	0.18	0.18	0.18
Crit Moves:			****		****		****			****		
Delay/Veh:	9.5	9.5	9.5	9.7	9.7	9.7	9.7	9.6	9.3	9.4	9.4	9.3
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:	9.5	9.5	9.5	9.7	9.7	9.7	9.7	9.6	9.3	9.4	9.4	9.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.5			9.7			9.5			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.5			9.7			9.5			9.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2

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

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street Two-Way

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.418
Loss Time (sec):	10	Average Delay (sec/veh):	14.1
Optimal Cycle:	0	Level Of Service:	B

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	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	5	116	59	169	123	66	21	316	15	35	324	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	116	59	169	123	66	21	316	15	35	324	120
Added Vol:	0	0	0	0	0	0	0	7	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	116	59	169	123	66	21	323	15	35	357	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	116	59	169	123	66	21	323	15	35	357	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	116	59	169	123	66	21	323	15	35	357	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	116	59	169	123	66	21	323	15	35	357	120
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:	0.03	0.64	0.33	1.00	0.65	0.35	0.12	1.80	0.08	0.18	1.82	1.00
Final Sat.:	13	299	152	447	321	172	56	875	41	84	859	520
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.38	0.38	0.38	0.37	0.37	0.37	0.42	0.42	0.23
Crit Moves:		****			****		****			****		
Delay/Veh:	14.5	14.5	14.5	14.8	13.7	13.7	13.8	13.6	13.5	15.1	15.0	11.3
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:	14.5	14.5	14.5	14.8	13.7	13.7	13.8	13.6	13.5	15.1	15.0	11.3
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	B
ApproachDel:		14.5			14.2			13.6			14.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.5			14.2			13.6			14.1	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.3

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

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street Two-Way

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	10	Average Delay (sec/veh):	14.6
Optimal Cycle:	0	Level Of Service:	B

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 1	1 0	1	0 1	1 1	0
Volume Module:												
Base Vol:	41	175	78	25	61	67	93	443	10	11	380	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	175	78	25	61	67	93	443	10	11	380	53
Added Vol:	0	0	0	0	0	0	0	7	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	175	78	25	61	67	93	450	10	11	413	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:	41	175	78	25	61	67	93	450	10	11	413	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	175	78	25	61	67	93	450	10	11	413	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
FinalVolume:	41	175	78	25	61	67	93	450	10	11	413	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:	0.14	0.59	0.27	0.16	0.40	0.44	0.34	1.66	1.00	0.07	2.60	0.33
Final Sat.:	74	315	141	79	194	213	176	864	582	35	1335	176
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.31	0.31	0.31	0.53	0.52	0.02	0.31	0.31	0.30
Crit Moves:	****				****		****			****		
Delay/Veh:	16.6	16.6	16.6	12.5	12.5	12.5	16.6	16.2	8.8	12.5	12.3	11.9
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:	16.6	16.6	16.6	12.5	12.5	12.5	16.6	16.2	8.8	12.5	12.3	11.9
LOS by Move:	C	C	C	B	B	B	C	C	A	B	B	B
ApproachDel:		16.6			12.5			16.2			12.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.6			12.5			16.2			12.3	
LOS by Appr:		C			B			C			B	
AllWayAvgQ:	1.0	1.0	1.0	0.4	0.4	0.4	1.0	1.0	0.0	0.4	0.4	0.4

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

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street Two-Way

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

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			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1 0		1 0 2	1 0		2 0 0	0 1		0 0 0	0 1	
Volume Module:												
Base Vol:	201 2309	5		3 733	102		233	0	164	0	0	1
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201 2309	5		3 733	102		233	0	164	0	0	1
Added Vol:	19 0	0		0 0	14		3	0	4	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	220 2309	5		3 733	116		236	0	168	0	0	1
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:	220 2309	5		3 733	116		236	0	168	0	0	1
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	220 2309	5		3 733	116		236	0	168	0	0	1
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:	220 2309	5		3 733	116		236	0	168	0	0	1
OvlAdjVol:									58			0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00 2.99	0.01		1.00 2.59	0.41		2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200 4790	10		1600 4144	656		3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.07 0.48	0.48		0.00 0.18	0.18		0.07	0.00	0.11	0.00	0.00	0.00
OvlAdjV/S:									0.04			0.00
Crit Moves:	****			****			****			****		

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street Two-Way

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

Intersection #14 PCH & 10th St. / Aviation Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.963
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	146	Level Of Service:	E

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	0	0 1	1 1	0	0 1
Volume Module:												
Base Vol:	6	2192	591	165	817	1	0	0	2	486	3	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	2192	591	165	817	1	0	0	2	486	3	270
Added Vol:	0	5	0	3	1	0	0	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	2197	591	168	818	1	0	0	2	486	3	284
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:	6	2197	591	168	818	1	0	0	2	486	3	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	2197	591	168	818	1	0	0	2	486	3	284
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:	6	2197	591	168	818	1	0	0	2	486	3	284
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.36	0.64	1.00	2.99	0.01	0.00	0.00	1.00	1.99	0.01	1.00
Final Sat.:	1600	3782	1018	1600	4794	6	0	0	1600	3180	20	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.58	0.11	0.17	0.17	0.00	0.00	0.00	0.15	0.15	0.18
Crit Moves:		****			****			****				****

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street Two-Way

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

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	24	2781	0	1	1160	70	214	0	19	3	13	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	2781	0	1	1160	70	214	0	19	3	13	21
Added Vol:	0	5	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	2786	0	1	1161	70	214	0	19	3	13	21
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:	24	2786	0	1	1161	70	214	0	19	3	13	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	2786	0	1	1161	70	214	0	19	3	13	21
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:	24	2786	0	1	1161	70	214	0	19	3	13	21
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.83	0.17	0.92	0.00	0.08	0.08	0.35	0.57
Final Sat.:	1600	4800	0	1600	4527	273	1470	0	130	130	562	908
Capacity Analysis Module:												
Vol/Sat:	0.02	0.58	0.00	0.00	0.26	0.26	0.15	0.00	0.15	0.02	0.02	0.02
Crit Moves:		****		****					****		****	

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street Two-Way

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

Intersection #1 Hermosa Ave & 16th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.333
Loss Time (sec):	6	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	Level Of Service:	A

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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	290	15	21	458	0	0	0	0	14	0	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	290	15	21	458	0	0	0	0	14	0	16
Added Vol:	0	23	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	313	15	21	463	0	0	0	0	14	0	16
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	313	15	21	463	0	0	0	0	14	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	313	15	21	463	0	0	0	0	14	0	16
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	313	15	21	463	0	0	0	0	14	0	16
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:	0.06	1.85	0.09	0.09	1.91	0.00	0.00	1.00	0.00	0.47	0.00	0.53
Final Sat.:	46	1318	64	63	1399	0	0	593	0	292	0	334
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.33	0.33	xxxx	xxxx	0.00	xxxx	0.05	xxxx	0.05
Crit Moves:	****			****				****				****
Delay/Veh:	9.3	9.2	9.1	10.0	9.9	0.0	0.0	0.0	0.0	8.5	0.0	8.5
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:	9.3	9.2	9.1	10.0	9.9	0.0	0.0	0.0	0.0	8.5	0.0	8.5
LOS by Move:	A	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		9.2			9.9			xxxxxx			8.5	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.2			9.9			xxxxxx			8.5	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.3	0.3	0.3	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0

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

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street Two-Way

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

Intersection #2 Hermosa Ave & 14th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.316
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 1	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	47	313	49	15	445	24	19	7	16	12	6	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	313	49	15	445	24	19	7	16	12	6	11
Added Vol:	0	23	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	336	49	15	450	24	19	7	16	12	6	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:	47	336	49	15	450	24	19	7	16	12	6	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	336	49	15	450	24	19	7	16	12	6	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:	47	336	49	15	450	24	19	7	16	12	6	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	0.06	1.84	0.10	0.45	0.17	0.38	0.41	0.21	0.38
Final Sat.:	1600	2793	407	98	2945	157	724	267	610	662	331	607
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.01	0.15	0.15	0.01	0.03	0.03	0.01	0.02	0.02
Crit Moves:	****				****			****			****	

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street Two-Way

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.442
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	95	362	0	0	444	28	36	0	86	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	362	0	0	444	28	36	0	86	0	0	0
Added Vol:	13	0	0	0	0	5	23	0	55	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	362	0	0	444	33	59	0	141	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:	108	362	0	0	444	33	59	0	141	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	362	0	0	444	33	59	0	141	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:	108	362	0	0	444	33	59	0	141	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.86	0.14	0.30	0.00	0.70	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2979	221	472	0	1128	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.00	0.00	0.15	0.15	0.04	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street Two-Way

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

Intersection #4 Hermosa Ave & Pier Ave

Cycle (sec):	121	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	295	123	117	447	0	0	0	0	139	0	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	295	123	117	447	0	0	0	0	139	0	170
Added Vol:	0	6	0	27	27	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	301	123	144	474	0	0	0	0	139	0	176
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	301	123	144	474	0	0	0	0	139	0	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	301	123	144	474	0	0	0	0	139	0	176
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	301	123	144	474	0	0	0	0	139	0	176
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.42	0.58	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2272	928	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.09	0.15	0.00	0.00	0.00	0.00	0.09	0.00	0.11
Crit Moves:		****		****								****

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street Two-Way

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 1	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	53	358	0	2	519	69	63	0	47	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	358	0	2	519	69	63	0	47	0	0	0
Added Vol:	0	6	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	364	0	2	546	69	63	0	47	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:	53	364	0	2	546	69	63	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	364	0	2	546	69	63	0	47	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:	53	364	0	2	546	69	63	0	47	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.01	1.77	0.22	0.57	0.00	0.43	0.00	0.00	0.00
Final Sat.:	1600	3200	0	10	2832	358	916	0	684	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.00	0.19	0.19	0.19	0.04	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street Two-Way

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

****

Intersection #6 Hermosa Ave & 10th St

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368	
Loss Time (sec):	10	Average Delay (sec/veh):	10.2	
Optimal Cycle:	0	Level Of Service:	B	

****

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 1	0 1	0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	32	350	26	67	485	11	4	10	4	12	6	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	350	26	67	485	11	4	10	4	12	6	13
Added Vol:	0	6	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	356	26	67	512	11	4	10	4	12	6	13
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:	32	356	26	67	512	11	4	10	4	12	6	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	356	26	67	512	11	4	10	4	12	6	13
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:	32	356	26	67	512	11	4	10	4	12	6	13
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:	0.15	1.72	0.13	1.00	1.96	0.04	0.22	0.56	0.22	0.39	0.19	0.42
Final Sat.:	104	1176	87	644	1392	30	128	320	128	228	114	247
Capacity Analysis Module:												
Vol/Sat:	0.31	0.30	0.30	0.10	0.37	0.37	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****		****			****		
Delay/Veh:	10.2	10.1	9.9	8.8	10.5	10.5	8.9	8.9	8.9	8.9	8.9	8.9
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:	10.2	10.1	9.9	8.8	10.5	10.5	8.9	8.9	8.9	8.9	8.9	8.9
LOS by Move:	B	B	A	A	B	B	A	A	A	A	A	A
ApproachDel:		10.1			10.3			8.9			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			10.3			8.9			8.9	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.1	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0

****

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

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Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street Two-Way

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.390	
Loss Time (sec):	10	Average Delay (sec/veh):	10.4	
Optimal Cycle:	0	Level Of Service:	B	

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 1	0 1	0	0 1	1 0	0	0 0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	6	324	21	38	472	0	0	0	0	39	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	324	21	38	472	0	0	0	0	39	0	55
Added Vol:	0	6	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	330	21	38	499	0	0	0	0	39	0	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:	6	330	21	38	499	0	0	0	0	39	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	330	21	38	499	0	0	0	0	39	0	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:	6	330	21	38	499	0	0	0	0	39	0	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:	0.03	1.85	0.12	0.14	1.86	0.00	0.00	0.00	0.00	0.41	0.00	0.59
Final Sat.:	22	1245	80	98	1289	0	0	0	0	260	0	366
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.26	0.39	0.39	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	0.15
Crit Moves:	****			****						****		
Delay/Veh:	9.9	9.8	9.7	11.1	11.0	0.0	0.0	0.0	0.0	9.2	0.0	9.2
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:	9.9	9.8	9.7	11.1	11.0	0.0	0.0	0.0	0.0	9.2	0.0	9.2
LOS by Move:	A	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		9.8			11.0			xxxxxx			9.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.8			11.0			xxxxxx			9.2	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.3	0.3	0.3	0.6	0.6	0.0	0.0	0.0	0.0	0.2	0.2	0.2

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

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street Two-Way

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

Intersection #8 Manhattan Ave West & Pier Ave

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[10.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 1	0	0
Volume Module:												
Base Vol:	2	0	42	0	0	0	0	215	25	104	309	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	42	0	0	0	0	215	25	104	309	0
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	42	0	0	0	0	242	25	104	315	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:	2	0	42	0	0	0	0	242	25	104	315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	42	0	0	0	0	242	25	104	315	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	620	778	255	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	267	xxxx	xxxxx
Potent Cap.:	455	330	789	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1308	xxxx	xxxxx
Move Cap.:	426	302	789	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1308	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	760	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street Two-Way

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

Intersection #9 Manhattan Ave East & Pier Ave

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[13.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	1 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	76	0	108	31	231	0	0	309	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	76	0	108	31	231	0	0	309	65
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	76	0	108	31	258	0	0	315	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	76	0	108	31	258	0	0	315	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	76	0	108	31	258	0	0	315	65
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	539	668	190	380	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	478	382	826	1190	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	468	372	826	1190	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.16	0.00	0.13	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	628	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.1	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			13.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street Two-Way

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

****

Intersection #10 Monterey Blvd & Pier Ave

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.316	
Loss Time (sec):	10	Average Delay (sec/veh):	10.5	
Optimal Cycle:	0	Level Of Service:	B	

****

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 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	40	75	8	22	84	43	54	255	45	10	287	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	75	8	22	84	43	54	255	45	10	287	16
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	75	8	22	84	43	54	282	45	10	293	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	75	8	22	84	43	54	282	45	10	293	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	75	8	22	84	43	54	282	45	10	293	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	75	8	22	84	43	54	282	45	10	293	16
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:	0.33	0.61	0.06	0.15	0.56	0.29	0.28	1.48	0.24	0.06	1.84	0.10
Final Sat.:	186	350	37	88	337	172	171	917	150	38	1118	62
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.25	0.25	0.25	0.32	0.31	0.30	0.26	0.26	0.26
Crit Moves:	****				****		****			****		
Delay/Veh:	10.2	10.2	10.2	10.3	10.3	10.3	11.0	10.7	10.4	10.4	10.3	10.2
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:	10.2	10.2	10.2	10.3	10.3	10.3	11.0	10.7	10.4	10.4	10.3	10.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	10.2			10.3			10.7			10.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.2			10.3			10.7			10.3		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3

****

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

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Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street Two-Way

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

****

Intersection #11 Valley Dr. & Pier Ave.

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	10	Average Delay (sec/veh):	19.9
Optimal Cycle:	0	Level Of Service:	C

****

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	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	62	72	109	276	58	14	400	25	120	395	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	62	72	109	276	58	14	400	25	120	395	66
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	62	72	109	276	58	14	427	25	120	401	66
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:	13	62	72	109	276	58	14	427	25	120	401	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	62	72	109	276	58	14	427	25	120	401	66
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:	13	62	72	109	276	58	14	427	25	120	401	66
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:	0.09	0.42	0.49	1.00	0.83	0.17	0.06	1.83	0.11	0.46	1.54	1.00
Final Sat.:	37	176	205	425	383	81	27	844	50	198	674	477
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.26	0.72	0.72	0.51	0.51	0.50	0.61	0.59	0.14
Crit Moves:	****				****		****			****		
Delay/Veh:	15.1	15.1	15.1	13.6	26.5	26.5	17.6	17.4	17.2	22.2	21.4	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	15.1	15.1	13.6	26.5	26.5	17.6	17.4	17.2	22.2	21.4	11.1
LOS by Move:	C	C	C	B	D	D	C	C	C	C	C	B
ApproachDel:	15.1			23.3			17.4			20.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.1			23.3			17.4			20.4		
LOS by Appr:	C			C			C			C		
AllWayAvgQ:	0.5	0.5	0.5	0.3	2.1	2.1	0.9	0.9	0.9	1.4	1.3	0.1

****

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

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Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street Two-Way

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	10	Average Delay (sec/veh):	19.1
Optimal Cycle:	0	Level Of Service:	C

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 1	1	0 1	0 1	1	1 0
Volume Module:												
Base Vol:	36	79	72	38	217	128	83	459	38	44	417	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	79	72	38	217	128	83	459	38	44	417	63
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	79	72	38	217	128	83	486	38	44	423	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:	36	79	72	38	217	128	83	486	38	44	423	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	79	72	38	217	128	83	486	38	44	423	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
FinalVolume:	36	79	72	38	217	128	83	486	38	44	423	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:	0.19	0.42	0.39	0.10	0.57	0.33	0.29	1.71	1.00	0.25	2.39	0.36
Final Sat.:	85	187	171	50	288	170	137	809	523	114	1116	171
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.75	0.75	0.75	0.61	0.60	0.07	0.39	0.38	0.37
Crit Moves:	****			****			****			****		
Delay/Veh:	15.2	15.2	15.2	26.6	26.6	26.6	20.7	20.3	9.9	14.8	14.5	13.9
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:	15.2	15.2	15.2	26.6	26.6	26.6	20.7	20.3	9.9	14.8	14.5	13.9
LOS by Move:	C	C	C	D	D	D	C	C	A	B	B	B
ApproachDel:	15.2			26.6			19.7			14.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.2			26.6			19.7			14.4		
LOS by Appr:	C			D			C			B		
AllWayAvgQ:	0.6	0.6	0.6	2.4	2.4	2.4	1.4	1.3	0.1	0.6	0.6	0.5

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

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street Two-Way

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

****

Intersection #13 PCH & Pier Ave

****

Cycle (sec):	130	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

****

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			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1	0	1 0 2	1	0	2 0 0	0	1	0 0 0	0	1
Volume Module:												
Base Vol:	368	969	3	12	1886	143	199	0	260	0	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	368	969	3	12	1886	143	199	0	260	0	0	18
Added Vol:	4	0	0	0	0	3	12	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	969	3	12	1886	146	211	0	276	0	0	18
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:	372	969	3	12	1886	146	211	0	276	0	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	969	3	12	1886	146	211	0	276	0	0	18
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:	372	969	3	12	1886	146	211	0	276	0	0	18
OvlAdjVol:									90			6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.99	0.01	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4785	15	1600	4455	345	3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.20	0.01	0.42	0.42	0.07	0.00	0.17	0.00	0.00	0.01
OvlAdjV/S:									0.06			0.00
Crit Moves:	****				****		****				****	

****

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street Two-Way

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

Intersection #14 PCH & 10th St. / Aviation Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	0	0 1	1	1	0 0 1
Volume Module:												
Base Vol:	27	1134	567	246	1834	0	0	0	4	671	7	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1134	567	246	1834	0	0	0	4	671	7	224
Added Vol:	0	1	0	12	4	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1135	567	258	1838	0	0	0	4	671	7	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1135	567	258	1838	0	0	0	4	671	7	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1135	567	258	1838	0	0	0	4	671	7	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1135	567	258	1838	0	0	0	4	671	7	227
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	1.00	1.98	0.02	1.00
Final Sat.:	1600	3201	1599	1600	4800	0	0	0	1600	3167	33	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.16	0.38	0.00	0.00	0.00	0.00	0.21	0.21	0.14
Crit Moves:		****		****				****		****		

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street Two-Way

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

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	48	1485	3	5	2311	150	116	0	36	8	16	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1485	3	5	2311	150	116	0	36	8	16	14
Added Vol:	0	1	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1486	3	5	2315	150	116	0	36	8	16	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1486	3	5	2315	150	116	0	36	8	16	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1486	3	5	2315	150	116	0	36	8	16	14
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:	48	1486	3	5	2315	150	116	0	36	8	16	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.82	0.18	0.76	0.00	0.24	0.21	0.42	0.37
Final Sat.:	1600	4790	10	1600	4508	292	1221	0	379	337	674	589
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.00	0.51	0.51	0.10	0.00	0.09	0.02	0.02	0.02
Crit Moves:	****				****		****					****

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street Two-Way

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

Intersection #1 Hermosa Ave & 16th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	6	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	Level Of Service:	A

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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	290	21	24	423	0	0	0	0	18	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	290	21	24	423	0	0	0	0	18	0	20
Added Vol:	0	23	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	313	21	24	428	0	0	0	0	18	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	313	21	24	428	0	0	0	0	18	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	313	21	24	428	0	0	0	0	18	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	313	21	24	428	0	0	0	0	18	0	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	1.81	0.12	0.11	1.89	0.00	0.00	1.00	0.00	0.47	0.00	0.53
Final Sat.:	49	1295	88	77	1373	0	0	593	0	299	0	332
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.31	0.31	xxxx	xxxx	0.00	xxxx	0.06	xxxx	0.06
Crit Moves:	****			****				****				****
Delay/Veh:	9.3	9.2	9.1	9.8	9.8	0.0	0.0	0.0	0.0	8.6	0.0	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.2	9.1	9.8	9.8	0.0	0.0	0.0	0.0	8.6	0.0	8.6
LOS by Move:	A	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		9.2			9.8			xxxxxx			8.6	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.2			9.8			xxxxxx			8.6	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.3	0.3	0.3	0.4	0.4	0.4	0.0	0.0	0.0	0.1	0.1	0.1

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

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street Two-Way

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

Intersection #2 Hermosa Ave & 14th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.317
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 1	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	53	279	45	10	412	28	17	7	14	10	14	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	279	45	10	412	28	17	7	14	10	14	26
Added Vol:	0	23	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	302	45	10	417	28	17	7	14	10	14	26
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:	53	302	45	10	417	28	17	7	14	10	14	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	302	45	10	417	28	17	7	14	10	14	26
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:	53	302	45	10	417	28	17	7	14	10	14	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	0.04	1.84	0.12	0.45	0.18	0.37	0.20	0.28	0.52
Final Sat.:	1600	2785	415	70	2933	197	716	295	589	320	448	832
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.01	0.14	0.14	0.01	0.02	0.02	0.01	0.03	0.03
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street Two-Way

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.434
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	108	345	0	0	402	19	43	0	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	345	0	0	402	19	43	0	80	0	0	0
Added Vol:	13	0	0	0	0	5	23	0	55	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	345	0	0	402	24	66	0	135	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:	121	345	0	0	402	24	66	0	135	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	345	0	0	402	24	66	0	135	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:	121	345	0	0	402	24	66	0	135	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.89	0.11	0.33	0.00	0.67	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3020	180	525	0	1075	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.00	0.00	0.13	0.13	0.04	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street Two-Way

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

Intersection #4 Hermosa Ave & Pier Ave

Cycle (sec):	121	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	269	123	127	413	0	0	0	0	124	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	269	123	127	413	0	0	0	0	124	0	150
Added Vol:	0	6	0	27	27	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	275	123	154	440	0	0	0	0	124	0	156
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	275	123	154	440	0	0	0	0	124	0	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	275	123	154	440	0	0	0	0	124	0	156
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	275	123	154	440	0	0	0	0	124	0	156
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.38	0.62	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2211	989	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.10	0.14	0.00	0.00	0.00	0.00	0.08	0.00	0.10
Crit Moves:		****		****								****

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street Two-Way

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	59	330	0	0	465	66	60	0	48	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	330	0	0	465	66	60	0	48	0	0	0
Added Vol:	0	6	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	336	0	0	492	66	60	0	48	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:	59	336	0	0	492	66	60	0	48	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	336	0	0	492	66	60	0	48	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:	59	336	0	0	492	66	60	0	48	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.56	0.00	0.44	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2822	378	889	0	711	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.00	0.00	0.17	0.17	0.04	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street Two-Way

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

Intersection #6 Hermosa Ave & 10th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.365
Loss Time (sec):	10	Average Delay (sec/veh):	10.5
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	34	311	45	61	436	23	26	6	28	32	8	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	311	45	61	436	23	26	6	28	32	8	52
Added Vol:	0	6	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	317	45	61	463	23	26	6	28	32	8	52
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	317	45	61	463	23	26	6	28	32	8	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	317	45	61	463	23	26	6	28	32	8	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	317	45	61	463	23	26	6	28	32	8	52
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:	0.17	1.60	0.23	1.00	1.91	0.09	0.43	0.10	0.47	0.35	0.09	0.56
Final Sat.:	108	1028	149	604	1268	63	247	57	266	205	51	333
Capacity Analysis Module:												
Vol/Sat:	0.32	0.31	0.30	0.10	0.37	0.36	0.11	0.11	0.11	0.16	0.16	0.16
Crit Moves:	****				****			****			****	
Delay/Veh:	10.8	10.5	10.3	9.2	11.0	10.9	9.4	9.4	9.4	9.6	9.6	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.5	10.3	9.2	11.0	10.9	9.4	9.4	9.4	9.6	9.6	9.6
LOS by Move:	B	B	B	A	B	B	A	A	A	A	A	A
ApproachDel:		10.5			10.8			9.4			9.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.5			10.8			9.4			9.6	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.1	0.5	0.5	0.1	0.1	0.1	0.2	0.2	0.2

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

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street Two-Way

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	10	Average Delay (sec/veh):	10.3
Optimal Cycle:	0	Level Of Service:	B

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 1	0	0 1	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	332	19	35	465	0	0	0	0	39	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	332	19	35	465	0	0	0	0	39	0	60
Added Vol:	0	6	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	338	19	35	492	0	0	0	0	39	0	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	338	19	35	492	0	0	0	0	39	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	338	19	35	492	0	0	0	0	39	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	338	19	35	492	0	0	0	0	39	0	60
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:	0.00	1.89	0.11	0.13	1.87	0.00	0.00	0.00	0.00	0.39	0.00	0.61
Final Sat.:	0	1275	72	91	1292	0	0	0	0	248	0	382
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.27	0.26	0.38	0.38	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	0.16
Crit Moves:		****		****						****		
Delay/Veh:	0.0	9.8	9.7	11.0	10.9	0.0	0.0	0.0	0.0	9.2	0.0	9.2
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:	0.0	9.8	9.7	11.0	10.9	0.0	0.0	0.0	0.0	9.2	0.0	9.2
LOS by Move:	*	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		9.8			10.9			xxxxxx			9.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.8			10.9			xxxxxx			9.2	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.0	0.3	0.3	0.6	0.6	0.0	0.0	0.0	0.0	0.2	0.2	0.2

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

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street Two-Way

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

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Intersection #8 Manhattan Ave West & Pier Ave

****

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[10.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 1	0	0
Volume Module:												
Base Vol:	6	0	49	0	0	0	0	227	21	82	297	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	49	0	0	0	0	227	21	82	297	0
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	49	0	0	0	0	254	21	82	303	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:	6	0	49	0	0	0	0	254	21	82	303	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	49	0	0	0	0	254	21	82	303	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	580	732	265	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	275	xxxx	xxxxx
Potent Cap.:	480	351	779	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1300	xxxx	xxxxx
Move Cap.:	456	328	779	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1300	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	723	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

****

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

****

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street Two-Way

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

****

Intersection #9 Manhattan Ave East & Pier Ave

****

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[12.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0	1! 0	0	0 1	1 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	71	0	84	29	251	0	0	294	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	71	0	84	29	251	0	0	294	87
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	71	0	84	29	278	0	0	300	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	71	0	84	29	278	0	0	300	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	71	0	84	29	278	0	0	300	87
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	541	680	194	387	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	476	376	822	1183	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	467	367	822	1183	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.15	0.00	0.10	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	610	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.9	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

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Pier & Strand Hotel
Existing With Project Friday PM - 13th Street Two-Way

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

****

Intersection #10 Monterey Blvd & Pier Ave

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402	
Loss Time (sec):	10	Average Delay (sec/veh):	11.3	
Optimal Cycle:	0	Level Of Service:	B	

****

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 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	25	67	61	49	69	15	15	278	28	64	346	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	67	61	49	69	15	15	278	28	64	346	61
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	67	61	49	69	15	15	305	28	64	352	61
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	67	61	49	69	15	15	305	28	64	352	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	67	61	49	69	15	15	305	28	64	352	61
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:	25	67	61	49	69	15	15	305	28	64	352	61
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	0.44	0.40	0.37	0.52	0.11	0.09	1.75	0.16	0.27	1.48	0.25
Final Sat.:	93	250	228	202	284	62	50	1032	96	159	900	160
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.24	0.24	0.24	0.30	0.30	0.29	0.40	0.39	0.38
Crit Moves:		****				****	****			****		
Delay/Veh:	10.7	10.7	10.7	10.8	10.8	10.8	11.1	10.9	10.8	12.4	12.0	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	10.8	10.8	10.8	11.1	10.9	10.8	12.4	12.0	11.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		10.7			10.8			10.9			12.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			10.8			10.9			12.0	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.4	0.4	0.6	0.6	0.6

****

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

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Pier & Strand Hotel
Existing With Project Friday PM - 13th Street Two-Way

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

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Intersection #11 Valley Dr. & Pier Ave.

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	10	Average Delay (sec/veh):	20.1
Optimal Cycle:	0	Level Of Service:	C

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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	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	8	56	67	119	272	51	15	370	25	122	448	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	56	67	119	272	51	15	370	25	122	448	122
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	56	67	119	272	51	15	397	25	122	454	122
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:	8	56	67	119	272	51	15	397	25	122	454	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	56	67	119	272	51	15	397	25	122	454	122
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:	8	56	67	119	272	51	15	397	25	122	454	122
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:	0.06	0.43	0.51	1.00	0.84	0.16	0.07	1.82	0.11	0.42	1.58	1.00
Final Sat.:	25	178	214	422	387	72	31	826	52	186	705	488
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.28	0.70	0.70	0.48	0.48	0.48	0.66	0.64	0.25
Crit Moves:	****				****		****			****		
Delay/Veh:	14.5	14.5	14.5	14.1	25.6	25.6	17.1	16.9	16.7	24.4	23.5	12.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	14.5	14.5	14.1	25.6	25.6	17.1	16.9	16.7	24.4	23.5	12.1
LOS by Move:	B	B	B	B	D	D	C	C	C	C	C	B
ApproachDel:		14.5			22.5			16.9			21.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.5			22.5			16.9			21.6	
LOS by Appr:		B			C			C			C	
AllWayAvgQ:	0.4	0.4	0.4	0.4	1.9	1.9	0.8	0.8	0.8	1.7	1.6	0.3

****

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

****

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street Two-Way

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	10	Average Delay (sec/veh):	17.6
Optimal Cycle:	0	Level Of Service:	C

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 1	1 0	1	0 1	1 1	0
Volume Module:												
Base Vol:	30	97	75	31	187	135	71	440	45	26	455	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	97	75	31	187	135	71	440	45	26	455	57
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	97	75	31	187	135	71	467	45	26	461	57
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	97	75	31	187	135	71	467	45	26	461	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	97	75	31	187	135	71	467	45	26	461	57
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	97	75	31	187	135	71	467	45	26	461	57
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:	0.15	0.48	0.37	0.09	0.53	0.38	0.26	1.74	1.00	0.14	2.55	0.31
Final Sat.:	68	218	169	45	269	194	125	828	527	67	1205	153
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.70	0.70	0.70	0.57	0.56	0.09	0.39	0.38	0.37
Crit Moves:		****				****	****			****		
Delay/Veh:	15.4	15.4	15.4	22.9	22.9	22.9	19.1	18.8	9.9	14.6	14.3	13.9
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:	15.4	15.4	15.4	22.9	22.9	22.9	19.1	18.8	9.9	14.6	14.3	13.9
LOS by Move:	C	C	C	C	C	C	C	C	A	B	B	B
ApproachDel:		15.4			22.9			18.1			14.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.4			22.9			18.1			14.3	
LOS by Appr:		C			C			C			B	
AllWayAvgQ:	0.6	0.6	0.6	1.8	1.8	1.8	1.2	1.1	0.1	0.6	0.6	0.5

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

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street Two-Way

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

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			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1	0	1 0	2	1 0	1 1	0	1 0	0 0	0	0 1
Volume Module:												
Base Vol:	304	1078	9	5	1861	157	228	2	216	0	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	1078	9	5	1861	157	228	2	216	0	0	23
Added Vol:	4	0	0	0	0	3	12	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	1078	9	5	1861	160	240	2	232	0	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:	308	1078	9	5	1861	160	240	2	232	0	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1078	9	5	1861	160	240	2	232	0	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:	308	1078	9	5	1861	160	240	2	232	0	0	23
OvlAdjVol:									78			18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.98	0.02	1.00	2.76	0.24	1.98	0.02	1.00	0.00	0.00	1.00
Final Sat.:	3200	4760	40	1600	4420	380	3174	26	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.00	0.42	0.42	0.08	0.08	0.15	0.00	0.00	0.01
OvlAdjV/S:									0.05			0.01
Crit Moves:	****				****		****					****

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street Two-Way

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

Intersection #14 PCH & 10th St. / Aviation Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	D

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	14	1111	517	259	1756	1	0	0	0	693	16	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1111	517	259	1756	1	0	0	0	693	16	240
Added Vol:	0	1	0	12	4	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1112	517	271	1760	1	0	0	0	693	16	243
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	1112	517	271	1760	1	0	0	0	693	16	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1112	517	271	1760	1	0	0	0	693	16	243
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	1112	517	271	1760	1	0	0	0	693	16	243
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.05	0.95	1.00	2.99	0.01	0.00	0.00	1.00	1.95	0.05	1.00
Final Sat.:	1600	3277	1523	1600	4797	3	0	0	1600	3128	72	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.17	0.37	0.37	0.00	0.00	0.00	0.22	0.22	0.15
Crit Moves:		****		****						****		

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street Two-Way

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

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	48	1546	1	1	2410	143	141	1	34	10	17	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1546	1	1	2410	143	141	1	34	10	17	12
Added Vol:	0	1	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1547	1	1	2414	143	141	1	34	10	17	12
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:	48	1547	1	1	2414	143	141	1	34	10	17	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1547	1	1	2414	143	141	1	34	10	17	12
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:	48	1547	1	1	2414	143	141	1	34	10	17	12
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.83	0.17	0.80	0.01	0.19	0.26	0.43	0.31
Final Sat.:	1600	4797	3	1600	4532	268	1282	9	309	410	697	492
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.00	0.53	0.53	0.11	0.11	0.11	0.02	0.02	0.02
Crit Moves:	****				****		****					****

Pier & Strand Hotel
Existing With Project Saturday - 13th Street Two-Way

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

Intersection #1 Hermosa Ave & 16th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.272
Loss Time (sec):	6	Average Delay (sec/veh):	9.2
Optimal Cycle:	0	Level Of Service:	A

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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	300	29	35	335	0	0	0	0	11	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	300	29	35	335	0	0	0	0	11	0	25
Added Vol:	0	14	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	314	29	35	354	0	0	0	0	11	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	314	29	35	354	0	0	0	0	11	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	314	29	35	354	0	0	0	0	11	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	314	29	35	354	0	0	0	0	11	0	25
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:	0.09	1.75	0.16	0.18	1.82	0.00	0.00	1.00	0.00	0.31	0.00	0.69
Final Sat.:	68	1271	119	129	1315	0	0	603	0	200	0	455
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.24	0.27	0.27	xxxx	xxxx	0.00	xxxx	0.05	xxxx	0.05
Crit Moves:	****			****				****				****
Delay/Veh:	9.3	9.2	9.0	9.5	9.4	0.0	0.0	0.0	0.0	8.3	0.0	8.3
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	9.2	9.0	9.5	9.4	0.0	0.0	0.0	0.0	8.3	0.0	8.3
LOS by Move:	A	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		9.2			9.4			xxxxxx			8.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.2			9.4			xxxxxx			8.3	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.3	0.3	0.3	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0

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

Pier & Strand Hotel
Existing With Project Saturday - 13th Street Two-Way

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

Intersection #2 Hermosa Ave & 14th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.287
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1		1 0	0 1 0		1 0	0 0 1!		0 0	0 0 1!		0 0
Volume Module:												
Base Vol:	59	322	48	15	301	35	14	7	17	16	14	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	322	48	15	301	35	14	7	17	16	14	11
Added Vol:	0	14	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	336	48	15	320	35	14	7	17	16	14	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:	59	336	48	15	320	35	14	7	17	16	14	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	336	48	15	320	35	14	7	17	16	14	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:	59	336	48	15	320	35	14	7	17	16	14	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	0.08	1.73	0.19	0.37	0.18	0.45	0.39	0.34	0.27
Final Sat.:	1600	2800	400	130	2768	303	589	295	716	624	546	429
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.01	0.12	0.12	0.01	0.02	0.02	0.01	0.03	0.03
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
Existing With Project Saturday - 13th Street Two-Way

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.467
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	118	366	0	0	320	43	66	0	122	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	366	0	0	320	43	66	0	122	0	0	0
Added Vol:	44	0	0	0	0	19	14	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	366	0	0	320	62	80	0	154	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:	162	366	0	0	320	62	80	0	154	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	366	0	0	320	62	80	0	154	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:	162	366	0	0	320	62	80	0	154	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.68	0.32	0.34	0.00	0.66	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2681	519	547	0	1053	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.00	0.00	0.12	0.12	0.05	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
Existing With Project Saturday - 13th Street Two-Way

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

Intersection #4 Hermosa Ave & Pier Ave

Cycle (sec):	121	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	317	129	113	348	0	0	0	0	135	0	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	317	129	113	348	0	0	0	0	135	0	172
Added Vol:	0	22	0	16	16	0	0	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	339	129	129	364	0	0	0	0	135	0	194
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	339	129	129	364	0	0	0	0	135	0	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	339	129	129	364	0	0	0	0	135	0	194
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	339	129	129	364	0	0	0	0	135	0	194
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.45	0.55	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2318	882	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.08	0.11	0.00	0.00	0.00	0.00	0.08	0.00	0.12
Crit Moves:		****		****								****

Pier & Strand Hotel
Existing With Project Saturday - 13th Street Two-Way

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 1	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	56	362	0	3	370	97	94	0	68	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	362	0	3	370	97	94	0	68	0	0	0
Added Vol:	0	22	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	384	0	3	386	97	94	0	68	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:	56	384	0	3	386	97	94	0	68	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	384	0	3	386	97	94	0	68	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:	56	384	0	3	386	97	94	0	68	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.01	1.59	0.40	0.58	0.00	0.42	0.00	0.00	0.00
Final Sat.:	1600	3200	0	20	2542	639	928	0	672	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.00	0.15	0.15	0.15	0.06	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
Existing With Project Saturday - 13th Street Two-Way

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

Intersection #6 Hermosa Ave & 10th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.320
Loss Time (sec):	10	Average Delay (sec/veh):	9.8
Optimal Cycle:	0	Level Of Service:	A

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 1	0 1	0	1	0 1	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	354	35	62	368	23	11	10	16	13	9	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	354	35	62	368	23	11	10	16	13	9	19
Added Vol:	0	22	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	376	35	62	384	23	11	10	16	13	9	19
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:	24	376	35	62	384	23	11	10	16	13	9	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	376	35	62	384	23	11	10	16	13	9	19
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:	24	376	35	62	384	23	11	10	16	13	9	19
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:	0.11	1.73	0.16	1.00	1.89	0.11	0.30	0.27	0.43	0.32	0.22	0.46
Final Sat.:	75	1194	113	629	1315	79	177	161	258	190	132	278
Capacity Analysis Module:												
Vol/Sat:	0.32	0.31	0.31	0.10	0.29	0.29	0.06	0.06	0.06	0.07	0.07	0.07
Crit Moves:	****				****			****			****	
Delay/Veh:	10.3	10.1	9.9	8.9	9.8	9.7	8.9	8.9	8.9	8.9	8.9	8.9
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:	10.3	10.1	9.9	8.9	9.8	9.7	8.9	8.9	8.9	8.9	8.9	8.9
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:		10.1			9.7			8.9			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			9.7			8.9			8.9	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.1	0.4	0.4	0.1	0.1	0.1	0.1	0.1	0.1

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

Pier & Strand Hotel
Existing With Project Saturday - 13th Street Two-Way

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

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Intersection #7 Hermosa Ave & 8th St

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.329	
Loss Time (sec):	10	Average Delay (sec/veh):	10.2	
Optimal Cycle:	0	Level Of Service:	B	

****

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 1	0 1	0	0 1	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	356	49	43	373	0	0	0	0	36	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	356	49	43	373	0	0	0	0	36	0	64
Added Vol:	0	22	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	378	49	43	389	0	0	0	0	36	0	64
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	378	49	43	389	0	0	0	0	36	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	378	49	43	389	0	0	0	0	36	0	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	378	49	43	389	0	0	0	0	36	0	64
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:	0.09	1.69	0.22	0.20	1.80	0.00	0.00	0.00	0.00	0.36	0.00	0.64
Final Sat.:	58	1169	155	133	1218	0	0	0	0	228	0	404
Capacity Analysis Module:												
Vol/Sat:	0.33	0.32	0.32	0.32	0.32	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	0.16
Crit Moves:	****			****						****		
Delay/Veh:	10.4	10.2	10.0	10.4	10.3	0.0	0.0	0.0	0.0	9.2	0.0	9.2
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:	10.4	10.2	10.0	10.4	10.3	0.0	0.0	0.0	0.0	9.2	0.0	9.2
LOS by Move:	B	B	A	B	B	*	*	*	*	A	*	A
ApproachDel:		10.2			10.3			xxxxxx			9.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.2			10.3			xxxxxx			9.2	
LOS by Appr:		B			B			*			A	
AllWayAvgQ:	0.5	0.4	0.4	0.5	0.4	0.0	0.0	0.0	0.0	0.2	0.2	0.2

****

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

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Pier & Strand Hotel
Existing With Project Saturday - 13th Street Two-Way

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

Intersection #8 Manhattan Ave West & Pier Ave

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[11.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	1 0	0
Volume Module:												
Base Vol:	14	0	55	0	0	0	0	257	24	77	303	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	55	0	0	0	0	257	24	77	303	0
Added Vol:	0	0	0	0	0	0	0	16	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	55	0	0	0	0	273	24	77	325	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:	14	0	55	0	0	0	0	273	24	77	325	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	0	55	0	0	0	0	273	24	77	325	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	602	764	285	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	297	xxxx	xxxxx
Potent Cap.:	466	336	759	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1276	xxxx	xxxxx
Move Cap.:	444	315	759	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1276	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	663	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.1			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

Pier & Strand Hotel
Existing With Project Saturday - 13th Street Two-Way

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

Intersection #9 Manhattan Ave East & Pier Ave

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[14.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	82	0	47	32	271	0	0	330	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	82	0	47	32	271	0	0	330	69
Added Vol:	0	0	0	0	0	0	0	16	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	82	0	47	32	287	0	0	352	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	82	0	47	32	287	0	0	352	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	82	0	47	32	287	0	0	352	69
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	594	738	211	421	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	441	348	801	1149	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	431	338	801	1149	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.19	0.00	0.06	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	519	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.2	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			14.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Pier & Strand Hotel
Existing With Project Saturday - 13th Street Two-Way

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

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Intersection #10 Monterey Blvd & Pier Ave

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.389	
Loss Time (sec):	10	Average Delay (sec/veh):	11.1	
Optimal Cycle:	0	Level Of Service:	B	

****

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 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	23	62	53	68	34	13	13	319	21	31	358	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	62	53	68	34	13	13	319	21	31	358	64
Added Vol:	0	0	0	0	0	0	0	16	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	62	53	68	34	13	13	335	21	31	380	64
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	62	53	68	34	13	13	335	21	31	380	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	62	53	68	34	13	13	335	21	31	380	64
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	62	53	68	34	13	13	335	21	31	380	64
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:	0.17	0.45	0.38	0.59	0.30	0.11	0.07	1.82	0.11	0.13	1.60	0.27
Final Sat.:	96	258	220	322	161	62	42	1094	69	80	996	172
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.21	0.21	0.21	0.31	0.31	0.30	0.39	0.38	0.37
Crit Moves:	****				****		****			****		
Delay/Veh:	10.4	10.4	10.4	10.5	10.5	10.5	11.0	10.9	10.8	11.9	11.6	11.3
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:	10.4	10.4	10.4	10.5	10.5	10.5	11.0	10.9	10.8	11.9	11.6	11.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		10.4			10.5			10.9			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.4			10.5			10.9			11.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.2	0.4	0.4	0.4	0.6	0.5	0.5

****

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

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Pier & Strand Hotel
Existing With Project Saturday - 13th Street Two-Way

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	10	Average Delay (sec/veh):	17.8
Optimal Cycle:	0	Level Of Service:	C

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	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	12	51	80	62	145	59	32	468	31	77	480	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	51	80	62	145	59	32	468	31	77	480	52
Added Vol:	0	0	0	0	0	0	0	16	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	51	80	62	145	59	32	484	31	77	502	52
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	51	80	62	145	59	32	484	31	77	502	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	51	80	62	145	59	32	484	31	77	502	52
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:	12	51	80	62	145	59	32	484	31	77	502	52
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	0.36	0.56	1.00	0.71	0.29	0.12	1.77	0.11	0.27	1.73	1.00
Final Sat.:	37	158	248	415	323	131	58	889	57	124	818	516
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.15	0.45	0.45	0.55	0.54	0.54	0.62	0.61	0.10
Crit Moves:		****			****		****			****		
Delay/Veh:	14.0	14.0	14.0	12.3	15.8	15.8	17.7	17.4	17.1	21.4	21.0	10.2
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:	14.0	14.0	14.0	12.3	15.8	15.8	17.7	17.4	17.1	21.4	21.0	10.2
LOS by Move:	B	B	B	B	C	C	C	C	C	C	C	B
ApproachDel:		14.0			15.0			17.4			20.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			15.0			17.4			20.1	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.7	0.7	1.1	1.0	1.0	1.4	1.4	0.1

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

Pier & Strand Hotel
Existing With Project Saturday - 13th Street Two-Way

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

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Intersection #12 Admore Ave. & Pier Ave.

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.577	
Loss Time (sec):	10	Average Delay (sec/veh):	14.8	
Optimal Cycle:	0	Level Of Service:	B	

****

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 1	1 0	1	0 1	1 1	0
Volume Module:												
Base Vol:	32	111	63	27	50	119	75	513	24	19	446	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	111	63	27	50	119	75	513	24	19	446	52
Added Vol:	0	0	0	0	0	0	0	16	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	111	63	27	50	119	75	529	24	19	468	52
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:	32	111	63	27	50	119	75	529	24	19	468	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	111	63	27	50	119	75	529	24	19	468	52
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:	32	111	63	27	50	119	75	529	24	19	468	52
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:	0.15	0.54	0.31	0.14	0.25	0.61	0.25	1.75	1.00	0.11	2.60	0.29
Final Sat.:	78	270	153	70	130	309	130	927	591	54	1355	154
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.39	0.39	0.39	0.58	0.57	0.04	0.35	0.35	0.34
Crit Moves:		****		****			****			****		
Delay/Veh:	14.0	14.0	14.0	13.3	13.3	13.3	17.9	17.5	8.9	13.0	12.8	12.4
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:	14.0	14.0	14.0	13.3	13.3	13.3	17.9	17.5	8.9	13.0	12.8	12.4
LOS by Move:	B	B	B	B	B	B	C	C	A	B	B	B
ApproachDel:		14.0			13.3			17.3			12.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			13.3			17.3			12.7	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.6	0.6	0.6	0.5	0.5	0.5	1.2	1.2	0.0	0.5	0.5	0.5

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

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Pier & Strand Hotel
Existing With Project Saturday - 13th Street Two-Way

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

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			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1 0		1 0 2	1 0		2 0 0	0 1		0 0 0	0 1	
Volume Module:												
Base Vol:	334	1100	6	8	1216	132	258	0	270	0	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	1100	6	8	1216	132	258	0	270	0	0	21
Added Vol:	13	0	0	0	0	9	7	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	1100	6	8	1216	141	265	0	279	0	0	21
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:	347	1100	6	8	1216	141	265	0	279	0	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	1100	6	8	1216	141	265	0	279	0	0	21
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:	347	1100	6	8	1216	141	265	0	279	0	0	21
OvlAdjVol:									106			13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.98	0.02	1.00	2.69	0.31	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4774	26	1600	4301	499	3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.23	0.01	0.28	0.28	0.08	0.00	0.17	0.00	0.00	0.01
OvlAdjV/S:									0.07			0.01
Crit Moves:	****				****		****					****

Pier & Strand Hotel
Existing With Project Saturday - 13th Street Two-Way

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

Intersection #14 PCH & 10th St. / Aviation Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	0	0 1	1 1	0	0 1
Volume Module:												
Base Vol:	10	1225	522	253	1247	3	0	0	0	634	3	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1225	522	253	1247	3	0	0	0	634	3	228
Added Vol:	0	3	0	7	2	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1228	522	260	1249	3	0	0	0	634	3	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:	10	1228	522	260	1249	3	0	0	0	634	3	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1228	522	260	1249	3	0	0	0	634	3	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
FinalVolume:	10	1228	522	260	1249	3	0	0	0	634	3	237
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.11	0.89	1.00	2.99	0.01	0.00	0.00	1.00	1.99	0.01	1.00
Final Sat.:	1600	3368	1432	1600	4788	12	0	0	1600	3185	15	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.16	0.26	0.26	0.00	0.00	0.00	0.20	0.20	0.15
Crit Moves:		****		****						****		

Pier & Strand Hotel
Existing With Project Saturday - 13th Street Two-Way

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

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	26	1661	3	4	1706	95	127	2	40	10	13	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1661	3	4	1706	95	127	2	40	10	13	14
Added Vol:	0	3	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1664	3	4	1708	95	127	2	40	10	13	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1664	3	4	1708	95	127	2	40	10	13	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1664	3	4	1708	95	127	2	40	10	13	14
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:	26	1664	3	4	1708	95	127	2	40	10	13	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.84	0.16	0.75	0.01	0.24	0.27	0.35	0.38
Final Sat.:	1600	4791	9	1600	4547	253	1202	19	379	432	562	605
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.00	0.38	0.38	0.11	0.11	0.11	0.02	0.02	0.02
Crit Moves:	****				****			****			****	

Pier & Strand Hotel
Existing With Project Sunday - 13th Street Two-Way

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

Intersection #1 Hermosa Ave & 16th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	6	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	373	74	40	495	0	0	0	0	29	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	373	74	40	495	0	0	0	0	29	0	22
Added Vol:	0	10	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	383	74	40	509	0	0	0	0	29	0	22
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:	28	383	74	40	509	0	0	0	0	29	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	383	74	40	509	0	0	0	0	29	0	22
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:	28	383	74	40	509	0	0	0	0	29	0	22
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:	0.12	1.58	0.30	0.15	1.85	0.00	0.00	1.00	0.00	0.57	0.00	0.43
Final Sat.:	78	1099	219	100	1288	0	0	550	0	333	0	252
Capacity Analysis Module:												
Vol/Sat:	0.36	0.35	0.34	0.40	0.40	xxxx	xxxx	0.00	xxxx	0.09	xxxx	0.09
Crit Moves:	****			****				****		****		
Delay/Veh:	10.7	10.4	10.1	11.2	11.1	0.0	0.0	0.0	0.0	9.2	0.0	9.2
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:	10.7	10.4	10.1	11.2	11.1	0.0	0.0	0.0	0.0	9.2	0.0	9.2
LOS by Move:	B	B	B	B	B	*	*	*	*	A	*	A
ApproachDel:		10.4			11.1			xxxxxx			9.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.4			11.1			xxxxxx			9.2	
LOS by Appr:		B			B			*			A	
AllWayAvgQ:	0.5	0.5	0.5	0.6	0.6	0.6	0.0	0.0	0.0	0.1	0.1	0.1

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

Pier & Strand Hotel
Existing With Project Sunday - 13th Street Two-Way

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

Intersection #2 Hermosa Ave & 14th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.443
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 1	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	164	453	90	23	463	67	22	10	21	32	22	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	453	90	23	463	67	22	10	21	32	22	26
Added Vol:	0	10	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	463	90	23	477	67	22	10	21	32	22	26
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:	164	463	90	23	477	67	22	10	21	32	22	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	463	90	23	477	67	22	10	21	32	22	26
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:	164	463	90	23	477	67	22	10	21	32	22	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	0.08	1.68	0.24	0.41	0.19	0.40	0.41	0.27	0.32
Final Sat.:	1600	2679	521	130	2692	378	664	302	634	640	440	520
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.17	0.01	0.18	0.18	0.01	0.03	0.03	0.02	0.05	0.05
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
Existing With Project Sunday - 13th Street Two-Way

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	5	692	0	0	526	1	65	0	118	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	692	0	0	526	1	65	0	118	0	0	0
Added Vol:	32	0	0	0	0	14	10	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	692	0	0	526	15	75	0	141	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	692	0	0	526	15	75	0	141	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	692	0	0	526	15	75	0	141	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:	37	692	0	0	526	15	75	0	141	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.94	0.06	0.35	0.00	0.65	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3111	89	556	0	1044	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.00	0.00	0.17	0.17	0.05	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
Existing With Project Sunday - 13th Street Two-Way

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

Intersection #4 Hermosa Ave & Pier Ave

Cycle (sec):	121	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	451	201	161	471	0	0	0	0	220	0	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	451	201	161	471	0	0	0	0	220	0	249
Added Vol:	0	16	0	12	12	0	0	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	467	201	173	483	0	0	0	0	220	0	265
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	467	201	173	483	0	0	0	0	220	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	467	201	173	483	0	0	0	0	220	0	265
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	467	201	173	483	0	0	0	0	220	0	265
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.40	0.60	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2237	963	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.11	0.15	0.00	0.00	0.00	0.00	0.14	0.00	0.17
Crit Moves:		****		****								****

Pier & Strand Hotel
Existing With Project Sunday - 13th Street Two-Way

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	2	593	0	0	672	13	57	0	76	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	593	0	0	672	13	57	0	76	0	0	0
Added Vol:	0	16	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	609	0	0	684	13	57	0	76	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:	2	609	0	0	684	13	57	0	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	609	0	0	684	13	57	0	76	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:	2	609	0	0	684	13	57	0	76	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.96	0.04	0.43	0.00	0.57	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3140	60	686	0	914	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.22	0.22	0.04	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
Existing With Project Sunday - 13th Street Two-Way

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

Intersection #6 Hermosa Ave & 10th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	10	Average Delay (sec/veh):	14.2
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	1	0 1	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	128	489	76	138	476	102	11	19	26	20	30	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	489	76	138	476	102	11	19	26	20	30	51
Added Vol:	0	16	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	505	76	138	488	102	11	19	26	20	30	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	505	76	138	488	102	11	19	26	20	30	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	505	76	138	488	102	11	19	26	20	30	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	505	76	138	488	102	11	19	26	20	30	51
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:	0.36	1.43	0.21	1.00	1.65	0.35	0.20	0.34	0.46	0.20	0.30	0.50
Final Sat.:	213	865	133	556	1016	218	102	175	240	106	160	271
Capacity Analysis Module:												
Vol/Sat:	0.60	0.58	0.57	0.25	0.48	0.47	0.11	0.11	0.11	0.19	0.19	0.19
Crit Moves:	****				****			****			****	
Delay/Veh:	17.2	16.2	15.5	11.1	13.5	13.0	10.2	10.2	10.2	10.7	10.7	10.7
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:	17.2	16.2	15.5	11.1	13.5	13.0	10.2	10.2	10.2	10.7	10.7	10.7
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:		16.3			13.0			10.2			10.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.3			13.0			10.2			10.7	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	1.4	1.2	1.2	0.3	0.9	0.8	0.1	0.1	0.1	0.2	0.2	0.2

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

Pier & Strand Hotel
Existing With Project Sunday - 13th Street Two-Way

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	10	Average Delay (sec/veh):	13.5
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	0 1	1 0	0	0 0	0 0	0 0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	546	68	101	475	0	0	0	0	42	0	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	546	68	101	475	0	0	0	0	42	0	127
Added Vol:	0	16	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	562	68	101	487	0	0	0	0	42	0	127
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:	21	562	68	101	487	0	0	0	0	42	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	562	68	101	487	0	0	0	0	42	0	127
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:	21	562	68	101	487	0	0	0	0	42	0	127
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:	0.06	1.73	0.21	0.34	1.66	0.00	0.00	0.00	0.00	0.25	0.00	0.75
Final Sat.:	40	1086	134	206	1009	0	0	0	0	147	0	446
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.51	0.49	0.48	xxxx	xxxx	xxxx	xxxx	0.28	xxxx	0.28
Crit Moves:	****			****						****		
Delay/Veh:	14.4	14.0	13.7	14.0	13.6	0.0	0.0	0.0	0.0	10.9	0.0	10.9
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:	14.4	14.0	13.7	14.0	13.6	0.0	0.0	0.0	0.0	10.9	0.0	10.9
LOS by Move:	B	B	B	B	B	*	*	*	*	B	*	B
ApproachDel:		14.0			13.7			xxxxxx			10.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		14.0			13.7			xxxxxx			10.9	
LOS by Appr:		B			B			*			B	
AllWayAvgQ:	1.0	1.0	1.0	0.9	0.8	0.0	0.0	0.0	0.0	0.4	0.4	0.4

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

Pier & Strand Hotel
Existing With Project Sunday - 13th Street Two-Way

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

Intersection #8 Manhattan Ave West & Pier Ave

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[12.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 1	0	0
Volume Module:												
Base Vol:	14	0	114	0	0	0	0	331	45	129	512	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	114	0	0	0	0	331	45	129	512	0
Added Vol:	0	0	0	0	0	0	0	12	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	114	0	0	0	0	343	45	129	528	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:	14	0	114	0	0	0	0	343	45	129	528	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	0	114	0	0	0	0	343	45	129	528	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	888	1152	366	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	388	xxxx	xxxxx
Potent Cap.:	317	199	684	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1182	xxxx	xxxxx
Move Cap.:	288	176	684	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1182	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	595	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		12.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

Pier & Strand Hotel
Existing With Project Sunday - 13th Street Two-Way

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

Intersection #9 Manhattan Ave East & Pier Ave

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: C[24.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	100	0	85	61	412	0	0	509	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	100	0	85	61	412	0	0	509	95
Added Vol:	0	0	0	0	0	0	0	12	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	100	0	85	61	424	0	0	525	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	100	0	85	61	424	0	0	525	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	100	0	85	61	424	0	0	525	95
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	907	1119	310	620	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	279	209	692	970	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	265	195	692	970	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.38	0.00	0.12	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	370	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.7	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	24.0	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			24.0			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Pier & Strand Hotel
Existing With Project Sunday - 13th Street Two-Way

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

Intersection #10 Monterey Blvd & Pier Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	10	Average Delay (sec/veh):	16.2
Optimal Cycle:	0	Level Of Service:	C

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 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	33	86	109	79	41	22	29	441	33	51	546	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	86	109	79	41	22	29	441	33	51	546	48
Added Vol:	0	0	0	0	0	0	0	12	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	86	109	79	41	22	29	453	33	51	562	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	86	109	79	41	22	29	453	33	51	562	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	86	109	79	41	22	29	453	33	51	562	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	86	109	79	41	22	29	453	33	51	562	48
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:	0.14	0.38	0.48	0.56	0.29	0.15	0.11	1.76	0.13	0.15	1.70	0.15
Final Sat.:	75	195	247	260	135	73	59	926	68	83	927	80
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.30	0.30	0.30	0.49	0.49	0.48	0.61	0.61	0.60
Crit Moves:			****		****		****			****		
Delay/Veh:	14.2	14.2	14.2	12.8	12.8	12.8	15.6	15.3	15.1	18.9	18.4	17.9
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:	14.2	14.2	14.2	12.8	12.8	12.8	15.6	15.3	15.1	18.9	18.4	17.9
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
ApproachDel:		14.2			12.8			15.3			18.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.2			12.8			15.3			18.4	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.7	0.7	0.7	0.4	0.4	0.4	0.9	0.9	0.9	1.4	1.3	1.3

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

Pier & Strand Hotel
Existing With Project Sunday - 13th Street Two-Way

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	10	Average Delay (sec/veh):	13.9
Optimal Cycle:	0	Level Of Service:	B

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	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	7	33	74	55	131	31	20	427	12	75	400	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	33	74	55	131	31	20	427	12	75	400	42
Added Vol:	0	0	0	0	0	0	0	12	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	33	74	55	131	31	20	439	12	75	416	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:	7	33	74	55	131	31	20	439	12	75	416	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	33	74	55	131	31	20	439	12	75	416	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
FinalVolume:	7	33	74	55	131	31	20	439	12	75	416	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:	0.06	0.29	0.65	1.00	0.81	0.19	0.08	1.87	0.05	0.31	1.69	1.00
Final Sat.:	29	139	311	442	389	92	46	1015	28	154	865	565
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.12	0.34	0.34	0.44	0.43	0.43	0.49	0.48	0.07
Crit Moves:	****					****	****			****		
Delay/Veh:	12.0	12.0	12.0	11.4	13.0	13.0	13.8	13.7	13.6	15.8	15.5	9.3
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	11.4	13.0	13.0	13.8	13.7	13.6	15.8	15.5	9.3
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	A
ApproachDel:	12.0			12.6			13.7			15.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.0			12.6			13.7			15.1		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.4	0.4	0.7	0.7	0.7	0.9	0.8	0.1

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

Pier & Strand Hotel
Existing With Project Sunday - 13th Street Two-Way

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	10	Average Delay (sec/veh):	12.5
Optimal Cycle:	0	Level Of Service:	B

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 1	1 0	1	0 1	1 1	0
Volume Module:												
Base Vol:	23	62	61	16	40	95	52	502	8	31	396	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	62	61	16	40	95	52	502	8	31	396	48
Added Vol:	0	0	0	0	0	0	0	12	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	62	61	16	40	95	52	514	8	31	412	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	62	61	16	40	95	52	514	8	31	412	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	62	61	16	40	95	52	514	8	31	412	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	62	61	16	40	95	52	514	8	31	412	48
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	0.42	0.42	0.11	0.26	0.63	0.18	1.82	1.00	0.19	2.52	0.29
Final Sat.:	84	227	223	58	145	343	106	1052	652	106	1433	172
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.28	0.28	0.28	0.49	0.49	0.01	0.29	0.29	0.28
Crit Moves:	****			****			****			****		
Delay/Veh:	11.4	11.4	11.4	11.2	11.2	11.2	14.4	14.3	8.1	11.4	11.2	10.8
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:	11.4	11.4	11.4	11.2	11.2	11.2	14.4	14.3	8.1	11.4	11.2	10.8
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	B
ApproachDel:	11.4			11.2			14.2			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.4			11.2			14.2			11.2		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.9	0.9	0.0	0.4	0.4	0.4

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

Pier & Strand Hotel
Existing With Project Sunday - 13th Street Two-Way

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

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			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1	0	1 0 2	1	0	2 0 0	0	1	0 0 0	0	1
Volume Module:												
Base Vol:	406	1063	13	6	1078	173	277	0	305	0	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	406	1063	13	6	1078	173	277	0	305	0	0	21
Added Vol:	9	0	0	0	0	7	5	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	415	1063	13	6	1078	180	282	0	312	0	0	21
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:	415	1063	13	6	1078	180	282	0	312	0	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	1063	13	6	1078	180	282	0	312	0	0	21
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:	415	1063	13	6	1078	180	282	0	312	0	0	21
OvlAdjVol:									104			15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.96	0.04	1.00	2.57	0.43	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4742	58	1600	4113	687	3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.00	0.26	0.26	0.09	0.00	0.20	0.00	0.00	0.01
OvlAdjV/S:									0.07			0.01
Crit Moves:	****				****		****					****

Pier & Strand Hotel
Existing With Project Sunday - 13th Street Two-Way

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

Intersection #14 PCH & 10th St. / Aviation Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1! 0	0	1	1 0	0 1
Volume Module:												
Base Vol:	7	1206	517	231	1106	2	1	0	7	517	1	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1206	517	231	1106	2	1	0	7	517	1	190
Added Vol:	0	2	0	5	2	0	0	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1208	517	236	1108	2	1	0	7	517	1	197
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:	7	1208	517	236	1108	2	1	0	7	517	1	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1208	517	236	1108	2	1	0	7	517	1	197
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:	7	1208	517	236	1108	2	1	0	7	517	1	197
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.10	0.90	1.00	2.99	0.01	0.12	0.00	0.88	1.99	0.01	1.00
Final Sat.:	1600	3361	1439	1600	4791	9	200	0	1400	3194	6	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.15	0.23	0.23	0.00	0.00	0.01	0.16	0.16	0.12
Crit Moves:		****		****				****		****		

Pier & Strand Hotel
Existing With Project Sunday - 13th Street Two-Way

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

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	43	1501	0	5	1524	139	141	0	28	6	11	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1501	0	5	1524	139	141	0	28	6	11	8
Added Vol:	0	2	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1503	0	5	1526	139	141	0	28	6	11	8
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:	43	1503	0	5	1526	139	141	0	28	6	11	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1503	0	5	1526	139	141	0	28	6	11	8
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:	43	1503	0	5	1526	139	141	0	28	6	11	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.75	0.25	0.83	0.00	0.17	0.24	0.44	0.32
Final Sat.:	1600	4800	0	1600	4399	401	1335	0	265	384	704	512
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.00	0.00	0.35	0.35	0.11	0.00	0.11	0.02	0.02	0.02
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street One-Way

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

Intersection #1 Hermosa Ave & 16th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.271
Loss Time (sec):	6	Average Delay (sec/veh):	8.9
Optimal Cycle:	0	Level Of Service:	A

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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	398	6	12	190	0	0	0	0	1	0	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	398	6	12	190	0	0	0	0	1	0	12
Added Vol:	0	6	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	404	6	12	218	0	0	0	0	1	0	12
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	404	6	12	218	0	0	0	0	1	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	404	6	12	218	0	0	0	0	1	0	12
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	404	6	12	218	0	0	0	0	1	0	12
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:	0.01	1.96	0.03	0.10	1.90	0.00	0.00	1.00	0.00	0.08	0.00	0.92
Final Sat.:	7	1495	22	76	1386	0	0	638	0	55	0	655
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.16	0.16	xxxx	xxxx	0.00	xxxx	0.02	xxxx	0.02
Crit Moves:	****			****				****		****		
Delay/Veh:	9.1	9.1	9.1	8.5	8.5	0.0	0.0	0.0	0.0	7.7	0.0	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	8.5	8.5	0.0	0.0	0.0	0.0	7.7	0.0	7.7
LOS by Move:	A	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		9.1			8.5			xxxxxx			7.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.1			8.5			xxxxxx			7.7	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

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

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street One-Way

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

Intersection #2 Hermosa Ave & 14th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.258
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 1	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	42	382	20	12	166	17	12	5	14	4	10	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	382	20	12	166	17	12	5	14	4	10	9
Added Vol:	65	6	0	0	0	28	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	388	20	12	166	45	12	5	14	4	10	9
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:	107	388	20	12	166	45	12	5	14	4	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	388	20	12	166	45	12	5	14	4	10	9
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:	107	388	20	12	166	45	12	5	14	4	10	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	0.11	1.49	0.40	0.39	0.16	0.45	0.17	0.44	0.39
Final Sat.:	1600	3043	157	172	2382	646	619	258	723	278	696	626
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.01	0.07	0.07	0.01	0.02	0.02	0.00	0.01	0.01
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street One-Way

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.278
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	78	393	0	0	194	16	15	0	21	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	393	0	0	194	16	15	0	21	0	0	0
Added Vol:	0	65	0	0	0	0	6	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	458	0	0	194	16	21	0	35	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:	78	458	0	0	194	16	21	0	35	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	458	0	0	194	16	21	0	35	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:	78	458	0	0	194	16	21	0	35	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.85	0.15	0.38	0.00	0.62	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2956	244	600	0	1000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.00	0.00	0.07	0.07	0.01	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street One-Way

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

Intersection #4 Hermosa Ave & Pier Ave

Cycle (sec):	121	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	368	94	66	158	0	0	0	0	52	0	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	368	94	66	158	0	0	0	0	52	0	101
Added Vol:	0	33	0	7	7	0	0	0	0	0	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	401	94	73	165	0	0	0	0	52	0	134
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	401	94	73	165	0	0	0	0	52	0	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	401	94	73	165	0	0	0	0	52	0	134
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	401	94	73	165	0	0	0	0	52	0	134
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.62	0.38	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2592	608	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.05	0.05	0.00	0.00	0.00	0.00	0.03	0.00	0.08
Crit Moves:		****		****								****

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street One-Way

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.292
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	31	484	0	0	156	29	26	0	23	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	484	0	0	156	29	26	0	23	0	0	0
Added Vol:	0	33	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	517	0	0	163	29	26	0	23	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:	31	517	0	0	163	29	26	0	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	517	0	0	163	29	26	0	23	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:	31	517	0	0	163	29	26	0	23	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2717	483	849	0	751	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.00	0.00	0.06	0.06	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street One-Way

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

Intersection #6 Hermosa Ave & 10th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	10	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	A

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 1	0 1	0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	39	485	36	18	157	4	5	5	6	11	8	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	485	36	18	157	4	5	5	6	11	8	13
Added Vol:	0	33	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	518	36	18	164	4	5	5	6	11	8	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	518	36	18	164	4	5	5	6	11	8	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	518	36	18	164	4	5	5	6	11	8	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	518	36	18	164	4	5	5	6	11	8	13
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	1.75	0.12	1.00	1.95	0.05	0.31	0.31	0.38	0.34	0.25	0.41
Final Sat.:	97	1309	92	625	1343	33	196	196	235	218	159	258
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.39	0.03	0.12	0.12	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****			****				****
Delay/Veh:	10.7	10.5	10.3	8.5	8.5	8.5	8.4	8.4	8.4	8.5	8.5	8.5
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:	10.7	10.5	10.3	8.5	8.5	8.5	8.4	8.4	8.4	8.5	8.5	8.5
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		10.5			8.5			8.4			8.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.5			8.5			8.4			8.5	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.7	0.6	0.6	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0

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

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street One-Way

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	10	Average Delay (sec/veh):	10.2
Optimal Cycle:	0	Level Of Service:	B

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	1	0	0 1	1	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	546	44	17	196	0	0	0	0	16	0	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	546	44	17	196	0	0	0	0	16	0	41
Added Vol:	0	33	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	579	44	17	203	0	0	0	0	16	0	41
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	579	44	17	203	0	0	0	0	16	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	579	44	17	203	0	0	0	0	16	0	41
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	579	44	17	203	0	0	0	0	16	0	41
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:	0.00	1.86	0.14	0.15	1.85	0.00	0.00	0.00	0.00	0.28	0.00	0.72
Final Sat.:	0	1387	107	103	1244	0	0	0	0	184	0	471
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.42	0.41	0.16	0.16	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.09
Crit Moves:		****		****						****		
Delay/Veh:	0.0	10.8	10.7	9.0	8.9	0.0	0.0	0.0	0.0	8.5	0.0	8.5
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:	0.0	10.8	10.7	9.0	8.9	0.0	0.0	0.0	0.0	8.5	0.0	8.5
LOS by Move:	*	B	B	A	A	*	*	*	*	A	*	A
ApproachDel:		10.8			8.9			xxxxxx			8.5	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.8			8.9			xxxxxx			8.5	
LOS by Appr:		B			A			*			A	
AllWayAvgQ:	0.0	0.7	0.7	0.2	0.2	0.0	0.0	0.0	0.0	0.1	0.1	0.1

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

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street One-Way

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

Intersection #8 Manhattan Ave West & Pier Ave

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: A[9.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 1	0	0
Volume Module:												
Base Vol:	2	0	93	0	0	0	0	150	9	55	153	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	93	0	0	0	0	150	9	55	153	0
Added Vol:	0	0	0	0	0	0	0	7	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	93	0	0	0	0	157	9	55	186	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:	2	0	93	0	0	0	0	157	9	55	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	93	0	0	0	0	157	9	55	186	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	365	458	162	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	166	xxxx	xxxxx
Potent Cap.:	639	503	889	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1424	xxxx	xxxxx
Move Cap.:	620	483	889	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1424	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT
Shared Cap.:	xxxx	881	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street One-Way

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

Intersection #9 Manhattan Ave East & Pier Ave

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[11.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	52	0	35	66	184	0	0	173	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	52	0	35	66	184	0	0	173	67
Added Vol:	0	0	0	0	0	0	0	7	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	52	0	35	66	191	0	0	206	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	52	0	35	66	191	0	0	206	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	52	0	35	66	191	0	0	206	67
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	467	563	137	273	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	530	438	893	1302	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	508	415	893	1302	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	0.00	0.04	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	615	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street One-Way

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

****

Intersection #10 Monterey Blvd & Pier Ave

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.252	
Loss Time (sec):	10	Average Delay (sec/veh):	9.5	
Optimal Cycle:	0	Level Of Service:	A	

****

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 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	48	57	1	19	95	52	18	219	37	8	178	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	57	1	19	95	52	18	219	37	8	178	11
Added Vol:	0	0	0	0	0	0	0	7	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	57	1	19	95	52	18	226	37	8	211	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:	48	57	1	19	95	52	18	226	37	8	211	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	57	1	19	95	52	18	226	37	8	211	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:	48	57	1	19	95	52	18	226	37	8	211	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:	0.45	0.54	0.01	0.11	0.58	0.31	0.13	1.61	0.26	0.07	1.83	0.10
Final Sat.:	278	330	6	76	378	207	80	1030	173	43	1151	61
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.25	0.25	0.25	0.22	0.22	0.21	0.18	0.18	0.18
Crit Moves:			****		****		****			****		
Delay/Veh:	9.5	9.5	9.5	9.7	9.7	9.7	9.7	9.6	9.3	9.4	9.4	9.3
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:	9.5	9.5	9.5	9.7	9.7	9.7	9.7	9.6	9.3	9.4	9.4	9.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.5			9.7			9.5			9.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.5			9.7			9.5			9.4		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2

****

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

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Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street One-Way

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.418
Loss Time (sec):	10	Average Delay (sec/veh):	14.1
Optimal Cycle:	0	Level Of Service:	B

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	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	5	116	59	169	123	66	21	316	15	35	324	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	116	59	169	123	66	21	316	15	35	324	120
Added Vol:	0	0	0	0	0	0	0	7	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	116	59	169	123	66	21	323	15	35	357	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	116	59	169	123	66	21	323	15	35	357	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	116	59	169	123	66	21	323	15	35	357	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	116	59	169	123	66	21	323	15	35	357	120
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:	0.03	0.64	0.33	1.00	0.65	0.35	0.12	1.80	0.08	0.18	1.82	1.00
Final Sat.:	13	299	152	447	321	172	56	875	41	84	859	520
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.38	0.38	0.38	0.37	0.37	0.37	0.42	0.42	0.23
Crit Moves:		****			****		****			****		
Delay/Veh:	14.5	14.5	14.5	14.8	13.7	13.7	13.8	13.6	13.5	15.1	15.0	11.3
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:	14.5	14.5	14.5	14.8	13.7	13.7	13.8	13.6	13.5	15.1	15.0	11.3
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	B
ApproachDel:		14.5			14.2			13.6			14.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.5			14.2			13.6			14.1	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.3

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

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street One-Way

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	10	Average Delay (sec/veh):	14.6
Optimal Cycle:	0	Level Of Service:	B

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 1	1 0	1	0 1	1 1	0
Volume Module:												
Base Vol:	41	175	78	25	61	67	93	443	10	11	380	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	175	78	25	61	67	93	443	10	11	380	53
Added Vol:	0	0	0	0	0	0	0	7	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	175	78	25	61	67	93	450	10	11	413	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:	41	175	78	25	61	67	93	450	10	11	413	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	175	78	25	61	67	93	450	10	11	413	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
FinalVolume:	41	175	78	25	61	67	93	450	10	11	413	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:	0.14	0.59	0.27	0.16	0.40	0.44	0.34	1.66	1.00	0.07	2.60	0.33
Final Sat.:	74	315	141	79	194	213	176	864	582	35	1335	176
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.31	0.31	0.31	0.53	0.52	0.02	0.31	0.31	0.30
Crit Moves:	****				****		****			****		
Delay/Veh:	16.6	16.6	16.6	12.5	12.5	12.5	16.6	16.2	8.8	12.5	12.3	11.9
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:	16.6	16.6	16.6	12.5	12.5	12.5	16.6	16.2	8.8	12.5	12.3	11.9
LOS by Move:	C	C	C	B	B	B	C	C	A	B	B	B
ApproachDel:	16.6			12.5			16.2			12.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.6			12.5			16.2			12.3		
LOS by Appr:	C			B			C			B		
AllWayAvgQ:	1.0	1.0	1.0	0.4	0.4	0.4	1.0	1.0	0.0	0.4	0.4	0.4

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

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street One-Way

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

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			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1 0		1 0 2	1 0		2 0 0	0 1		0 0 0	0 1	
Volume Module:												
Base Vol:	201 2309		5	3	733	102	233	0	164	0	0	1
Growth Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201 2309		5	3	733	102	233	0	164	0	0	1
Added Vol:	19	0	0	0	0	14	3	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220 2309		5	3	733	116	236	0	168	0	0	1
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:	220 2309		5	3	733	116	236	0	168	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220 2309		5	3	733	116	236	0	168	0	0	1
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:	220 2309		5	3	733	116	236	0	168	0	0	1
OvlAdjVol:									58			0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00 2.99		0.01	1.00	2.59	0.41	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200 4790		10	1600	4144	656	3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.07 0.48		0.48	0.00	0.18	0.18	0.07	0.00	0.11	0.00	0.00	0.00
OvlAdjV/S:									0.04			0.00
Crit Moves:	****			****			****			****		

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street One-Way

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

Intersection #14 PCH & 10th St. / Aviation Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.963
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	146	Level Of Service:	E

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	6	2192	591	165	817	1	0	0	2	486	3	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	2192	591	165	817	1	0	0	2	486	3	270
Added Vol:	0	5	0	3	1	0	0	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	2197	591	168	818	1	0	0	2	486	3	284
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:	6	2197	591	168	818	1	0	0	2	486	3	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	2197	591	168	818	1	0	0	2	486	3	284
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:	6	2197	591	168	818	1	0	0	2	486	3	284
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.36	0.64	1.00	2.99	0.01	0.00	0.00	1.00	1.99	0.01	1.00
Final Sat.:	1600	3782	1018	1600	4794	6	0	0	1600	3180	20	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.58	0.11	0.17	0.17	0.00	0.00	0.00	0.15	0.15	0.18
Crit Moves:		****			****			****				****

Pier & Strand Hotel
Existing With Project Weekday AM - 13th Street One-Way

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

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	24	2781	0	1	1160	70	214	0	19	3	13	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	2781	0	1	1160	70	214	0	19	3	13	21
Added Vol:	0	5	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	2786	0	1	1161	70	214	0	19	3	13	21
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:	24	2786	0	1	1161	70	214	0	19	3	13	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	2786	0	1	1161	70	214	0	19	3	13	21
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:	24	2786	0	1	1161	70	214	0	19	3	13	21
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.83	0.17	0.92	0.00	0.08	0.08	0.35	0.57
Final Sat.:	1600	4800	0	1600	4527	273	1470	0	130	130	562	908
Capacity Analysis Module:												
Vol/Sat:	0.02	0.58	0.00	0.00	0.26	0.26	0.15	0.00	0.15	0.02	0.02	0.02
Crit Moves:		****		****					****		****	

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street One-Way

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

Intersection #1 Hermosa Ave & 16th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.333
Loss Time (sec):	6	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	Level Of Service:	A

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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	290	15	21	458	0	0	0	0	14	0	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	290	15	21	458	0	0	0	0	14	0	16
Added Vol:	0	23	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	313	15	21	463	0	0	0	0	14	0	16
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	313	15	21	463	0	0	0	0	14	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	313	15	21	463	0	0	0	0	14	0	16
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	313	15	21	463	0	0	0	0	14	0	16
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:	0.06	1.85	0.09	0.09	1.91	0.00	0.00	1.00	0.00	0.47	0.00	0.53
Final Sat.:	46	1318	64	63	1399	0	0	593	0	292	0	334
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.33	0.33	xxxx	xxxx	0.00	xxxx	0.05	xxxx	0.05
Crit Moves:	****			****				****				****
Delay/Veh:	9.3	9.2	9.1	10.0	9.9	0.0	0.0	0.0	0.0	8.5	0.0	8.5
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:	9.3	9.2	9.1	10.0	9.9	0.0	0.0	0.0	0.0	8.5	0.0	8.5
LOS by Move:	A	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		9.2			9.9			xxxxxx			8.5	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.2			9.9			xxxxxx			8.5	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.3	0.3	0.3	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0

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

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street One-Way

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

Intersection #2 Hermosa Ave & 14th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.324
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 1	0	1 0	0 0.	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	47	313	49	15	445	24	19	7	16	12	6	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	313	49	15	445	24	19	7	16	12	6	11
Added Vol:	13	23	0	0	0	5	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	336	49	15	445	29	19	7	16	12	6	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:	60	336	49	15	445	29	19	7	16	12	6	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	336	49	15	445	29	19	7	16	12	6	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:	60	336	49	15	445	29	19	7	16	12	6	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	0.06	1.82	0.12	0.45	0.17	0.38	0.41	0.21	0.38
Final Sat.:	1600	2793	407	98	2912	190	724	267	610	662	331	607
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.01	0.15	0.15	0.01	0.03	0.03	0.01	0.02	0.02
Crit Moves:	****				****			****			****	

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street One-Way

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.432
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	95	362	0	0	444	28	36	0	86	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	362	0	0	444	28	36	0	86	0	0	0
Added Vol:	0	13	0	0	0	0	23	0	55	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	375	0	0	444	28	59	0	141	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:	95	375	0	0	444	28	59	0	141	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	375	0	0	444	28	59	0	141	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:	95	375	0	0	444	28	59	0	141	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.88	0.12	0.30	0.00	0.70	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3010	190	472	0	1128	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.00	0.00	0.15	0.15	0.04	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street One-Way

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

Intersection #4 Hermosa Ave & Pier Ave

Cycle (sec):	121	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	295	123	117	447	0	0	0	0	139	0	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	295	123	117	447	0	0	0	0	139	0	170
Added Vol:	0	6	0	27	27	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	301	123	144	474	0	0	0	0	139	0	176
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	301	123	144	474	0	0	0	0	139	0	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	301	123	144	474	0	0	0	0	139	0	176
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	301	123	144	474	0	0	0	0	139	0	176
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.42	0.58	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2272	928	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.09	0.15	0.00	0.00	0.00	0.00	0.09	0.00	0.11
Crit Moves:		****		****								****

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street One-Way

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 0	0 1	0	1 0	0	0	1! 0 0	0	0	0 0 0
Volume Module:												
Base Vol:	53	358	0	2	519	69	63	0	47	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	358	0	2	519	69	63	0	47	0	0	0
Added Vol:	0	6	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	364	0	2	546	69	63	0	47	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:	53	364	0	2	546	69	63	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	364	0	2	546	69	63	0	47	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:	53	364	0	2	546	69	63	0	47	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.01	1.77	0.22	0.57	0.00	0.43	0.00	0.00	0.00
Final Sat.:	1600	3200	0	10	2832	358	916	0	684	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.00	0.19	0.19	0.19	0.04	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street One-Way

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

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Intersection #6 Hermosa Ave & 10th St

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368	
Loss Time (sec):	10	Average Delay (sec/veh):	10.2	
Optimal Cycle:	0	Level Of Service:	B	

****

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 1	0 1	0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	32	350	26	67	485	11	4	10	4	12	6	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	350	26	67	485	11	4	10	4	12	6	13
Added Vol:	0	6	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	356	26	67	512	11	4	10	4	12	6	13
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:	32	356	26	67	512	11	4	10	4	12	6	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	356	26	67	512	11	4	10	4	12	6	13
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:	32	356	26	67	512	11	4	10	4	12	6	13
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:	0.15	1.72	0.13	1.00	1.96	0.04	0.22	0.56	0.22	0.39	0.19	0.42
Final Sat.:	104	1176	87	644	1392	30	128	320	128	228	114	247
Capacity Analysis Module:												
Vol/Sat:	0.31	0.30	0.30	0.10	0.37	0.37	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****		****			****		
Delay/Veh:	10.2	10.1	9.9	8.8	10.5	10.5	8.9	8.9	8.9	8.9	8.9	8.9
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:	10.2	10.1	9.9	8.8	10.5	10.5	8.9	8.9	8.9	8.9	8.9	8.9
LOS by Move:	B	B	A	A	B	B	A	A	A	A	A	A
ApproachDel:		10.1			10.3			8.9			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			10.3			8.9			8.9	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.1	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0

****

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

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Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street One-Way

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

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Intersection #7 Hermosa Ave & 8th St

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.390	
Loss Time (sec):	10	Average Delay (sec/veh):	10.4	
Optimal Cycle:	0	Level Of Service:	B	

****

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 1	0 1	0	0 1	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	6	324	21	38	472	0	0	0	0	39	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	324	21	38	472	0	0	0	0	39	0	55
Added Vol:	0	6	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	330	21	38	499	0	0	0	0	39	0	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:	6	330	21	38	499	0	0	0	0	39	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	330	21	38	499	0	0	0	0	39	0	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:	6	330	21	38	499	0	0	0	0	39	0	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:	0.03	1.85	0.12	0.14	1.86	0.00	0.00	0.00	0.00	0.41	0.00	0.59
Final Sat.:	22	1245	80	98	1289	0	0	0	0	260	0	366
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.26	0.39	0.39	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	0.15
Crit Moves:	****			****						****		
Delay/Veh:	9.9	9.8	9.7	11.1	11.0	0.0	0.0	0.0	0.0	9.2	0.0	9.2
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:	9.9	9.8	9.7	11.1	11.0	0.0	0.0	0.0	0.0	9.2	0.0	9.2
LOS by Move:	A	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		9.8			11.0			xxxxxx			9.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.8			11.0			xxxxxx			9.2	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.3	0.3	0.3	0.6	0.6	0.0	0.0	0.0	0.0	0.2	0.2	0.2

****

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

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Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street One-Way

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

Intersection #8 Manhattan Ave West & Pier Ave

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[10.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1	1	0 0
Volume Module:												
Base Vol:	2	0	42	0	0	0	0	215	25	104	309	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	42	0	0	0	0	215	25	104	309	0
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	42	0	0	0	0	242	25	104	315	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:	2	0	42	0	0	0	0	242	25	104	315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	42	0	0	0	0	242	25	104	315	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	620	778	255	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	267	xxxx	xxxxx
Potent Cap.:	455	330	789	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1308	xxxx	xxxxx
Move Cap.:	426	302	789	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1308	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	760	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.0		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street One-Way

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

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Intersection #9 Manhattan Ave East & Pier Ave

****

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[13.1]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	76	0	108	31	231	0	0	309	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	76	0	108	31	231	0	0	309	65
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	76	0	108	31	258	0	0	315	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	76	0	108	31	258	0	0	315	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	76	0	108	31	258	0	0	315	65
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	539	668	190	380	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	478	382	826	1190	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	468	372	826	1190	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.16	0.00	0.13	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	628	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.1	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			13.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

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Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street One-Way

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

Intersection #10 Monterey Blvd & Pier Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.316
Loss Time (sec):	10	Average Delay (sec/veh):	10.5
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	40	75	8	22	84	43	54	255	45	10	287	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	75	8	22	84	43	54	255	45	10	287	16
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	75	8	22	84	43	54	282	45	10	293	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	75	8	22	84	43	54	282	45	10	293	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	75	8	22	84	43	54	282	45	10	293	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	75	8	22	84	43	54	282	45	10	293	16
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:	0.33	0.61	0.06	0.15	0.56	0.29	0.28	1.48	0.24	0.06	1.84	0.10
Final Sat.:	186	350	37	88	337	172	171	917	150	38	1118	62
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.25	0.25	0.25	0.32	0.31	0.30	0.26	0.26	0.26
Crit Moves:	****				****		****			****		
Delay/Veh:	10.2	10.2	10.2	10.3	10.3	10.3	11.0	10.7	10.4	10.4	10.3	10.2
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:	10.2	10.2	10.2	10.3	10.3	10.3	11.0	10.7	10.4	10.4	10.3	10.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	10.2			10.3			10.7			10.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.2			10.3			10.7			10.3		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3

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

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street One-Way

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	10	Average Delay (sec/veh):	19.9
Optimal Cycle:	0	Level Of Service:	C

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	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	62	72	109	276	58	14	400	25	120	395	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	62	72	109	276	58	14	400	25	120	395	66
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	62	72	109	276	58	14	427	25	120	401	66
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:	13	62	72	109	276	58	14	427	25	120	401	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	62	72	109	276	58	14	427	25	120	401	66
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:	13	62	72	109	276	58	14	427	25	120	401	66
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:	0.09	0.42	0.49	1.00	0.83	0.17	0.06	1.83	0.11	0.46	1.54	1.00
Final Sat.:	37	176	205	425	383	81	27	844	50	198	674	477
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.26	0.72	0.72	0.51	0.51	0.50	0.61	0.59	0.14
Crit Moves:	****				****		****			****		
Delay/Veh:	15.1	15.1	15.1	13.6	26.5	26.5	17.6	17.4	17.2	22.2	21.4	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	15.1	15.1	13.6	26.5	26.5	17.6	17.4	17.2	22.2	21.4	11.1
LOS by Move:	C	C	C	B	D	D	C	C	C	C	C	B
ApproachDel:	15.1			23.3			17.4			20.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.1			23.3			17.4			20.4		
LOS by Appr:	C			C			C			C		
AllWayAvgQ:	0.5	0.5	0.5	0.3	2.1	2.1	0.9	0.9	0.9	1.4	1.3	0.1

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

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street One-Way

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	10	Average Delay (sec/veh):	19.1
Optimal Cycle:	0	Level Of Service:	C

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 1	1 0	1	0 1	1 1	0
Volume Module:												
Base Vol:	36	79	72	38	217	128	83	459	38	44	417	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	79	72	38	217	128	83	459	38	44	417	63
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	79	72	38	217	128	83	486	38	44	423	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:	36	79	72	38	217	128	83	486	38	44	423	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	79	72	38	217	128	83	486	38	44	423	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
FinalVolume:	36	79	72	38	217	128	83	486	38	44	423	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:	0.19	0.42	0.39	0.10	0.57	0.33	0.29	1.71	1.00	0.25	2.39	0.36
Final Sat.:	85	187	171	50	288	170	137	809	523	114	1116	171
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.75	0.75	0.75	0.61	0.60	0.07	0.39	0.38	0.37
Crit Moves:	****			****			****			****		
Delay/Veh:	15.2	15.2	15.2	26.6	26.6	26.6	20.7	20.3	9.9	14.8	14.5	13.9
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:	15.2	15.2	15.2	26.6	26.6	26.6	20.7	20.3	9.9	14.8	14.5	13.9
LOS by Move:	C	C	C	D	D	D	C	C	A	B	B	B
ApproachDel:		15.2			26.6			19.7			14.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.2			26.6			19.7			14.4	
LOS by Appr:		C			D			C			B	
AllWayAvgQ:	0.6	0.6	0.6	2.4	2.4	2.4	1.4	1.3	0.1	0.6	0.6	0.5

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

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street One-Way

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

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			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	2 0	0	0 1	0 0	0	0 1
Volume Module:												
Base Vol:	368	969	3	12	1886	143	199	0	260	0	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	368	969	3	12	1886	143	199	0	260	0	0	18
Added Vol:	4	0	0	0	0	3	12	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	969	3	12	1886	146	211	0	276	0	0	18
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:	372	969	3	12	1886	146	211	0	276	0	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	969	3	12	1886	146	211	0	276	0	0	18
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:	372	969	3	12	1886	146	211	0	276	0	0	18
OvlAdjVol:									90			6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.99	0.01	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4785	15	1600	4455	345	3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.20	0.01	0.42	0.42	0.07	0.00	0.17	0.00	0.00	0.01
OvlAdjV/S:									0.06			0.00
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street One-Way

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

Intersection #14 PCH & 10th St. / Aviation Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	0	0 1	1 1	0	0 1
Volume Module:												
Base Vol:	27	1134	567	246	1834	0	0	0	4	671	7	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1134	567	246	1834	0	0	0	4	671	7	224
Added Vol:	0	1	0	12	4	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1135	567	258	1838	0	0	0	4	671	7	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1135	567	258	1838	0	0	0	4	671	7	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1135	567	258	1838	0	0	0	4	671	7	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1135	567	258	1838	0	0	0	4	671	7	227
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	1.00	1.98	0.02	1.00
Final Sat.:	1600	3201	1599	1600	4800	0	0	0	1600	3167	33	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.16	0.38	0.00	0.00	0.00	0.00	0.21	0.21	0.14
Crit Moves:		****		****				****		****		

Pier & Strand Hotel
Existing With Project Weekday PM - 13th Street One-Way

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

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	48	1485	3	5	2311	150	116	0	36	8	16	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1485	3	5	2311	150	116	0	36	8	16	14
Added Vol:	0	1	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1486	3	5	2315	150	116	0	36	8	16	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1486	3	5	2315	150	116	0	36	8	16	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1486	3	5	2315	150	116	0	36	8	16	14
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:	48	1486	3	5	2315	150	116	0	36	8	16	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.82	0.18	0.76	0.00	0.24	0.21	0.42	0.37
Final Sat.:	1600	4790	10	1600	4508	292	1221	0	379	337	674	589
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.00	0.51	0.51	0.10	0.00	0.09	0.02	0.02	0.02
Crit Moves:	****				****		****					****

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street One-Way

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

Intersection #1 Hermosa Ave & 16th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	6	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	Level Of Service:	A

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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	290	21	24	423	0	0	0	0	18	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	290	21	24	423	0	0	0	0	18	0	20
Added Vol:	0	23	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	313	21	24	428	0	0	0	0	18	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	313	21	24	428	0	0	0	0	18	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	313	21	24	428	0	0	0	0	18	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	313	21	24	428	0	0	0	0	18	0	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	1.81	0.12	0.11	1.89	0.00	0.00	1.00	0.00	0.47	0.00	0.53
Final Sat.:	49	1295	88	77	1373	0	0	593	0	299	0	332
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.31	0.31	xxxx	xxxx	0.00	xxxx	0.06	xxxx	0.06
Crit Moves:	****			****				****				****
Delay/Veh:	9.3	9.2	9.1	9.8	9.8	0.0	0.0	0.0	0.0	8.6	0.0	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.2	9.1	9.8	9.8	0.0	0.0	0.0	0.0	8.6	0.0	8.6
LOS by Move:	A	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		9.2			9.8			xxxxxx			8.6	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.2			9.8			xxxxxx			8.6	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.3	0.3	0.3	0.4	0.4	0.4	0.0	0.0	0.0	0.1	0.1	0.1

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

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street One-Way

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

Intersection #2 Hermosa Ave & 14th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.325
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 1	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	53	279	45	10	412	28	17	7	14	10	14	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	279	45	10	412	28	17	7	14	10	14	26
Added Vol:	13	23	0	0	0	5	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	302	45	10	412	33	17	7	14	10	14	26
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:	66	302	45	10	412	33	17	7	14	10	14	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	302	45	10	412	33	17	7	14	10	14	26
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:	66	302	45	10	412	33	17	7	14	10	14	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	0.04	1.81	0.15	0.45	0.18	0.37	0.20	0.28	0.52
Final Sat.:	1600	2785	415	70	2898	232	716	295	589	320	448	832
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.01	0.14	0.14	0.01	0.02	0.02	0.01	0.03	0.03
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street One-Way

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	108	345	0	0	402	19	43	0	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	345	0	0	402	19	43	0	80	0	0	0
Added Vol:	0	13	0	0	0	0	23	0	55	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	358	0	0	402	19	66	0	135	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:	108	358	0	0	402	19	66	0	135	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	358	0	0	402	19	66	0	135	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:	108	358	0	0	402	19	66	0	135	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.91	0.09	0.33	0.00	0.67	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3056	144	525	0	1075	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.00	0.00	0.13	0.13	0.04	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street One-Way

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

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Intersection #4 Hermosa Ave & Pier Ave

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Cycle (sec):	121	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	269	123	127	413	0	0	0	0	124	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	269	123	127	413	0	0	0	0	124	0	150
Added Vol:	0	6	0	27	27	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	275	123	154	440	0	0	0	0	124	0	156
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	275	123	154	440	0	0	0	0	124	0	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	275	123	154	440	0	0	0	0	124	0	156
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	275	123	154	440	0	0	0	0	124	0	156
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.38	0.62	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2211	989	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.10	0.14	0.00	0.00	0.00	0.00	0.08	0.00	0.10
Crit Moves:		****		****								****

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Pier & Strand Hotel
Existing With Project Friday PM - 13th Street One-Way

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	59	330	0	0	465	66	60	0	48	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	330	0	0	465	66	60	0	48	0	0	0
Added Vol:	0	6	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	336	0	0	492	66	60	0	48	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:	59	336	0	0	492	66	60	0	48	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	336	0	0	492	66	60	0	48	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:	59	336	0	0	492	66	60	0	48	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.56	0.00	0.44	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2822	378	889	0	711	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.00	0.00	0.17	0.17	0.04	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street One-Way

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

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Intersection #6 Hermosa Ave & 10th St

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.365
Loss Time (sec):	10	Average Delay (sec/veh):	10.5
Optimal Cycle:	0	Level Of Service:	B

****

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 1	0 1	0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	34	311	45	61	436	23	26	6	28	32	8	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	311	45	61	436	23	26	6	28	32	8	52
Added Vol:	0	6	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	317	45	61	463	23	26	6	28	32	8	52
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	317	45	61	463	23	26	6	28	32	8	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	317	45	61	463	23	26	6	28	32	8	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	317	45	61	463	23	26	6	28	32	8	52
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:	0.17	1.60	0.23	1.00	1.91	0.09	0.43	0.10	0.47	0.35	0.09	0.56
Final Sat.:	108	1028	149	604	1268	63	247	57	266	205	51	333
Capacity Analysis Module:												
Vol/Sat:	0.32	0.31	0.30	0.10	0.37	0.36	0.11	0.11	0.11	0.16	0.16	0.16
Crit Moves:	****				****			****			****	
Delay/Veh:	10.8	10.5	10.3	9.2	11.0	10.9	9.4	9.4	9.4	9.6	9.6	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.5	10.3	9.2	11.0	10.9	9.4	9.4	9.4	9.6	9.6	9.6
LOS by Move:	B	B	B	A	B	B	A	A	A	A	A	A
ApproachDel:		10.5			10.8			9.4			9.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.5			10.8			9.4			9.6	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.1	0.5	0.5	0.1	0.1	0.1	0.2	0.2	0.2

****

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

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Pier & Strand Hotel
Existing With Project Friday PM - 13th Street One-Way

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	10	Average Delay (sec/veh):	10.3
Optimal Cycle:	0	Level Of Service:	B

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	1 0	0	1	1 0 0	0 0	0	0 0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	332	19	35	465	0	0	0	0	39	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	332	19	35	465	0	0	0	0	39	0	60
Added Vol:	0	6	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	338	19	35	492	0	0	0	0	39	0	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	338	19	35	492	0	0	0	0	39	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	338	19	35	492	0	0	0	0	39	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	338	19	35	492	0	0	0	0	39	0	60
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:	0.00	1.89	0.11	0.13	1.87	0.00	0.00	0.00	0.00	0.39	0.00	0.61
Final Sat.:	0	1275	72	91	1292	0	0	0	0	248	0	382
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.27	0.26	0.38	0.38	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	0.16
Crit Moves:		****		****						****		
Delay/Veh:	0.0	9.8	9.7	11.0	10.9	0.0	0.0	0.0	0.0	9.2	0.0	9.2
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:	0.0	9.8	9.7	11.0	10.9	0.0	0.0	0.0	0.0	9.2	0.0	9.2
LOS by Move:	*	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		9.8			10.9			xxxxxx			9.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.8			10.9			xxxxxx			9.2	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.0	0.3	0.3	0.6	0.6	0.0	0.0	0.0	0.0	0.2	0.2	0.2

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

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street One-Way

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

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Intersection #8 Manhattan Ave West & Pier Ave

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Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[10.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 1 0 0		
Volume Module:												
Base Vol:	6	0	49	0	0	0	0	227	21	82	297	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	49	0	0	0	0	227	21	82	297	0
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	49	0	0	0	0	254	21	82	303	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:	6	0	49	0	0	0	0	254	21	82	303	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	49	0	0	0	0	254	21	82	303	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	580	732	265	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	275	xxxx	xxxxx
Potent Cap.:	480	351	779	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1300	xxxx	xxxxx
Move Cap.:	456	328	779	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1300	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	723	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

****

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

****

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street One-Way

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

Intersection #9 Manhattan Ave East & Pier Ave

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[12.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	71	0	84	29	251	0	0	294	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	71	0	84	29	251	0	0	294	87
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	71	0	84	29	278	0	0	300	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	71	0	84	29	278	0	0	300	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	71	0	84	29	278	0	0	300	87
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	541	680	194	387	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	476	376	822	1183	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	467	367	822	1183	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.15	0.00	0.10	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	610	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.9	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street One-Way

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

****

Intersection #10 Monterey Blvd & Pier Ave

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402	
Loss Time (sec):	10	Average Delay (sec/veh):	11.3	
Optimal Cycle:	0	Level Of Service:	B	

****

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 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	25	67	61	49	69	15	15	278	28	64	346	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	67	61	49	69	15	15	278	28	64	346	61
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	67	61	49	69	15	15	305	28	64	352	61
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	67	61	49	69	15	15	305	28	64	352	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	67	61	49	69	15	15	305	28	64	352	61
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:	25	67	61	49	69	15	15	305	28	64	352	61
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	0.44	0.40	0.37	0.52	0.11	0.09	1.75	0.16	0.27	1.48	0.25
Final Sat.:	93	250	228	202	284	62	50	1032	96	159	900	160
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.24	0.24	0.24	0.30	0.30	0.29	0.40	0.39	0.38
Crit Moves:		****				****	****			****		
Delay/Veh:	10.7	10.7	10.7	10.8	10.8	10.8	11.1	10.9	10.8	12.4	12.0	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	10.8	10.8	10.8	11.1	10.9	10.8	12.4	12.0	11.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		10.7			10.8			10.9			12.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			10.8			10.9			12.0	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.4	0.4	0.6	0.6	0.6

****

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

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Pier & Strand Hotel
Existing With Project Friday PM - 13th Street One-Way

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

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Intersection #11 Valley Dr. & Pier Ave.

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	10	Average Delay (sec/veh):	20.1
Optimal Cycle:	0	Level Of Service:	C

****

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	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	8	56	67	119	272	51	15	370	25	122	448	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	56	67	119	272	51	15	370	25	122	448	122
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	56	67	119	272	51	15	397	25	122	454	122
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:	8	56	67	119	272	51	15	397	25	122	454	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	56	67	119	272	51	15	397	25	122	454	122
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:	8	56	67	119	272	51	15	397	25	122	454	122
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:	0.06	0.43	0.51	1.00	0.84	0.16	0.07	1.82	0.11	0.42	1.58	1.00
Final Sat.:	25	178	214	422	387	72	31	826	52	186	705	488
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.28	0.70	0.70	0.48	0.48	0.48	0.66	0.64	0.25
Crit Moves:	****				****		****			****		
Delay/Veh:	14.5	14.5	14.5	14.1	25.6	25.6	17.1	16.9	16.7	24.4	23.5	12.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	14.5	14.5	14.1	25.6	25.6	17.1	16.9	16.7	24.4	23.5	12.1
LOS by Move:	B	B	B	B	D	D	C	C	C	C	C	B
ApproachDel:		14.5			22.5			16.9			21.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.5			22.5			16.9			21.6	
LOS by Appr:		B			C			C			C	
AllWayAvgQ:	0.4	0.4	0.4	0.4	1.9	1.9	0.8	0.8	0.8	1.7	1.6	0.3

****

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

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Pier & Strand Hotel
Existing With Project Friday PM - 13th Street One-Way

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	10	Average Delay (sec/veh):	17.6
Optimal Cycle:	0	Level Of Service:	C

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 1	1	0 1	0 1	1	1 0
Volume Module:												
Base Vol:	30	97	75	31	187	135	71	440	45	26	455	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	97	75	31	187	135	71	440	45	26	455	57
Added Vol:	0	0	0	0	0	0	0	27	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	97	75	31	187	135	71	467	45	26	461	57
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	97	75	31	187	135	71	467	45	26	461	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	97	75	31	187	135	71	467	45	26	461	57
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	97	75	31	187	135	71	467	45	26	461	57
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:	0.15	0.48	0.37	0.09	0.53	0.38	0.26	1.74	1.00	0.14	2.55	0.31
Final Sat.:	68	218	169	45	269	194	125	828	527	67	1205	153
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.70	0.70	0.70	0.57	0.56	0.09	0.39	0.38	0.37
Crit Moves:		****				****	****			****		
Delay/Veh:	15.4	15.4	15.4	22.9	22.9	22.9	19.1	18.8	9.9	14.6	14.3	13.9
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:	15.4	15.4	15.4	22.9	22.9	22.9	19.1	18.8	9.9	14.6	14.3	13.9
LOS by Move:	C	C	C	C	C	C	C	C	A	B	B	B
ApproachDel:		15.4			22.9			18.1			14.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.4			22.9			18.1			14.3	
LOS by Appr:		C			C			C			B	
AllWayAvgQ:	0.6	0.6	0.6	1.8	1.8	1.8	1.2	1.1	0.1	0.6	0.6	0.5

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

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street One-Way

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

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			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 1	0	1 0	0 0	0	0 1
Volume Module:												
Base Vol:	304	1078	9	5	1861	157	228	2	216	0	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	1078	9	5	1861	157	228	2	216	0	0	23
Added Vol:	4	0	0	0	0	3	12	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	1078	9	5	1861	160	240	2	232	0	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:	308	1078	9	5	1861	160	240	2	232	0	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1078	9	5	1861	160	240	2	232	0	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:	308	1078	9	5	1861	160	240	2	232	0	0	23
OvlAdjVol:									78			18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.98	0.02	1.00	2.76	0.24	1.98	0.02	1.00	0.00	0.00	1.00
Final Sat.:	3200	4760	40	1600	4420	380	3174	26	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.00	0.42	0.42	0.08	0.08	0.15	0.00	0.00	0.01
OvlAdjV/S:									0.05			0.01
Crit Moves:	****				****		****					****

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street One-Way

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

Intersection #14 PCH & 10th St. / Aviation Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	D

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	0	0 1	1 1	0	0 1
Volume Module:												
Base Vol:	14	1111	517	259	1756	1	0	0	0	693	16	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1111	517	259	1756	1	0	0	0	693	16	240
Added Vol:	0	1	0	12	4	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1112	517	271	1760	1	0	0	0	693	16	243
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	1112	517	271	1760	1	0	0	0	693	16	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1112	517	271	1760	1	0	0	0	693	16	243
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	1112	517	271	1760	1	0	0	0	693	16	243
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.05	0.95	1.00	2.99	0.01	0.00	0.00	1.00	1.95	0.05	1.00
Final Sat.:	1600	3277	1523	1600	4797	3	0	0	1600	3128	72	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.17	0.37	0.37	0.00	0.00	0.00	0.22	0.22	0.15
Crit Moves:		****		****						****		

Pier & Strand Hotel
Existing With Project Friday PM - 13th Street One-Way

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

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	48	1546	1	1	2410	143	141	1	34	10	17	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1546	1	1	2410	143	141	1	34	10	17	12
Added Vol:	0	1	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1547	1	1	2414	143	141	1	34	10	17	12
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:	48	1547	1	1	2414	143	141	1	34	10	17	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1547	1	1	2414	143	141	1	34	10	17	12
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:	48	1547	1	1	2414	143	141	1	34	10	17	12
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.83	0.17	0.80	0.01	0.19	0.26	0.43	0.31
Final Sat.:	1600	4797	3	1600	4532	268	1282	9	309	410	697	492
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.00	0.53	0.53	0.11	0.11	0.11	0.02	0.02	0.02
Crit Moves:	****				****		****					****

Pier & Strand Hotel
Existing With Project Saturday - 13th Street One-Way

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

Intersection #1 Hermosa Ave & 16th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.272
Loss Time (sec):	6	Average Delay (sec/veh):	9.2
Optimal Cycle:	0	Level Of Service:	A

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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	300	29	35	335	0	0	0	0	11	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	300	29	35	335	0	0	0	0	11	0	25
Added Vol:	0	14	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	314	29	35	354	0	0	0	0	11	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	314	29	35	354	0	0	0	0	11	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	314	29	35	354	0	0	0	0	11	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	314	29	35	354	0	0	0	0	11	0	25
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:	0.09	1.75	0.16	0.18	1.82	0.00	0.00	1.00	0.00	0.31	0.00	0.69
Final Sat.:	68	1271	119	129	1315	0	0	603	0	200	0	455
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.24	0.27	0.27	xxxx	xxxx	0.00	xxxx	0.05	xxxx	0.05
Crit Moves:	****			****				****				****
Delay/Veh:	9.3	9.2	9.0	9.5	9.4	0.0	0.0	0.0	0.0	8.3	0.0	8.3
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	9.2	9.0	9.5	9.4	0.0	0.0	0.0	0.0	8.3	0.0	8.3
LOS by Move:	A	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		9.2			9.4			xxxxxx			8.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.2			9.4			xxxxxx			8.3	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.3	0.3	0.3	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0

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

Pier & Strand Hotel
Existing With Project Saturday - 13th Street One-Way

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

Intersection #2 Hermosa Ave & 14th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 1	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	59	322	48	15	301	35	14	7	17	16	14	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	322	48	15	301	35	14	7	17	16	14	11
Added Vol:	44	14	0	0	0	19	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	336	48	15	301	54	14	7	17	16	14	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:	103	336	48	15	301	54	14	7	17	16	14	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	336	48	15	301	54	14	7	17	16	14	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:	103	336	48	15	301	54	14	7	17	16	14	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	0.08	1.63	0.29	0.37	0.18	0.45	0.39	0.34	0.27
Final Sat.:	1600	2800	400	130	2603	467	589	295	716	624	546	429
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.01	0.12	0.12	0.01	0.02	0.02	0.01	0.03	0.03
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
Existing With Project Saturday - 13th Street One-Way

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	118	366	0	0	320	43	66	0	122	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	366	0	0	320	43	66	0	122	0	0	0
Added Vol:	0	44	0	0	0	0	14	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	410	0	0	320	43	80	0	154	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:	118	410	0	0	320	43	80	0	154	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	410	0	0	320	43	80	0	154	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:	118	410	0	0	320	43	80	0	154	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.34	0.00	0.66	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2821	379	547	0	1053	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.00	0.00	0.11	0.11	0.05	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
Existing With Project Saturday - 13th Street One-Way

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

****

Intersection #4 Hermosa Ave & Pier Ave

****

Cycle (sec):	121	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	317	129	113	348	0	0	0	0	135	0	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	317	129	113	348	0	0	0	0	135	0	172
Added Vol:	0	22	0	16	16	0	0	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	339	129	129	364	0	0	0	0	135	0	194
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	339	129	129	364	0	0	0	0	135	0	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	339	129	129	364	0	0	0	0	135	0	194
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	339	129	129	364	0	0	0	0	135	0	194
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.45	0.55	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2318	882	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.08	0.11	0.00	0.00	0.00	0.00	0.08	0.00	0.12
Crit Moves:		****		****								****

****

Pier & Strand Hotel
Existing With Project Saturday - 13th Street One-Way

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 0	0	1 0	1 0	0	0	1! 0 0	0	0	0 0 0
Volume Module:												
Base Vol:	56	362	0	3	370	97	94	0	68	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	362	0	3	370	97	94	0	68	0	0	0
Added Vol:	0	22	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	384	0	3	386	97	94	0	68	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:	56	384	0	3	386	97	94	0	68	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	384	0	3	386	97	94	0	68	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:	56	384	0	3	386	97	94	0	68	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.01	1.59	0.40	0.58	0.00	0.42	0.00	0.00	0.00
Final Sat.:	1600	3200	0	20	2542	639	928	0	672	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.00	0.15	0.15	0.15	0.06	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
Existing With Project Saturday - 13th Street One-Way

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

Intersection #6 Hermosa Ave & 10th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.320
Loss Time (sec):	10	Average Delay (sec/veh):	9.8
Optimal Cycle:	0	Level Of Service:	A

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 1	0	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	24	354	35	62	368	23	11	10	16	13	9	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	354	35	62	368	23	11	10	16	13	9	19
Added Vol:	0	22	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	376	35	62	384	23	11	10	16	13	9	19
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:	24	376	35	62	384	23	11	10	16	13	9	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	376	35	62	384	23	11	10	16	13	9	19
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:	24	376	35	62	384	23	11	10	16	13	9	19
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:	0.11	1.73	0.16	1.00	1.89	0.11	0.30	0.27	0.43	0.32	0.22	0.46
Final Sat.:	75	1194	113	629	1315	79	177	161	258	190	132	278
Capacity Analysis Module:												
Vol/Sat:	0.32	0.31	0.31	0.10	0.29	0.29	0.06	0.06	0.06	0.07	0.07	0.07
Crit Moves:	****				****			****			****	
Delay/Veh:	10.3	10.1	9.9	8.9	9.8	9.7	8.9	8.9	8.9	8.9	8.9	8.9
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:	10.3	10.1	9.9	8.9	9.8	9.7	8.9	8.9	8.9	8.9	8.9	8.9
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:		10.1			9.7			8.9			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			9.7			8.9			8.9	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.1	0.4	0.4	0.1	0.1	0.1	0.1	0.1	0.1

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

Pier & Strand Hotel
Existing With Project Saturday - 13th Street One-Way

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.329
Loss Time (sec):	10	Average Delay (sec/veh):	10.2
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	0 1	1 0	0	0 0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	19	356	49	43	373	0	0	0	0	36	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	356	49	43	373	0	0	0	0	36	0	64
Added Vol:	0	22	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	378	49	43	389	0	0	0	0	36	0	64
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	378	49	43	389	0	0	0	0	36	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	378	49	43	389	0	0	0	0	36	0	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	378	49	43	389	0	0	0	0	36	0	64
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:	0.09	1.69	0.22	0.20	1.80	0.00	0.00	0.00	0.00	0.36	0.00	0.64
Final Sat.:	58	1169	155	133	1218	0	0	0	0	228	0	404
Capacity Analysis Module:												
Vol/Sat:	0.33	0.32	0.32	0.32	0.32	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	0.16
Crit Moves:	****			****						****		
Delay/Veh:	10.4	10.2	10.0	10.4	10.3	0.0	0.0	0.0	0.0	9.2	0.0	9.2
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:	10.4	10.2	10.0	10.4	10.3	0.0	0.0	0.0	0.0	9.2	0.0	9.2
LOS by Move:	B	B	A	B	B	*	*	*	*	A	*	A
ApproachDel:		10.2			10.3			xxxxxx			9.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.2			10.3			xxxxxx			9.2	
LOS by Appr:		B			B			*			A	
AllWayAvgQ:	0.5	0.4	0.4	0.5	0.4	0.0	0.0	0.0	0.0	0.2	0.2	0.2

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

Pier & Strand Hotel
Existing With Project Saturday - 13th Street One-Way

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

Intersection #8 Manhattan Ave West & Pier Ave

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[11.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	1 0	0
Volume Module:												
Base Vol:	14	0	55	0	0	0	0	257	24	77	303	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	55	0	0	0	0	257	24	77	303	0
Added Vol:	0	0	0	0	0	0	0	16	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	55	0	0	0	0	273	24	77	325	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:	14	0	55	0	0	0	0	273	24	77	325	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	0	55	0	0	0	0	273	24	77	325	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	602	764	285	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	297	xxxx	xxxxx
Potent Cap.:	466	336	759	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1276	xxxx	xxxxx
Move Cap.:	444	315	759	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1276	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	663	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.1			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

Pier & Strand Hotel
Existing With Project Saturday - 13th Street One-Way

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

Intersection #9 Manhattan Ave East & Pier Ave

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[14.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	82	0	47	32	271	0	0	330	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	82	0	47	32	271	0	0	330	69
Added Vol:	0	0	0	0	0	0	0	16	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	82	0	47	32	287	0	0	352	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	82	0	47	32	287	0	0	352	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	82	0	47	32	287	0	0	352	69
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	594	738	211	421	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	441	348	801	1149	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	431	338	801	1149	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.19	0.00	0.06	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	519	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.2	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			14.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Pier & Strand Hotel
Existing With Project Saturday - 13th Street One-Way

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

Intersection #10 Monterey Blvd & Pier Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.389
Loss Time (sec):	10	Average Delay (sec/veh):	11.1
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	23	62	53	68	34	13	13	319	21	31	358	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	62	53	68	34	13	13	319	21	31	358	64
Added Vol:	0	0	0	0	0	0	0	16	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	62	53	68	34	13	13	335	21	31	380	64
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	62	53	68	34	13	13	335	21	31	380	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	62	53	68	34	13	13	335	21	31	380	64
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	62	53	68	34	13	13	335	21	31	380	64
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:	0.17	0.45	0.38	0.59	0.30	0.11	0.07	1.82	0.11	0.13	1.60	0.27
Final Sat.:	96	258	220	322	161	62	42	1094	69	80	996	172
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.21	0.21	0.21	0.31	0.31	0.30	0.39	0.38	0.37
Crit Moves:	****				****		****			****		
Delay/Veh:	10.4	10.4	10.4	10.5	10.5	10.5	11.0	10.9	10.8	11.9	11.6	11.3
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:	10.4	10.4	10.4	10.5	10.5	10.5	11.0	10.9	10.8	11.9	11.6	11.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		10.4			10.5			10.9			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.4			10.5			10.9			11.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.2	0.4	0.4	0.4	0.6	0.5	0.5

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

Pier & Strand Hotel
Existing With Project Saturday - 13th Street One-Way

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	10	Average Delay (sec/veh):	17.8
Optimal Cycle:	0	Level Of Service:	C

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	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	12	51	80	62	145	59	32	468	31	77	480	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	51	80	62	145	59	32	468	31	77	480	52
Added Vol:	0	0	0	0	0	0	0	16	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	51	80	62	145	59	32	484	31	77	502	52
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	51	80	62	145	59	32	484	31	77	502	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	51	80	62	145	59	32	484	31	77	502	52
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:	12	51	80	62	145	59	32	484	31	77	502	52
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	0.36	0.56	1.00	0.71	0.29	0.12	1.77	0.11	0.27	1.73	1.00
Final Sat.:	37	158	248	415	323	131	58	889	57	124	818	516
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.15	0.45	0.45	0.55	0.54	0.54	0.62	0.61	0.10
Crit Moves:		****			****		****			****		
Delay/Veh:	14.0	14.0	14.0	12.3	15.8	15.8	17.7	17.4	17.1	21.4	21.0	10.2
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:	14.0	14.0	14.0	12.3	15.8	15.8	17.7	17.4	17.1	21.4	21.0	10.2
LOS by Move:	B	B	B	B	C	C	C	C	C	C	C	B
ApproachDel:		14.0			15.0			17.4			20.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			15.0			17.4			20.1	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.7	0.7	1.1	1.0	1.0	1.4	1.4	0.1

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

Pier & Strand Hotel
Existing With Project Saturday - 13th Street One-Way

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	10	Average Delay (sec/veh):	14.8
Optimal Cycle:	0	Level Of Service:	B

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 1	1 0	1	0 1	1 1	0
Volume Module:												
Base Vol:	32	111	63	27	50	119	75	513	24	19	446	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	111	63	27	50	119	75	513	24	19	446	52
Added Vol:	0	0	0	0	0	0	0	16	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	111	63	27	50	119	75	529	24	19	468	52
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:	32	111	63	27	50	119	75	529	24	19	468	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	111	63	27	50	119	75	529	24	19	468	52
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:	32	111	63	27	50	119	75	529	24	19	468	52
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:	0.15	0.54	0.31	0.14	0.25	0.61	0.25	1.75	1.00	0.11	2.60	0.29
Final Sat.:	78	270	153	70	130	309	130	927	591	54	1355	154
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.39	0.39	0.39	0.58	0.57	0.04	0.35	0.35	0.34
Crit Moves:		****		****			****			****		
Delay/Veh:	14.0	14.0	14.0	13.3	13.3	13.3	17.9	17.5	8.9	13.0	12.8	12.4
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:	14.0	14.0	14.0	13.3	13.3	13.3	17.9	17.5	8.9	13.0	12.8	12.4
LOS by Move:	B	B	B	B	B	B	C	C	A	B	B	B
ApproachDel:		14.0			13.3			17.3			12.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			13.3			17.3			12.7	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.6	0.6	0.6	0.5	0.5	0.5	1.2	1.2	0.0	0.5	0.5	0.5

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

Pier & Strand Hotel
Existing With Project Saturday - 13th Street One-Way

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

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			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	2 0	0	0 1	0 0	0	0 1
Volume Module:												
Base Vol:	334	1100	6	8	1216	132	258	0	270	0	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	1100	6	8	1216	132	258	0	270	0	0	21
Added Vol:	13	0	0	0	0	9	7	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	1100	6	8	1216	141	265	0	279	0	0	21
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:	347	1100	6	8	1216	141	265	0	279	0	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	1100	6	8	1216	141	265	0	279	0	0	21
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:	347	1100	6	8	1216	141	265	0	279	0	0	21
OvlAdjVol:									106			13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.98	0.02	1.00	2.69	0.31	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4774	26	1600	4301	499	3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.23	0.01	0.28	0.28	0.08	0.00	0.17	0.00	0.00	0.01
OvlAdjV/S:									0.07			0.01
Crit Moves:	****				****		****					****

Pier & Strand Hotel
Existing With Project Saturday - 13th Street One-Way

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

Intersection #14 PCH & 10th St. / Aviation Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	0	0 1	1 1	0	0 1
Volume Module:												
Base Vol:	10	1225	522	253	1247	3	0	0	0	634	3	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1225	522	253	1247	3	0	0	0	634	3	228
Added Vol:	0	3	0	7	2	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1228	522	260	1249	3	0	0	0	634	3	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:	10	1228	522	260	1249	3	0	0	0	634	3	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1228	522	260	1249	3	0	0	0	634	3	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
FinalVolume:	10	1228	522	260	1249	3	0	0	0	634	3	237
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.11	0.89	1.00	2.99	0.01	0.00	0.00	1.00	1.99	0.01	1.00
Final Sat.:	1600	3368	1432	1600	4788	12	0	0	1600	3185	15	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.16	0.26	0.26	0.00	0.00	0.00	0.20	0.20	0.15
Crit Moves:		****		****						****		

Pier & Strand Hotel
Existing With Project Saturday - 13th Street One-Way

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

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	26	1661	3	4	1706	95	127	2	40	10	13	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1661	3	4	1706	95	127	2	40	10	13	14
Added Vol:	0	3	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1664	3	4	1708	95	127	2	40	10	13	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1664	3	4	1708	95	127	2	40	10	13	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1664	3	4	1708	95	127	2	40	10	13	14
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:	26	1664	3	4	1708	95	127	2	40	10	13	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.84	0.16	0.75	0.01	0.24	0.27	0.35	0.38
Final Sat.:	1600	4791	9	1600	4547	253	1202	19	379	432	562	605
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.00	0.38	0.38	0.11	0.11	0.11	0.02	0.02	0.02
Crit Moves:	****				****			****			****	

Pier & Strand Hotel
Existing With Project Sunday - 13th Street One-Way

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

Intersection #1 Hermosa Ave & 16th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	6	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	373	74	40	495	0	0	0	0	29	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	373	74	40	495	0	0	0	0	29	0	22
Added Vol:	0	10	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	383	74	40	509	0	0	0	0	29	0	22
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:	28	383	74	40	509	0	0	0	0	29	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	383	74	40	509	0	0	0	0	29	0	22
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:	28	383	74	40	509	0	0	0	0	29	0	22
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:	0.12	1.58	0.30	0.15	1.85	0.00	0.00	1.00	0.00	0.57	0.00	0.43
Final Sat.:	78	1099	219	100	1288	0	0	550	0	333	0	252
Capacity Analysis Module:												
Vol/Sat:	0.36	0.35	0.34	0.40	0.40	xxxx	xxxx	0.00	xxxx	0.09	xxxx	0.09
Crit Moves:	****			****				****		****		
Delay/Veh:	10.7	10.4	10.1	11.2	11.1	0.0	0.0	0.0	0.0	9.2	0.0	9.2
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:	10.7	10.4	10.1	11.2	11.1	0.0	0.0	0.0	0.0	9.2	0.0	9.2
LOS by Move:	B	B	B	B	B	*	*	*	*	A	*	A
ApproachDel:		10.4			11.1			xxxxxx			9.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.4			11.1			xxxxxx			9.2	
LOS by Appr:		B			B			*			A	
AllWayAvgQ:	0.5	0.5	0.5	0.6	0.6	0.6	0.0	0.0	0.0	0.1	0.1	0.1

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

Pier & Strand Hotel
Existing With Project Sunday - 13th Street One-Way

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

Intersection #2 Hermosa Ave & 14th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 1	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	164	453	90	23	463	67	22	10	21	32	22	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	453	90	23	463	67	22	10	21	32	22	26
Added Vol:	32	10	0	0	0	14	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	463	90	23	463	81	22	10	21	32	22	26
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:	196	463	90	23	463	81	22	10	21	32	22	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	463	90	23	463	81	22	10	21	32	22	26
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:	196	463	90	23	463	81	22	10	21	32	22	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	0.08	1.63	0.29	0.41	0.19	0.40	0.41	0.27	0.32
Final Sat.:	1600	2679	521	130	2613	457	664	302	634	640	440	520
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.17	0.01	0.18	0.18	0.01	0.03	0.03	0.02	0.05	0.05
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
Existing With Project Sunday - 13th Street One-Way

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	5	692	0	0	526	1	65	0	118	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	692	0	0	526	1	65	0	118	0	0	0
Added Vol:	0	32	0	0	0	0	10	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	724	0	0	526	1	75	0	141	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:	5	724	0	0	526	1	75	0	141	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	724	0	0	526	1	75	0	141	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:	5	724	0	0	526	1	75	0	141	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.99	0.01	0.35	0.00	0.65	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3194	6	556	0	1044	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.16	0.16	0.05	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
Existing With Project Sunday - 13th Street One-Way

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

Intersection #4 Hermosa Ave & Pier Ave

Cycle (sec):	121	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	451	201	161	471	0	0	0	0	220	0	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	451	201	161	471	0	0	0	0	220	0	249
Added Vol:	0	16	0	12	12	0	0	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	467	201	173	483	0	0	0	0	220	0	265
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	467	201	173	483	0	0	0	0	220	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	467	201	173	483	0	0	0	0	220	0	265
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	467	201	173	483	0	0	0	0	220	0	265
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.40	0.60	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2237	963	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.11	0.15	0.00	0.00	0.00	0.00	0.14	0.00	0.17
Crit Moves:		****		****								****

Pier & Strand Hotel
Existing With Project Sunday - 13th Street One-Way

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 0	0 0	1	1 0	0 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	2	593	0	0	672	13	57	0	76	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	593	0	0	672	13	57	0	76	0	0	0
Added Vol:	0	16	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	609	0	0	684	13	57	0	76	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:	2	609	0	0	684	13	57	0	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	609	0	0	684	13	57	0	76	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:	2	609	0	0	684	13	57	0	76	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.96	0.04	0.43	0.00	0.57	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3140	60	686	0	914	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.22	0.22	0.04	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
Existing With Project Sunday - 13th Street One-Way

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

Intersection #6 Hermosa Ave & 10th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	10	Average Delay (sec/veh):	14.2
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	1	0 1	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	128	489	76	138	476	102	11	19	26	20	30	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	489	76	138	476	102	11	19	26	20	30	51
Added Vol:	0	16	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	505	76	138	488	102	11	19	26	20	30	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	505	76	138	488	102	11	19	26	20	30	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	505	76	138	488	102	11	19	26	20	30	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	505	76	138	488	102	11	19	26	20	30	51
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:	0.36	1.43	0.21	1.00	1.65	0.35	0.20	0.34	0.46	0.20	0.30	0.50
Final Sat.:	213	865	133	556	1016	218	102	175	240	106	160	271
Capacity Analysis Module:												
Vol/Sat:	0.60	0.58	0.57	0.25	0.48	0.47	0.11	0.11	0.11	0.19	0.19	0.19
Crit Moves:	****				****			****			****	
Delay/Veh:	17.2	16.2	15.5	11.1	13.5	13.0	10.2	10.2	10.2	10.7	10.7	10.7
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:	17.2	16.2	15.5	11.1	13.5	13.0	10.2	10.2	10.2	10.7	10.7	10.7
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:	16.3			13.0			10.2			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.3			13.0			10.2			10.7		
LOS by Appr:	C			B			B			B		
AllWayAvgQ:	1.4	1.2	1.2	0.3	0.9	0.8	0.1	0.1	0.1	0.2	0.2	0.2

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

Pier & Strand Hotel
Existing With Project Sunday - 13th Street One-Way

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	10	Average Delay (sec/veh):	13.5
Optimal Cycle:	0	Level Of Service:	B

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 1	0 1	0	0 1	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	546	68	101	475	0	0	0	0	42	0	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	546	68	101	475	0	0	0	0	42	0	127
Added Vol:	0	16	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	562	68	101	487	0	0	0	0	42	0	127
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:	21	562	68	101	487	0	0	0	0	42	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	562	68	101	487	0	0	0	0	42	0	127
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:	21	562	68	101	487	0	0	0	0	42	0	127
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:	0.06	1.73	0.21	0.34	1.66	0.00	0.00	0.00	0.00	0.25	0.00	0.75
Final Sat.:	40	1086	134	206	1009	0	0	0	0	147	0	446
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.51	0.49	0.48	xxxx	xxxx	xxxx	xxxx	0.28	xxxx	0.28
Crit Moves:	****			****						****		
Delay/Veh:	14.4	14.0	13.7	14.0	13.6	0.0	0.0	0.0	0.0	10.9	0.0	10.9
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:	14.4	14.0	13.7	14.0	13.6	0.0	0.0	0.0	0.0	10.9	0.0	10.9
LOS by Move:	B	B	B	B	B	*	*	*	*	B	*	B
ApproachDel:		14.0			13.7			xxxxxx			10.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		14.0			13.7			xxxxxx			10.9	
LOS by Appr:		B			B			*			B	
AllWayAvgQ:	1.0	1.0	1.0	0.9	0.8	0.0	0.0	0.0	0.0	0.4	0.4	0.4

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

Pier & Strand Hotel
Existing With Project Sunday - 13th Street One-Way

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

Intersection #8 Manhattan Ave West & Pier Ave

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[12.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0	1 1	0 0
Volume Module:												
Base Vol:	14	0	114	0	0	0	0	331	45	129	512	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	114	0	0	0	0	331	45	129	512	0
Added Vol:	0	0	0	0	0	0	0	12	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	114	0	0	0	0	343	45	129	528	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:	14	0	114	0	0	0	0	343	45	129	528	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	0	114	0	0	0	0	343	45	129	528	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	888	1152	366	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	388	xxxx	xxxxx
Potent Cap.:	317	199	684	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1182	xxxx	xxxxx
Move Cap.:	288	176	684	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1182	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	595	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		12.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

Pier & Strand Hotel
Existing With Project Sunday - 13th Street One-Way

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

Intersection #9 Manhattan Ave East & Pier Ave

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: C[24.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	1 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	100	0	85	61	412	0	0	509	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	100	0	85	61	412	0	0	509	95
Added Vol:	0	0	0	0	0	0	0	12	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	100	0	85	61	424	0	0	525	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	100	0	85	61	424	0	0	525	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	100	0	85	61	424	0	0	525	95
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	907	1119	310	620	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	279	209	692	970	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	265	195	692	970	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.38	0.00	0.12	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	370	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.7	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	24.0	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			24.0			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Pier & Strand Hotel
Existing With Project Sunday - 13th Street One-Way

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

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Intersection #10 Monterey Blvd & Pier Ave

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Cycle (sec):	100			Critical Vol./Cap.(X):			0.614						
Loss Time (sec):	10			Average Delay (sec/veh):			16.2						
Optimal Cycle:	0			Level Of Service:			C						

****

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 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	33	86	109	79	41	22	29	441	33	51	546	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	86	109	79	41	22	29	441	33	51	546	48
Added Vol:	0	0	0	0	0	0	0	12	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	86	109	79	41	22	29	453	33	51	562	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	86	109	79	41	22	29	453	33	51	562	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	86	109	79	41	22	29	453	33	51	562	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	86	109	79	41	22	29	453	33	51	562	48
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:	0.14	0.38	0.48	0.56	0.29	0.15	0.11	1.76	0.13	0.15	1.70	0.15
Final Sat.:	75	195	247	260	135	73	59	926	68	83	927	80
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.30	0.30	0.30	0.49	0.49	0.48	0.61	0.61	0.60
Crit Moves:			****		****		****			****		
Delay/Veh:	14.2	14.2	14.2	12.8	12.8	12.8	15.6	15.3	15.1	18.9	18.4	17.9
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:	14.2	14.2	14.2	12.8	12.8	12.8	15.6	15.3	15.1	18.9	18.4	17.9
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
ApproachDel:		14.2			12.8			15.3			18.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.2			12.8			15.3			18.4	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.7	0.7	0.7	0.4	0.4	0.4	0.9	0.9	0.9	1.4	1.3	1.3

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

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Pier & Strand Hotel
Existing With Project Sunday - 13th Street One-Way

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	10	Average Delay (sec/veh):	13.9
Optimal Cycle:	0	Level Of Service:	B

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	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	7	33	74	55	131	31	20	427	12	75	400	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	33	74	55	131	31	20	427	12	75	400	42
Added Vol:	0	0	0	0	0	0	0	12	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	33	74	55	131	31	20	439	12	75	416	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:	7	33	74	55	131	31	20	439	12	75	416	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	33	74	55	131	31	20	439	12	75	416	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
FinalVolume:	7	33	74	55	131	31	20	439	12	75	416	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:	0.06	0.29	0.65	1.00	0.81	0.19	0.08	1.87	0.05	0.31	1.69	1.00
Final Sat.:	29	139	311	442	389	92	46	1015	28	154	865	565
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.12	0.34	0.34	0.44	0.43	0.43	0.49	0.48	0.07
Crit Moves:	****					****	****			****		
Delay/Veh:	12.0	12.0	12.0	11.4	13.0	13.0	13.8	13.7	13.6	15.8	15.5	9.3
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	11.4	13.0	13.0	13.8	13.7	13.6	15.8	15.5	9.3
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	A
ApproachDel:	12.0			12.6			13.7			15.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.0			12.6			13.7			15.1		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.4	0.4	0.7	0.7	0.7	0.9	0.8	0.1

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

Pier & Strand Hotel
Existing With Project Sunday - 13th Street One-Way

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	10	Average Delay (sec/veh):	12.5
Optimal Cycle:	0	Level Of Service:	B

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 1	1 0	1	0 1	1 1	0
Volume Module:												
Base Vol:	23	62	61	16	40	95	52	502	8	31	396	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	62	61	16	40	95	52	502	8	31	396	48
Added Vol:	0	0	0	0	0	0	0	12	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	62	61	16	40	95	52	514	8	31	412	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	62	61	16	40	95	52	514	8	31	412	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	62	61	16	40	95	52	514	8	31	412	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	62	61	16	40	95	52	514	8	31	412	48
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	0.42	0.42	0.11	0.26	0.63	0.18	1.82	1.00	0.19	2.52	0.29
Final Sat.:	84	227	223	58	145	343	106	1052	652	106	1433	172
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.28	0.28	0.28	0.49	0.49	0.01	0.29	0.29	0.28
Crit Moves:	****			****			****			****		
Delay/Veh:	11.4	11.4	11.4	11.2	11.2	11.2	14.4	14.3	8.1	11.4	11.2	10.8
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:	11.4	11.4	11.4	11.2	11.2	11.2	14.4	14.3	8.1	11.4	11.2	10.8
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	B
ApproachDel:	11.4			11.2			14.2			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.4			11.2			14.2			11.2		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.9	0.9	0.0	0.4	0.4	0.4

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

Pier & Strand Hotel
Existing With Project Sunday - 13th Street One-Way

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

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			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	406	1063	13	6	1078	173	277	0	305	0	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	406	1063	13	6	1078	173	277	0	305	0	0	21
Added Vol:	9	0	0	0	0	7	5	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	415	1063	13	6	1078	180	282	0	312	0	0	21
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:	415	1063	13	6	1078	180	282	0	312	0	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	1063	13	6	1078	180	282	0	312	0	0	21
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:	415	1063	13	6	1078	180	282	0	312	0	0	21
OvlAdjVol:									104			15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.96	0.04	1.00	2.57	0.43	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4742	58	1600	4113	687	3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.00	0.26	0.26	0.09	0.00	0.20	0.00	0.00	0.01
OvlAdjV/S:									0.07			0.01
Crit Moves:	****				****		****					****