ITM Peak Hour Summary

Prepared by:

NDS

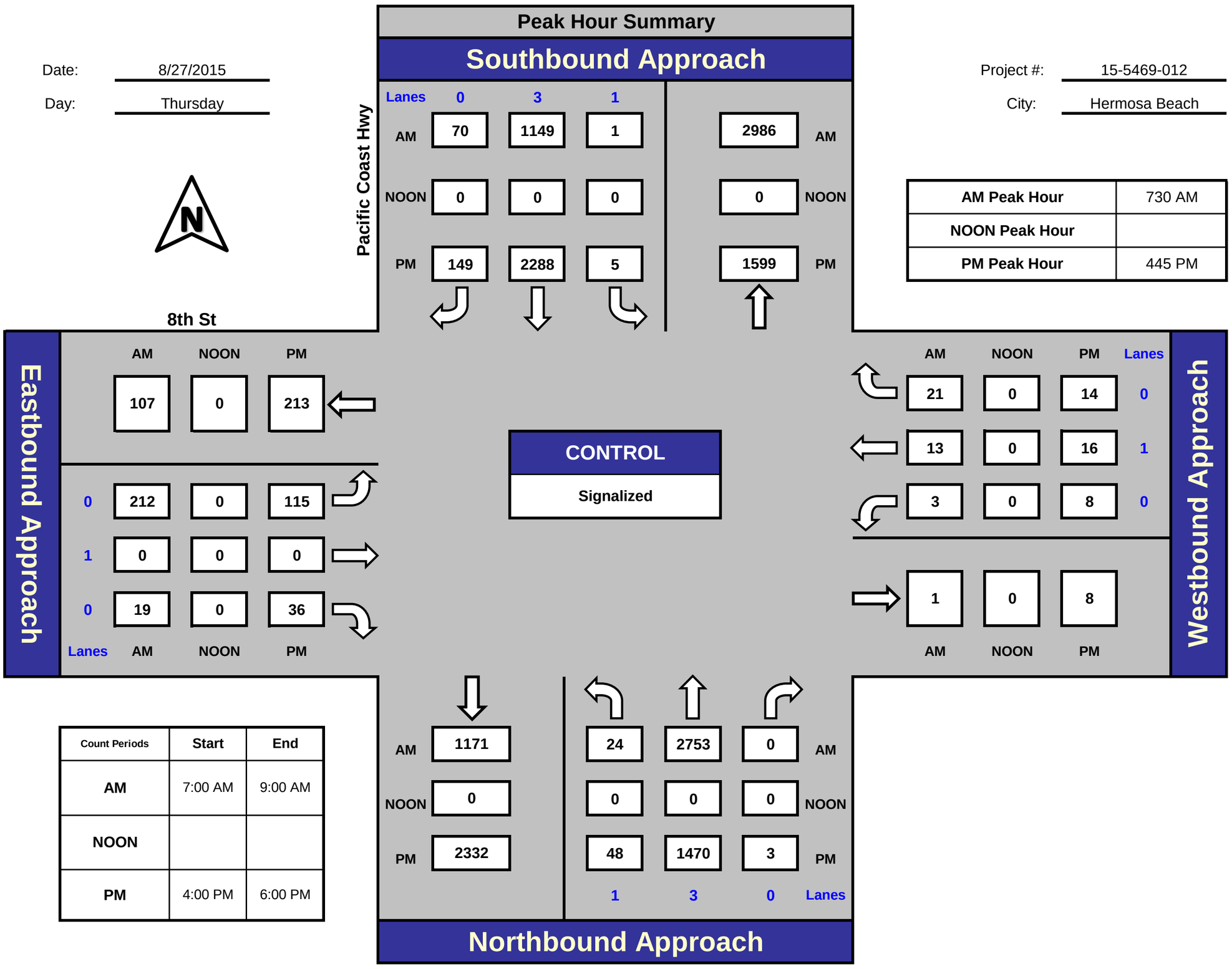
Pacific Coast Hwy and 8th St , Hermosa Beach

Date: 8/27/2015

Day: Thursday

Project #: 15-5469-012

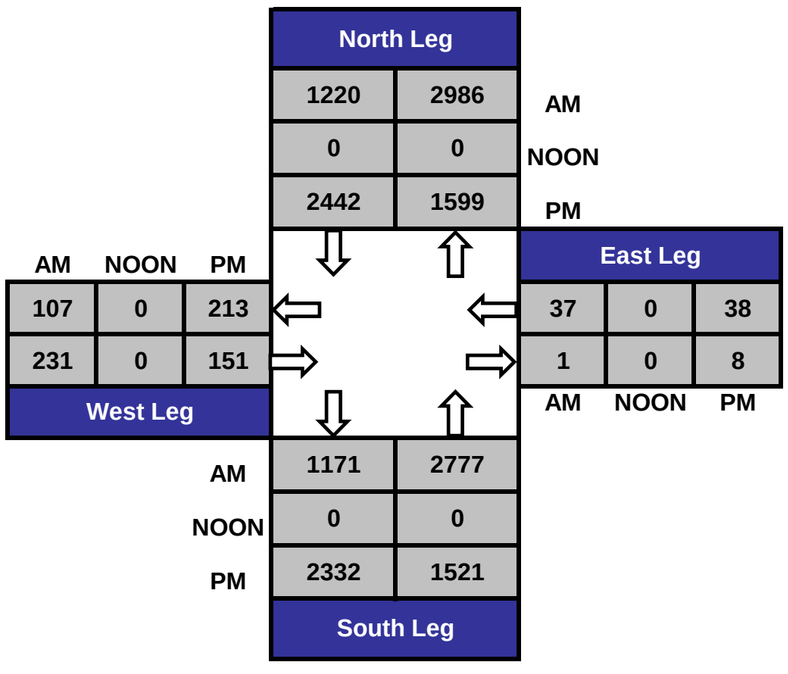
City: Hermosa Beach



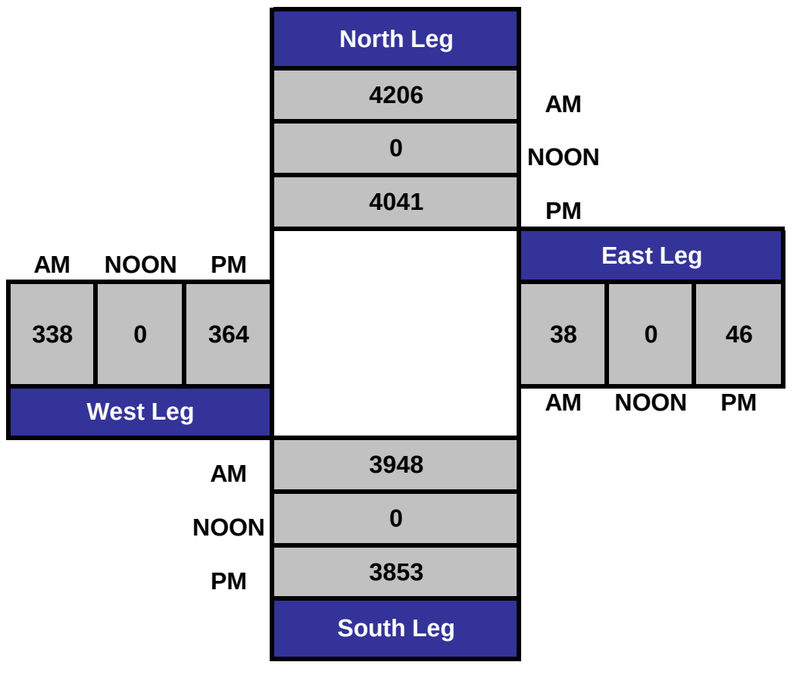
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

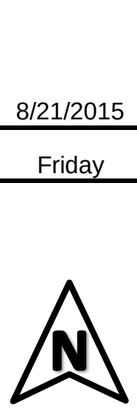
Hermosa Ave and 16th St , Hermosa Beach

Date: 8/21/2015

Day: Friday

Project #: 15-5469-004

City: Hermosa Beach



Peak Hour Summary

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	515 PM

Southbound Approach

Hermosa Ave

Lanes	0	2	0		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	419	24	307	PM

Eastbound Approach

16th St

	AM	NOON	PM
	0	0	12

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0

Westbound Approach

	AM	NOON	PM	Lanes
	0	0	20	0
	0	0	0	1
	0	0	18	0
	0	0	45	

CONTROL

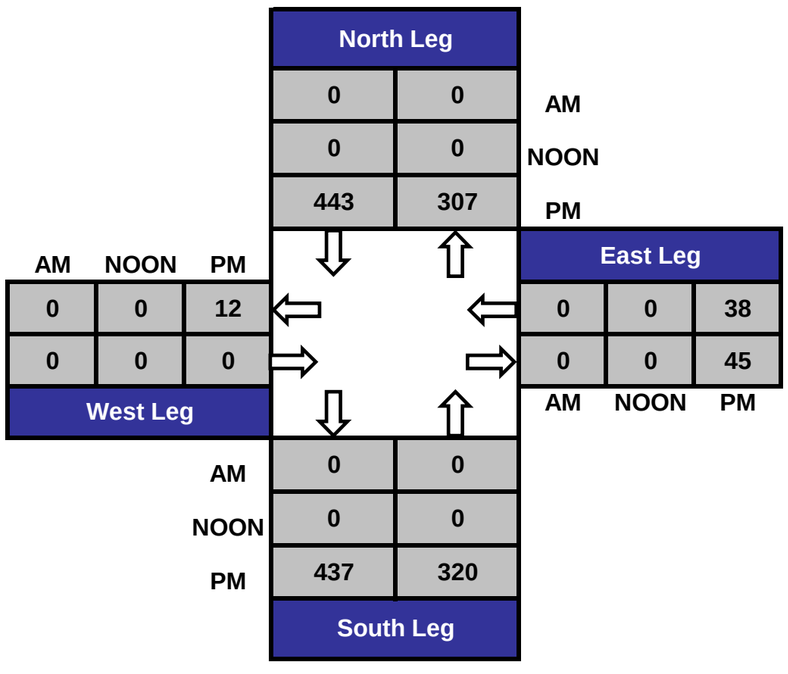
3-Way Stop (NB/SB/WB)

Northbound Approach

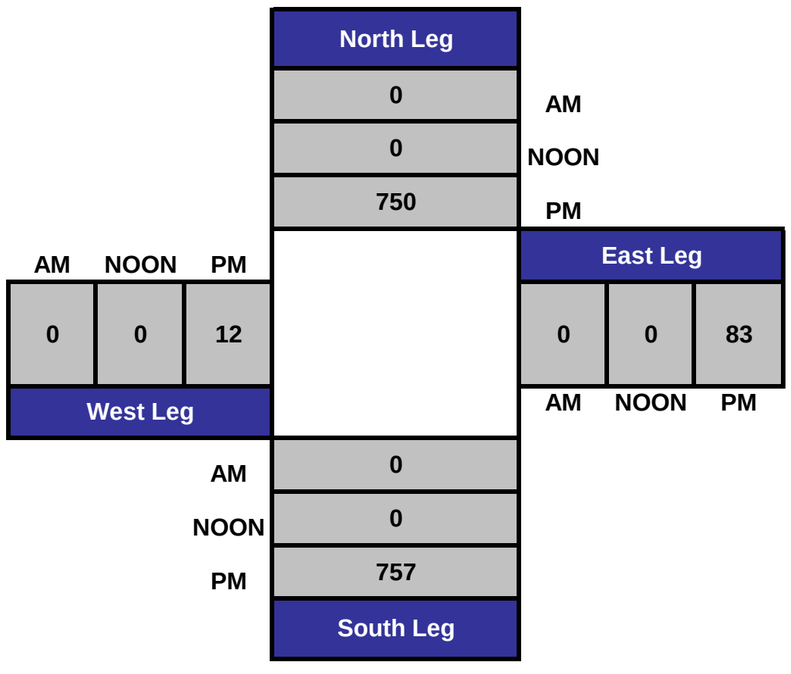
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	437	12	287	21	PM
		0	2	0	Lanes

Count Periods	Start	End
AM		
NOON		
PM	5:00 PM	9:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

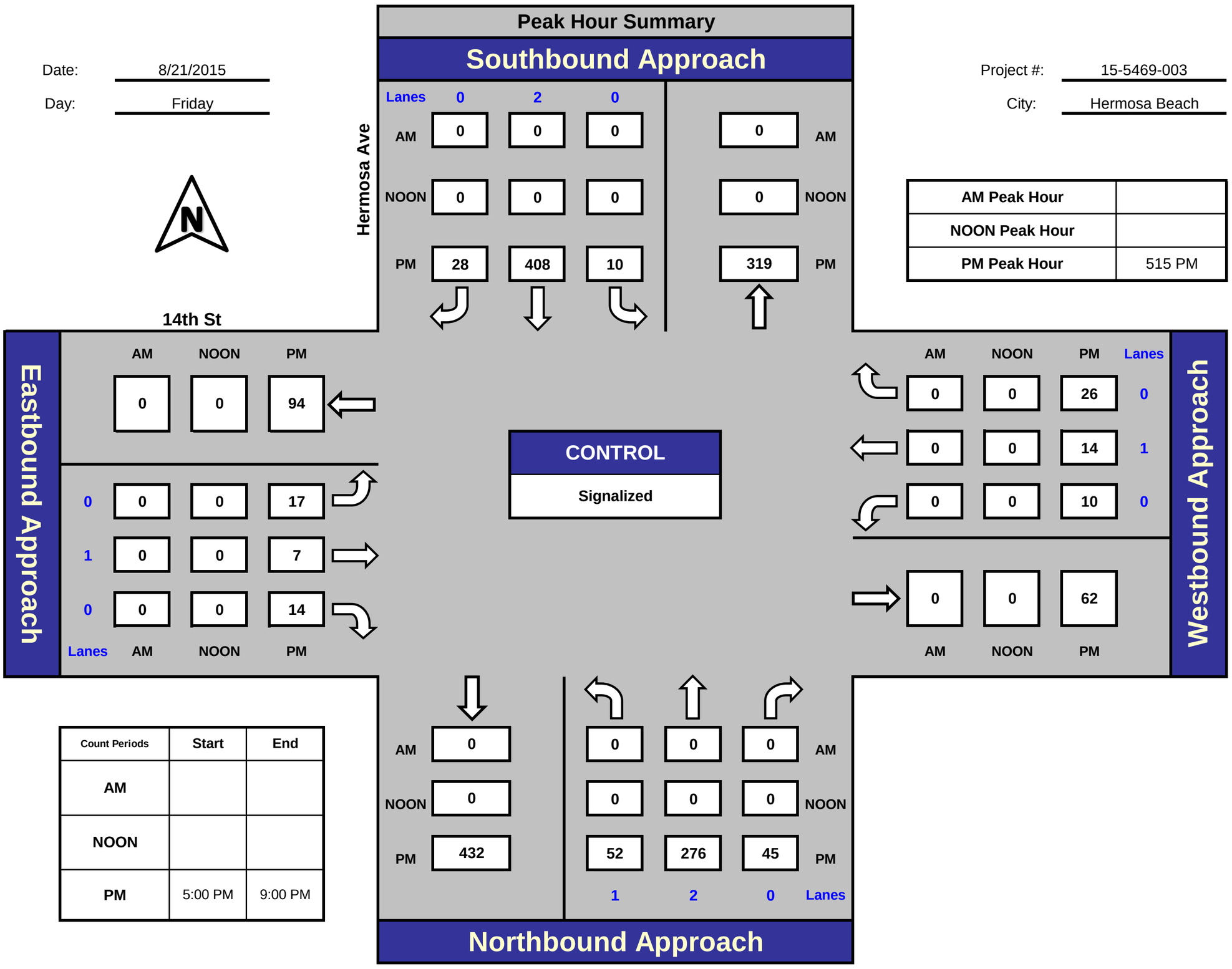
Hermosa Ave and 14th St , Hermosa Beach

Date: 8/21/2015

Day: Friday

Project #: 15-5469-003

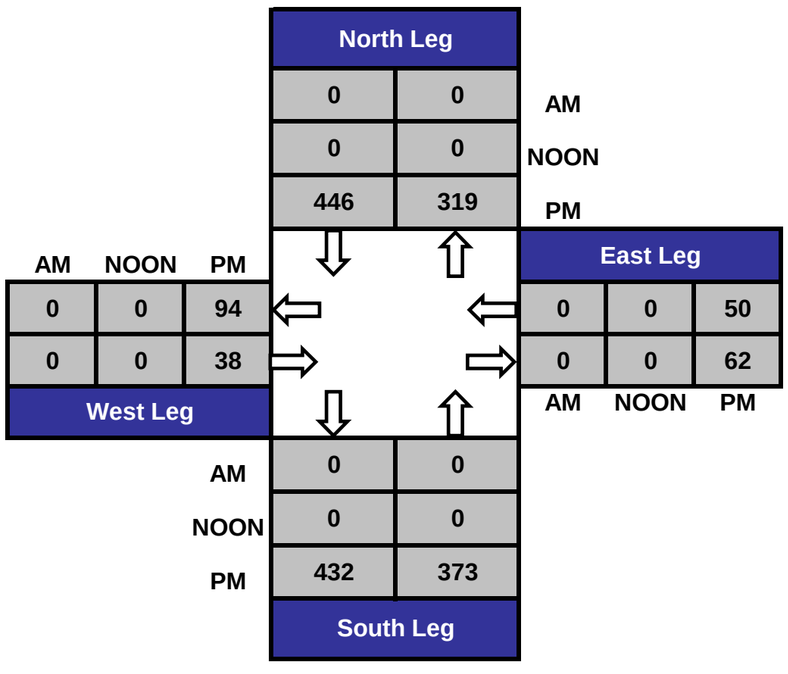
City: Hermosa Beach



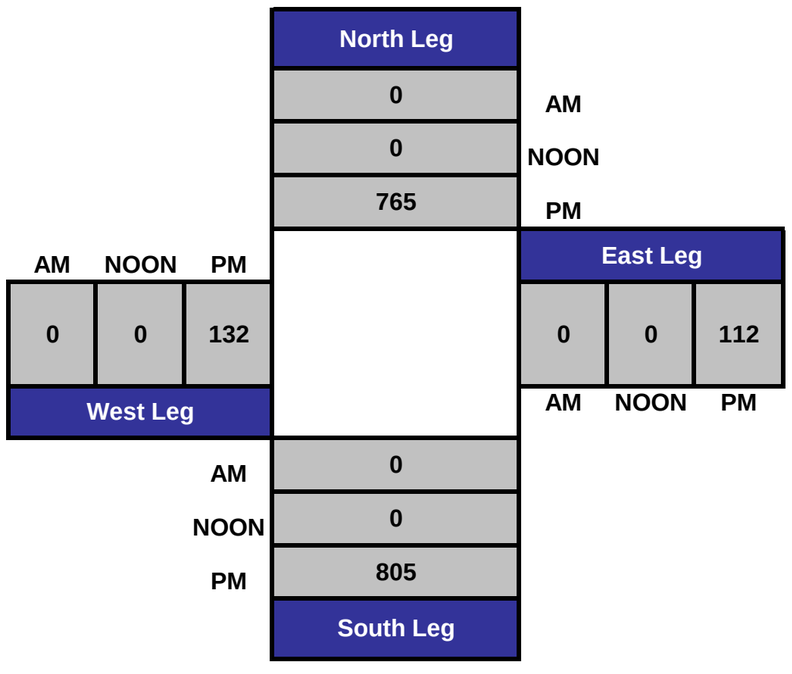
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	515 PM

Count Periods	Start	End
AM		
NOON		
PM	5:00 PM	9:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

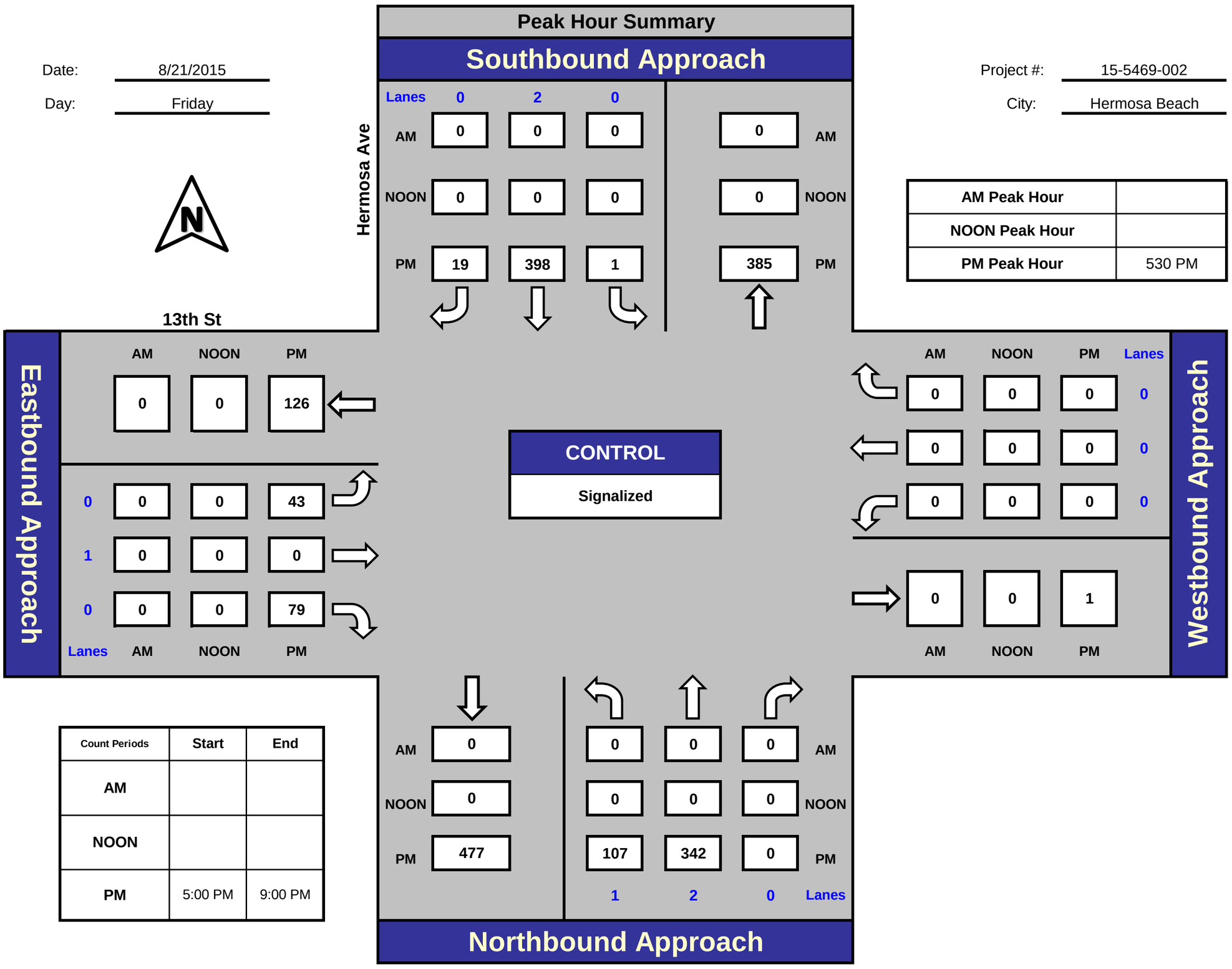
Hermosa Ave and 13th St , Hermosa Beach

Date: 8/21/2015

Day: Friday

Project #: 15-5469-002

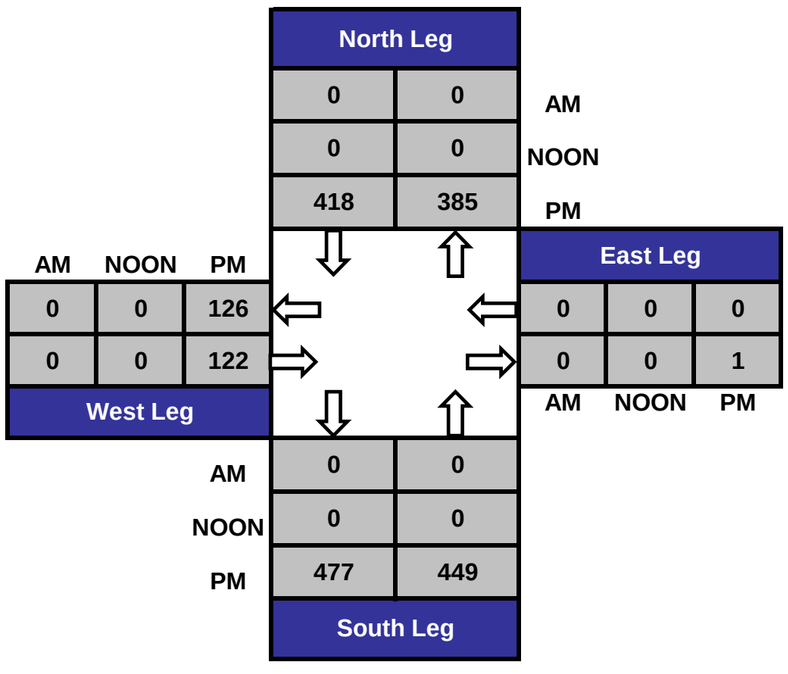
City: Hermosa Beach



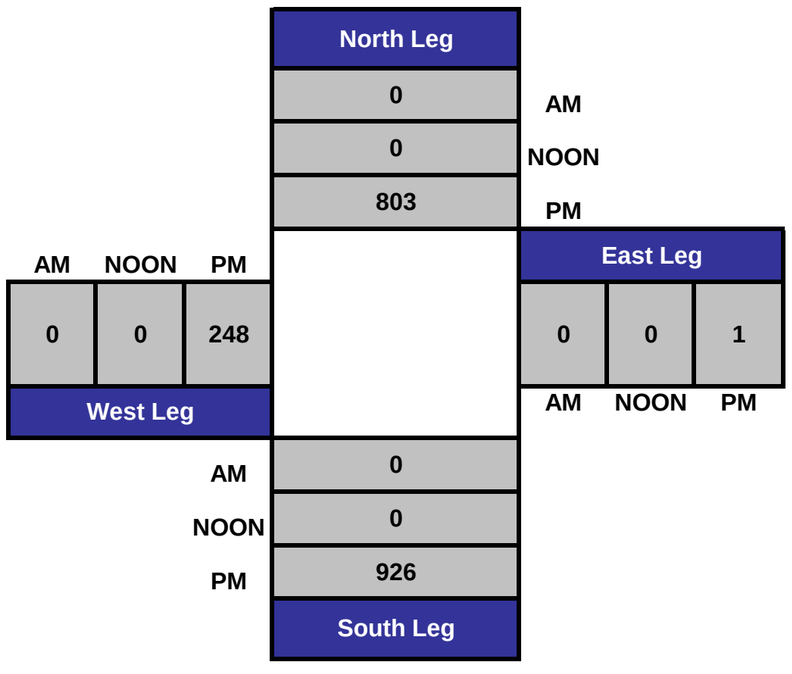
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	530 PM

Count Periods	Start	End
AM		
NOON		
PM	5:00 PM	9:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

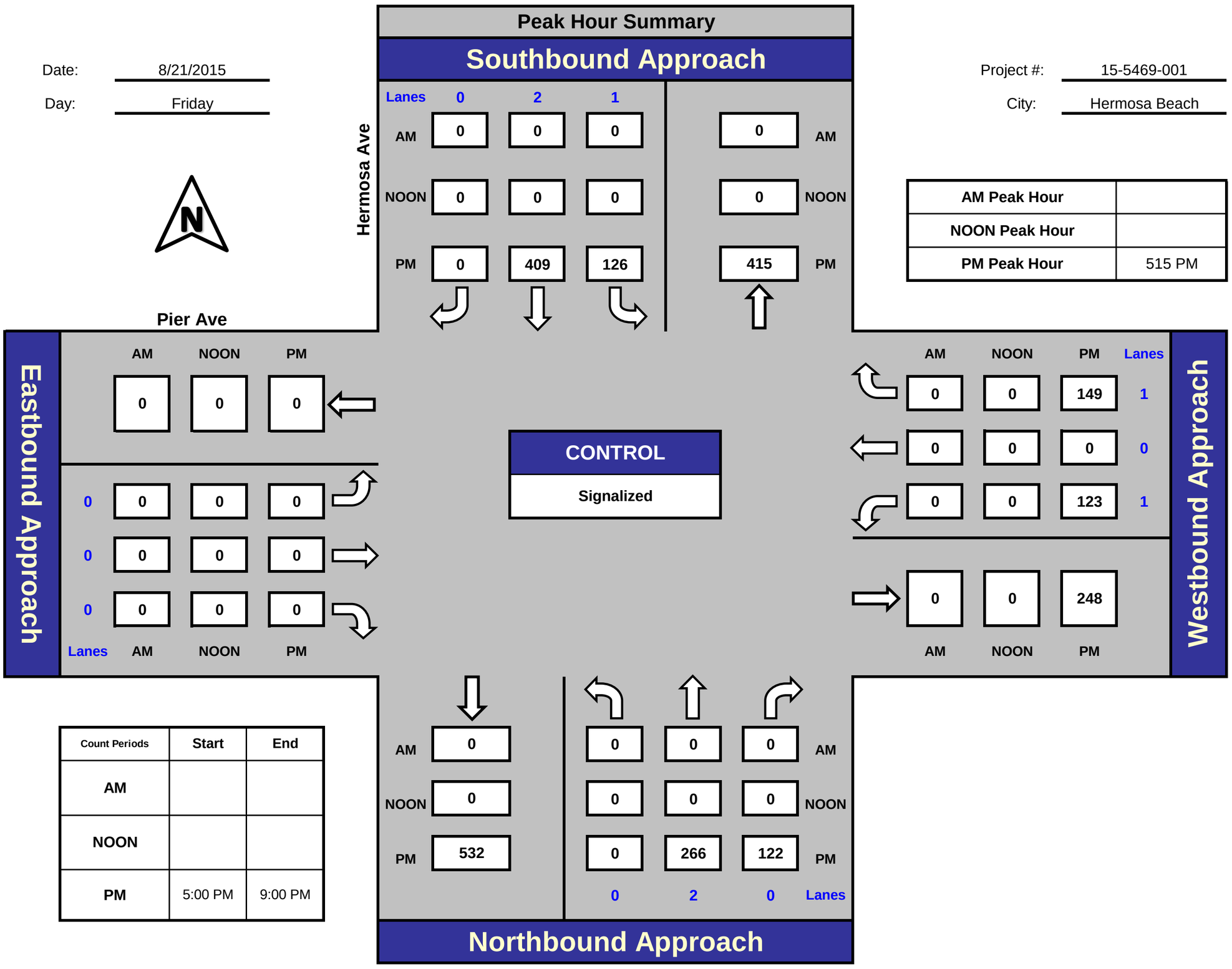
Hermosa Ave and Pier Ave , Hermosa Beach

Date: 8/21/2015

Day: Friday

Project #: 15-5469-001

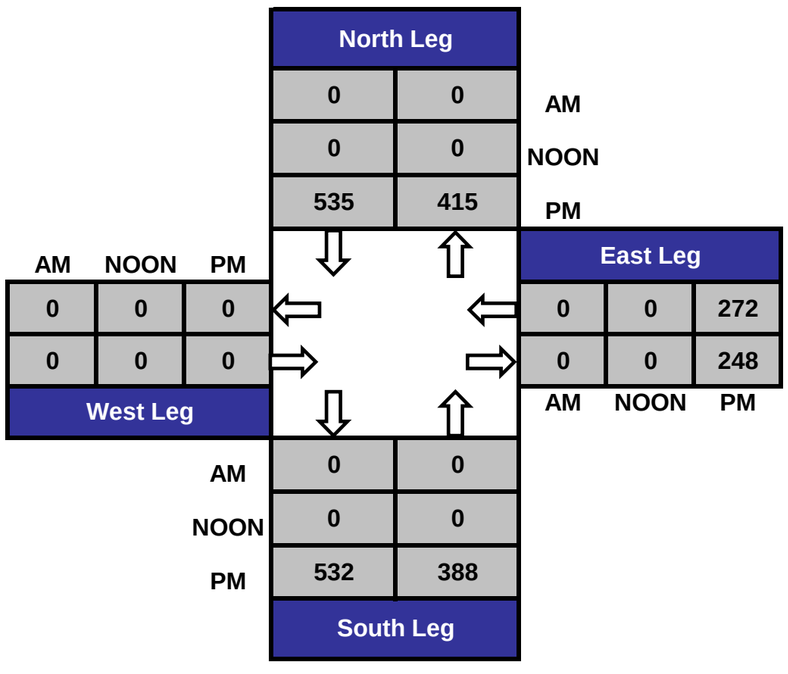
City: Hermosa Beach



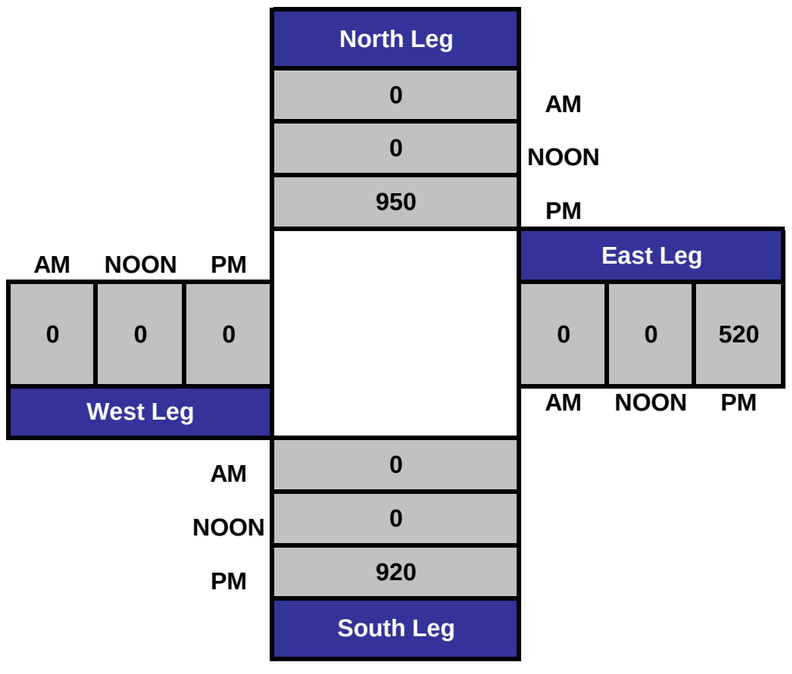
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	515 PM

Count Periods	Start	End
AM		
NOON		
PM	5:00 PM	9:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

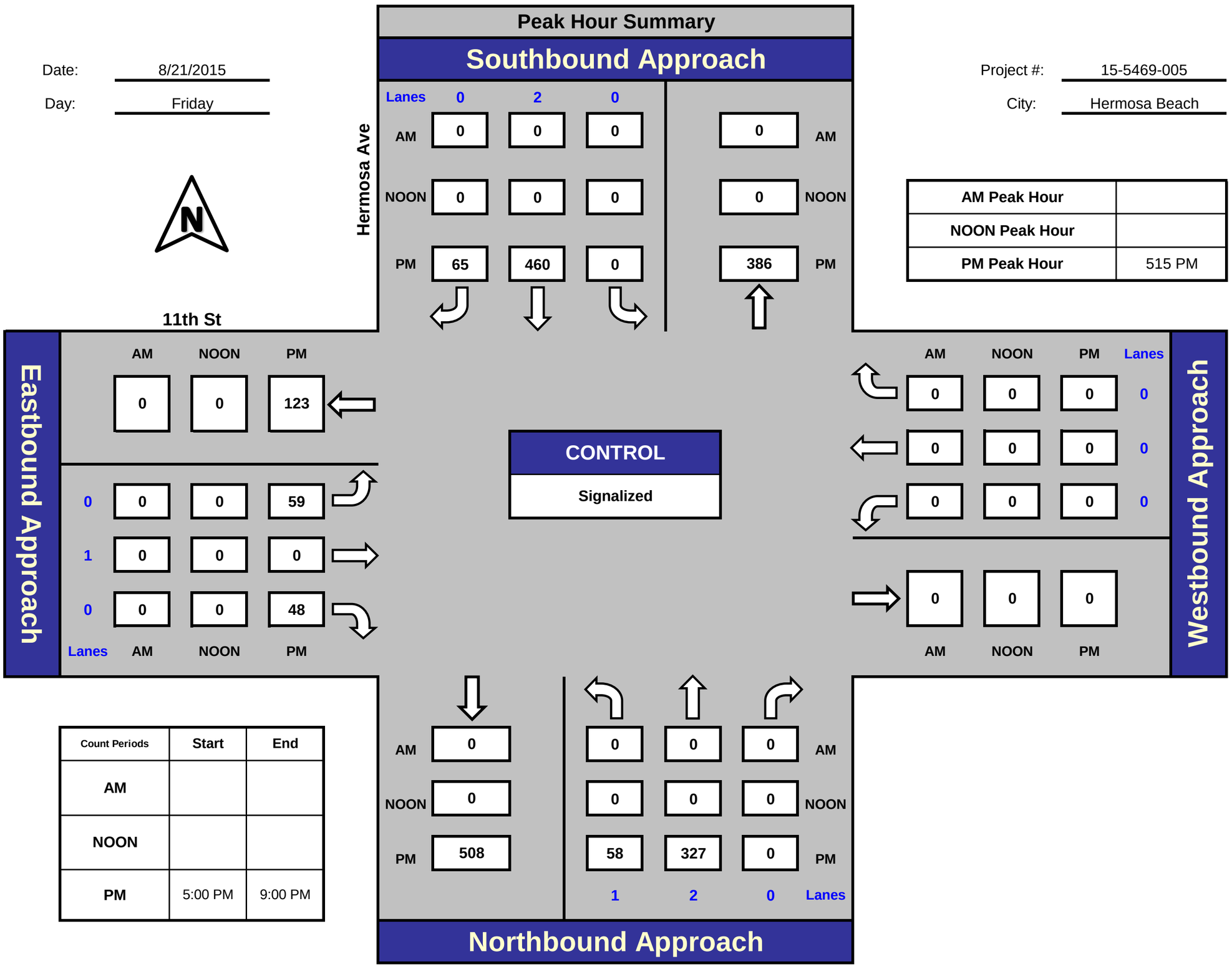
Hermosa Ave and 11th St , Hermosa Beach

Date: 8/21/2015

Day: Friday

Project #: 15-5469-005

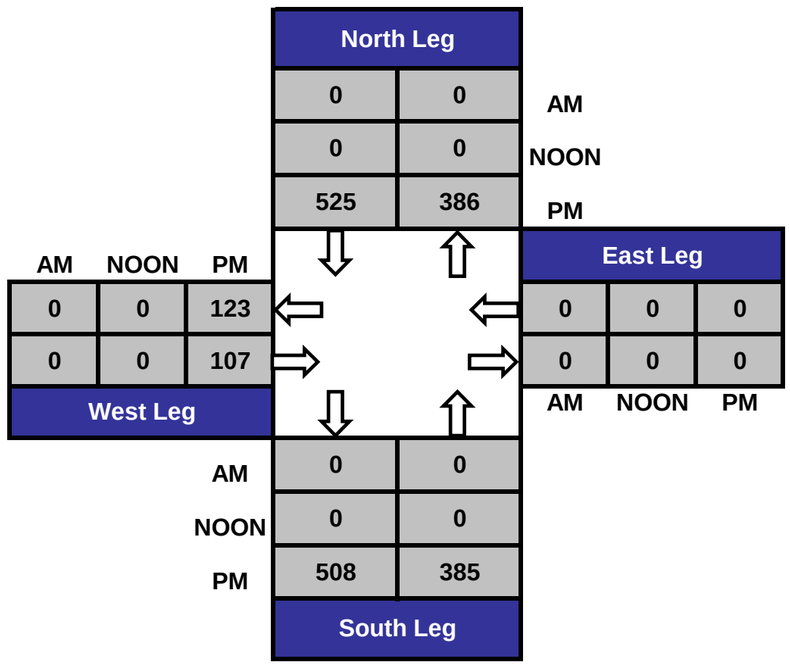
City: Hermosa Beach



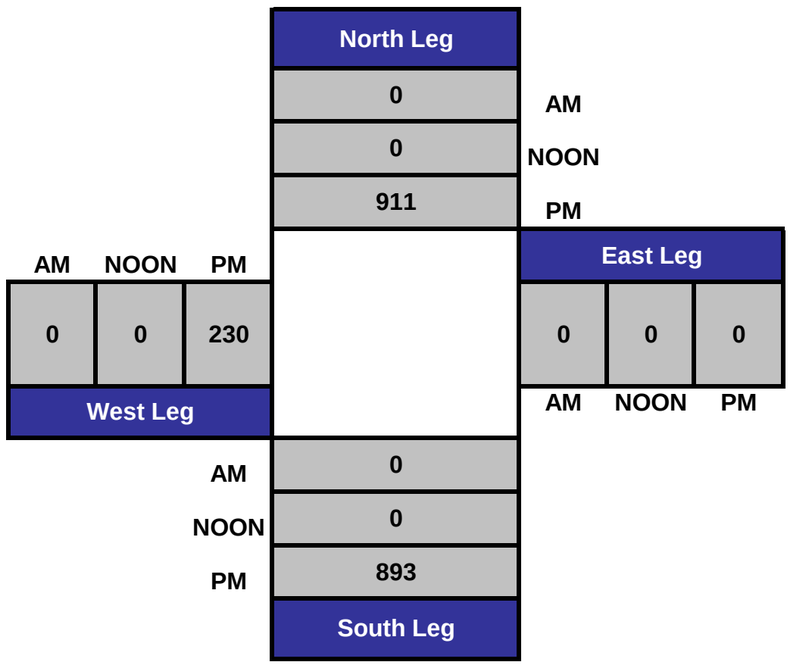
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	515 PM

Count Periods	Start	End
AM		
NOON		
PM	5:00 PM	9:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

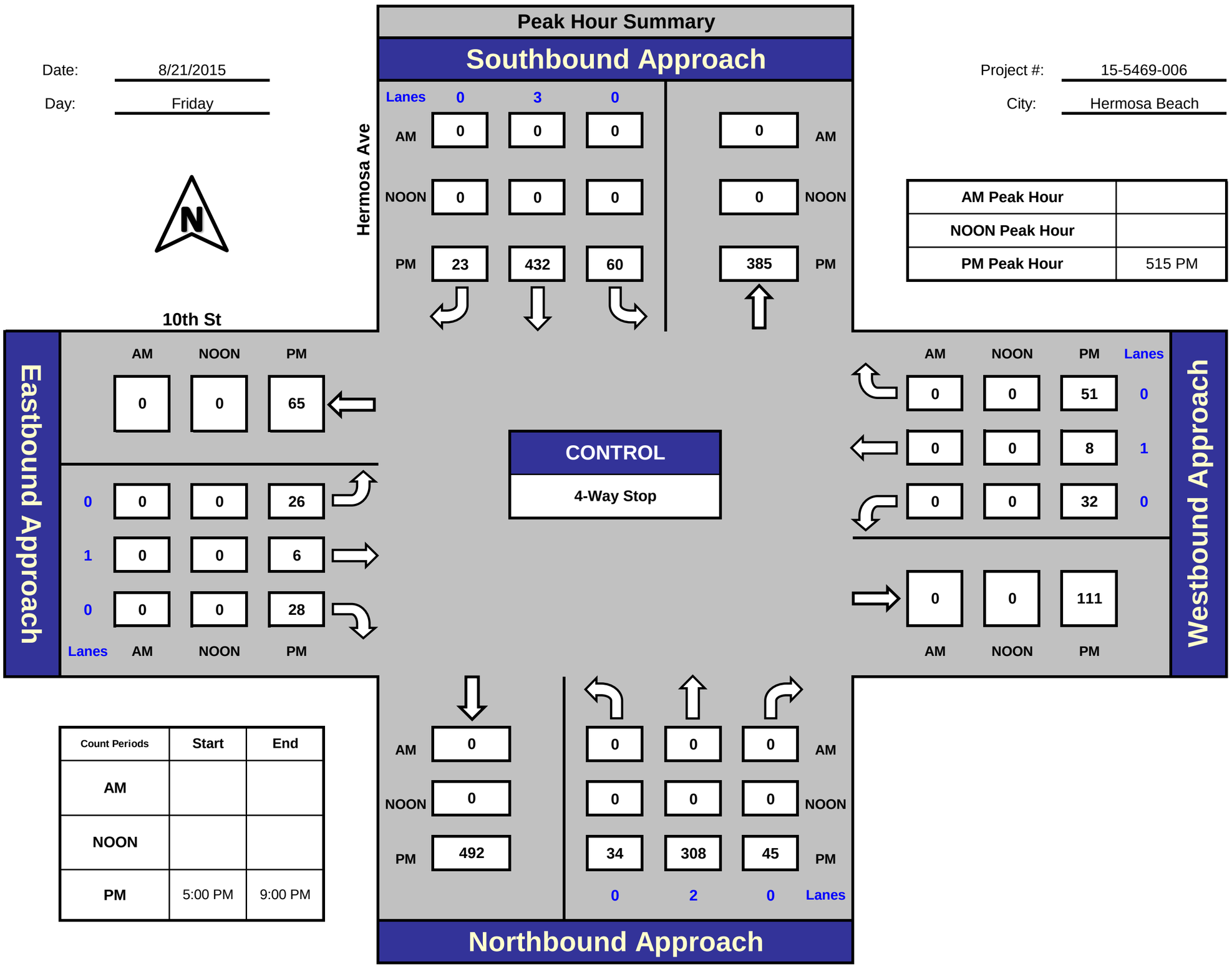
Hermosa Ave and 10th St , Hermosa Beach

Date: 8/21/2015

Day: Friday

Project #: 15-5469-006

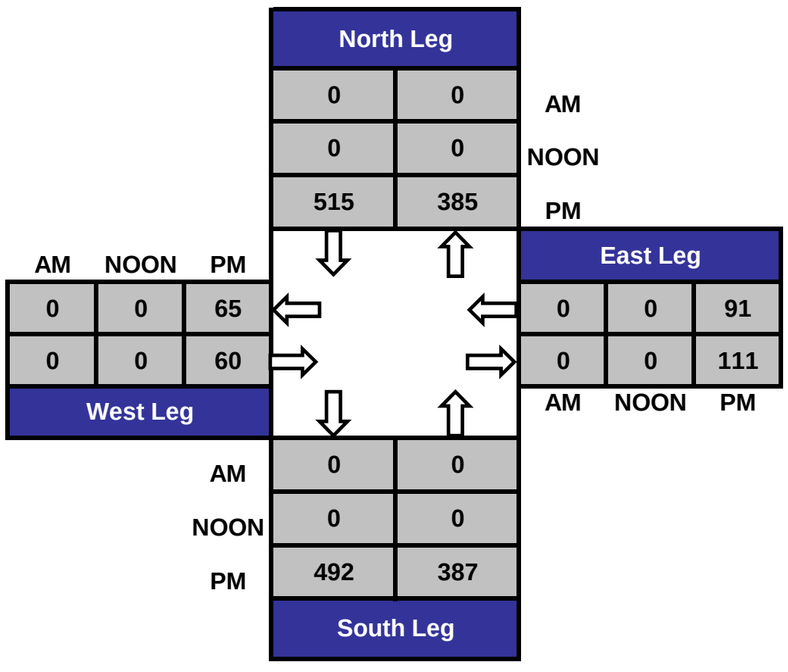
City: Hermosa Beach



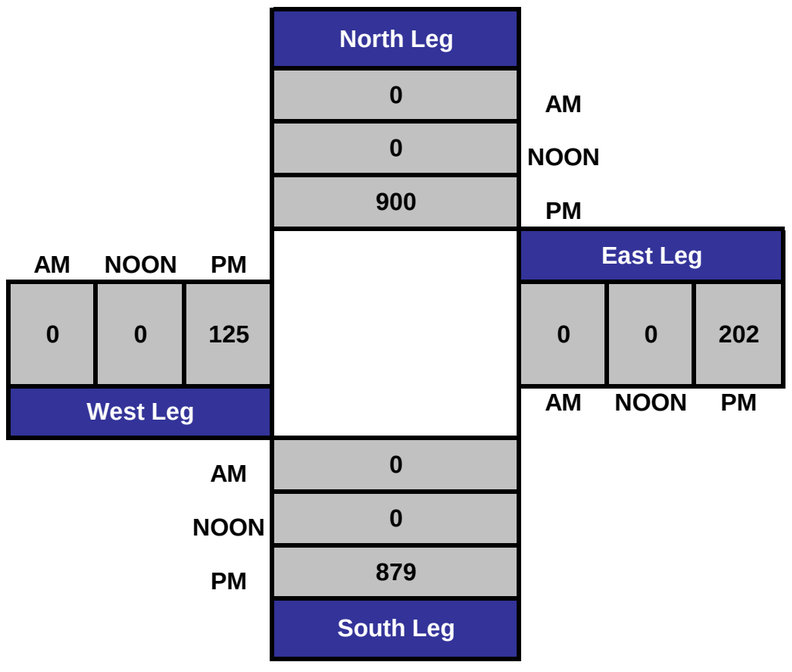
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	515 PM

Count Periods	Start	End
AM		
NOON		
PM	5:00 PM	9:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

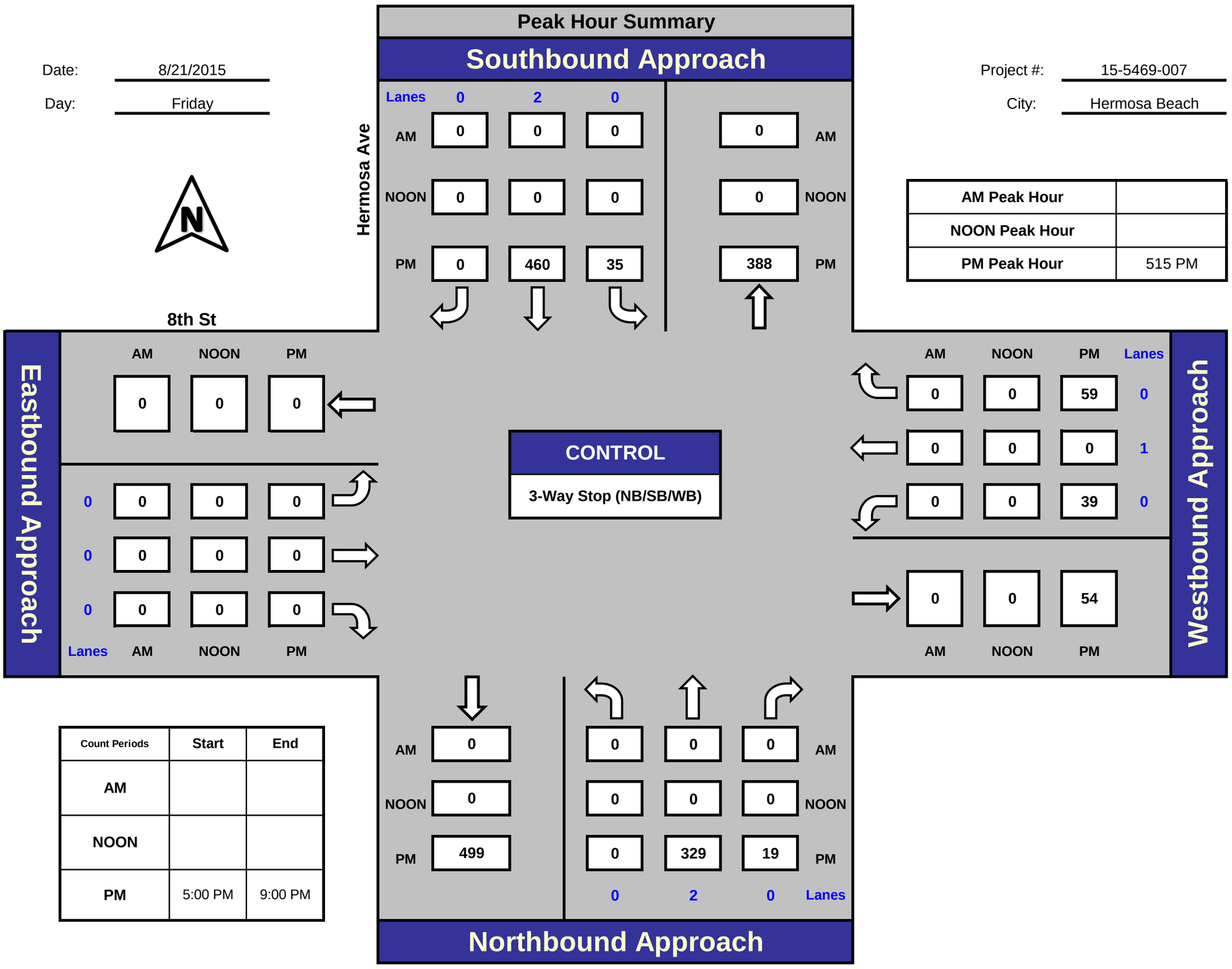
Hermosa Ave and 8th St , Hermosa Beach

Date: 8/21/2015

Day: Friday

Project #: 15-5469-007

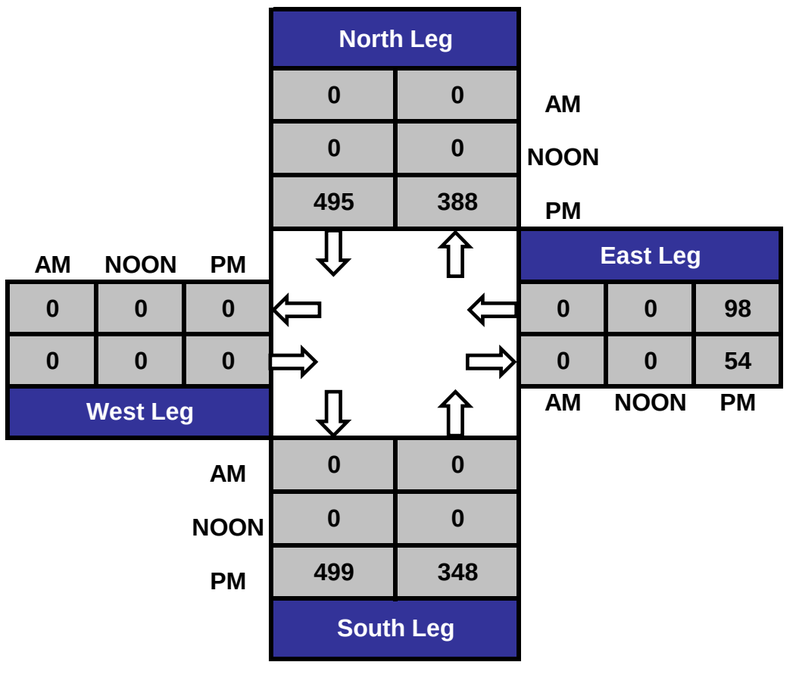
City: Hermosa Beach



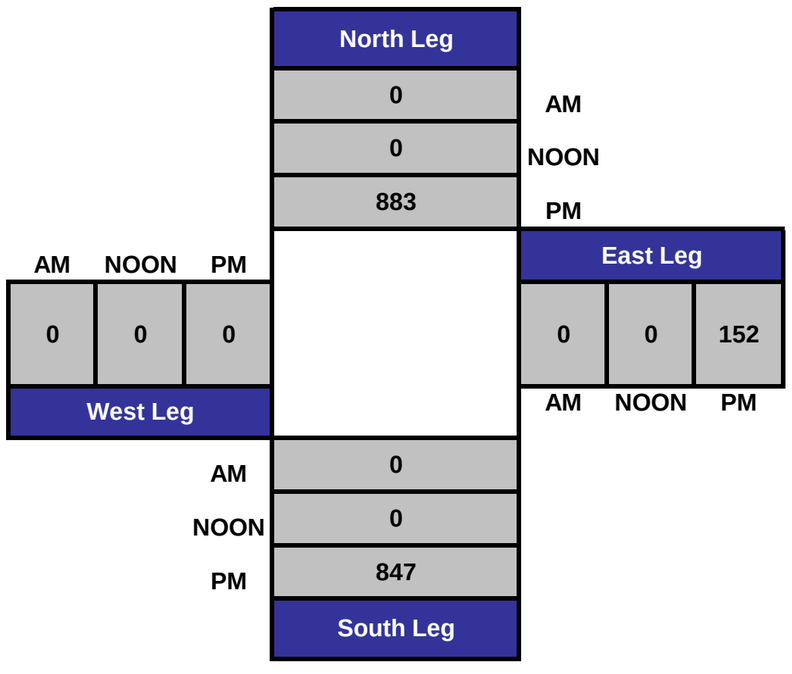
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	515 PM

Count Periods	Start	End
AM		
NOON		
PM	5:00 PM	9:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

Manhattan Ave West and Pier Ave , Hermosa Beach

Date: 8/21/2015

Day: Friday

Project #: 15-5469-008

City: Hermosa Beach

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	530 PM

Peak Hour Summary

Southbound Approach — Manhattan Ave West

	Lanes 0	0	0		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

Eastbound Approach — Pier Ave

Lanes	AM	NOON	PM
	0	0	300
0	0	0	0
1	0	0	225
0	0	0	21

Westbound Approach

	AM	NOON	PM	Lanes
	0	0	0	0
	0	0	294	2
	0	0	81	0
	0	0	274	

CONTROL

1-Way Stop (NB)

Northbound Approach

AM	0	0	0	AM
NOON	0	0	0	NOON
PM	102	6	0	49	PM
		0	1	0	Lanes

Count Periods	Start	End
AM		
NOON		
PM	5:00 PM	9:00 PM

Total Ins & Outs

	AM	NOON	PM
North Leg	0	0	
	0	0	
	0	0	
East Leg	0	0	375
	0	0	274
West Leg	0	0	300
	0	0	246
South Leg	0	0	
	0	0	
	102	55	

Total Volume Per Leg

	AM	NOON	PM
North Leg	0	0	
	0	0	
	0	0	
East Leg	0	0	649
West Leg	0	0	546
South Leg	0	0	
	0	0	
	157		

ITM Peak Hour Summary

Prepared by:

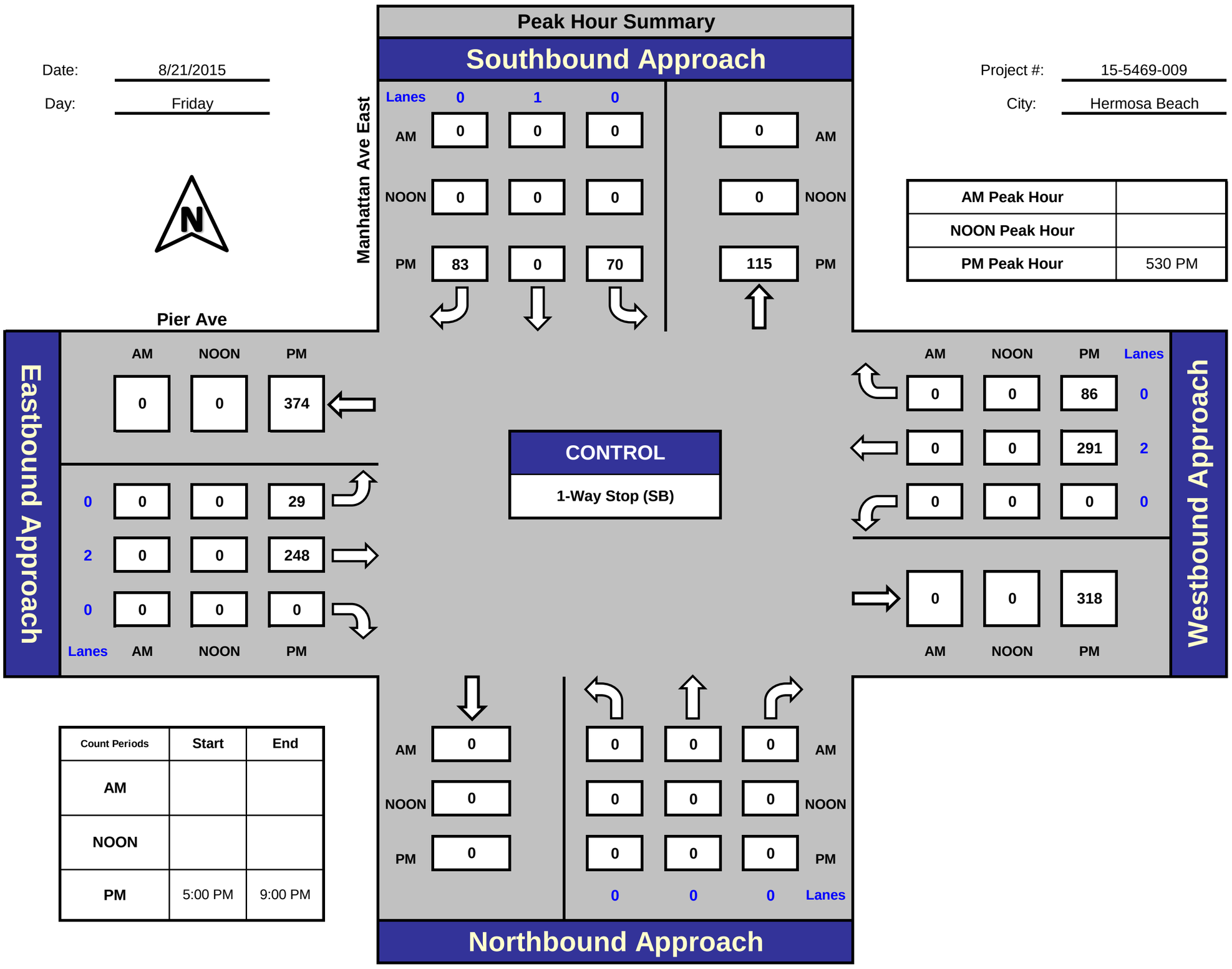
Manhattan Ave East and Pier Ave , Hermosa Beach

Date: 8/21/2015

Day: Friday

Project #: 15-5469-009

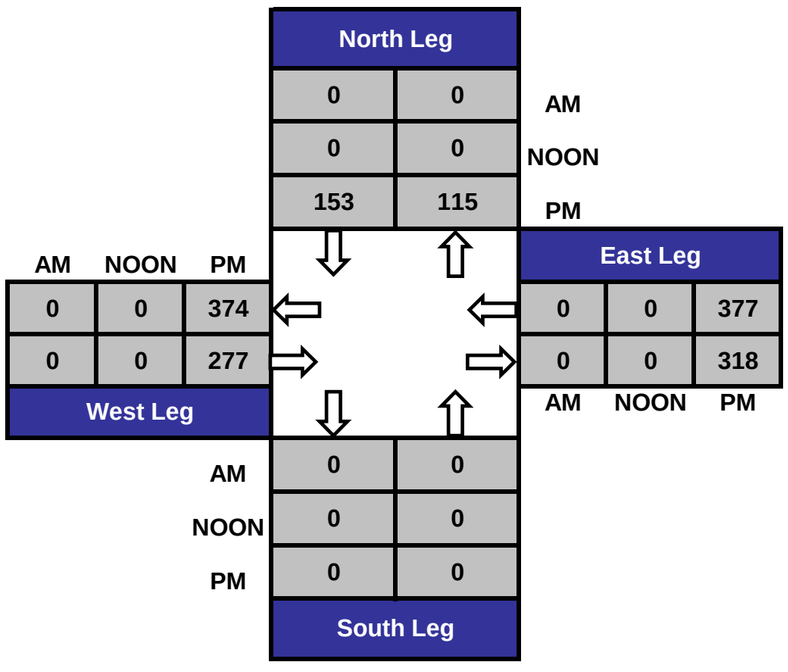
City: Hermosa Beach



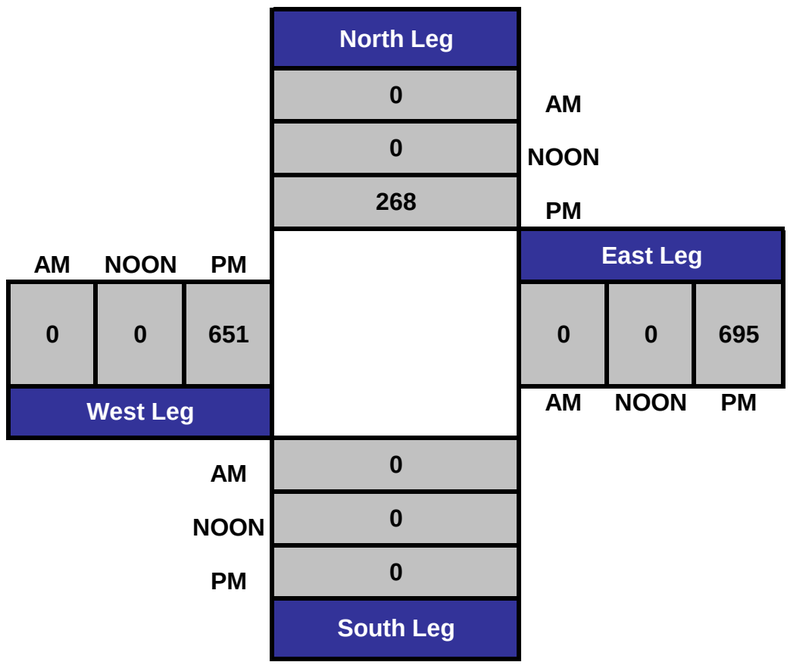
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	530 PM

Count Periods	Start	End
AM		
NOON		
PM	5:00 PM	9:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

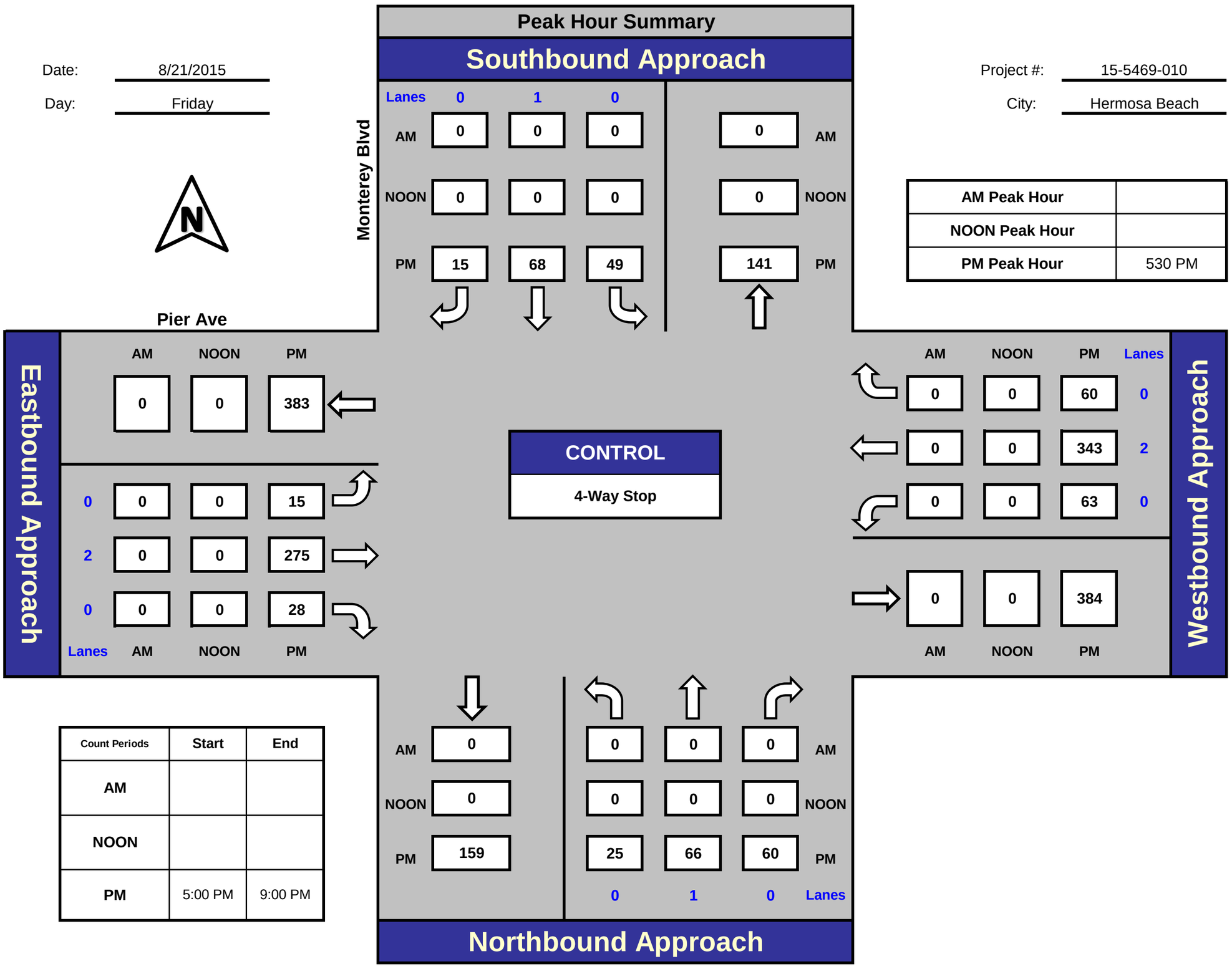
Monterey Blvd and Pier Ave , Hermosa Beach

Date: 8/21/2015

Day: Friday

Project #: 15-5469-010

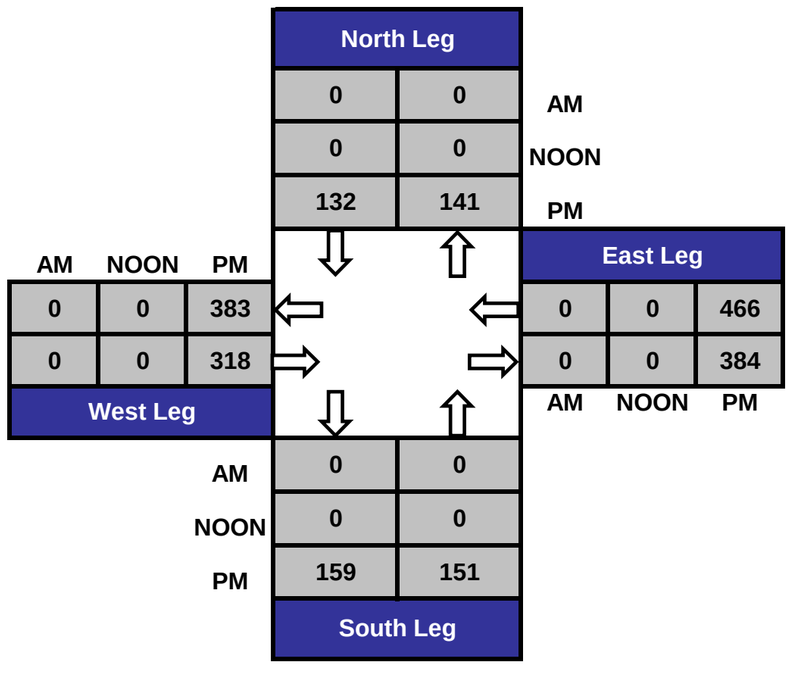
City: Hermosa Beach



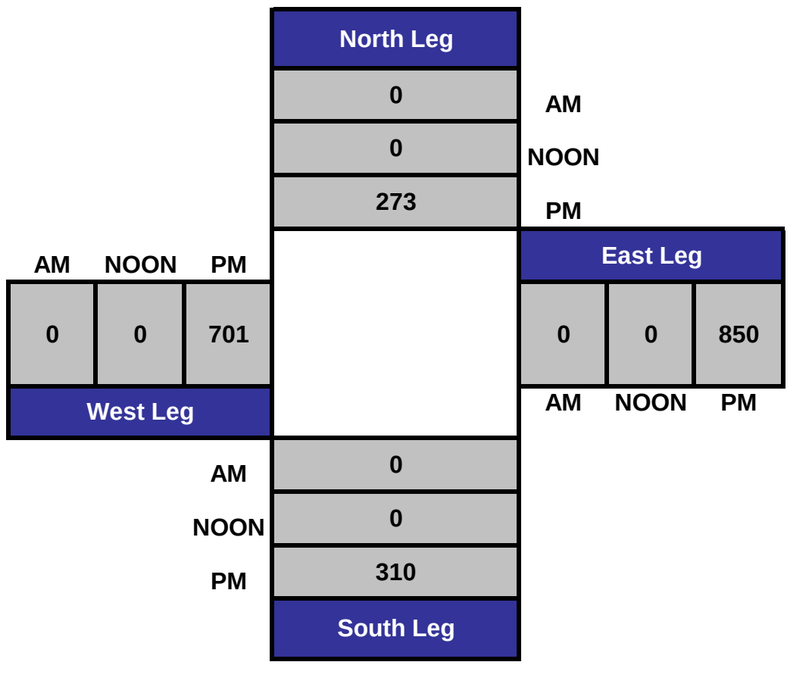
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	530 PM

Count Periods	Start	End
AM		
NOON		
PM	5:00 PM	9:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

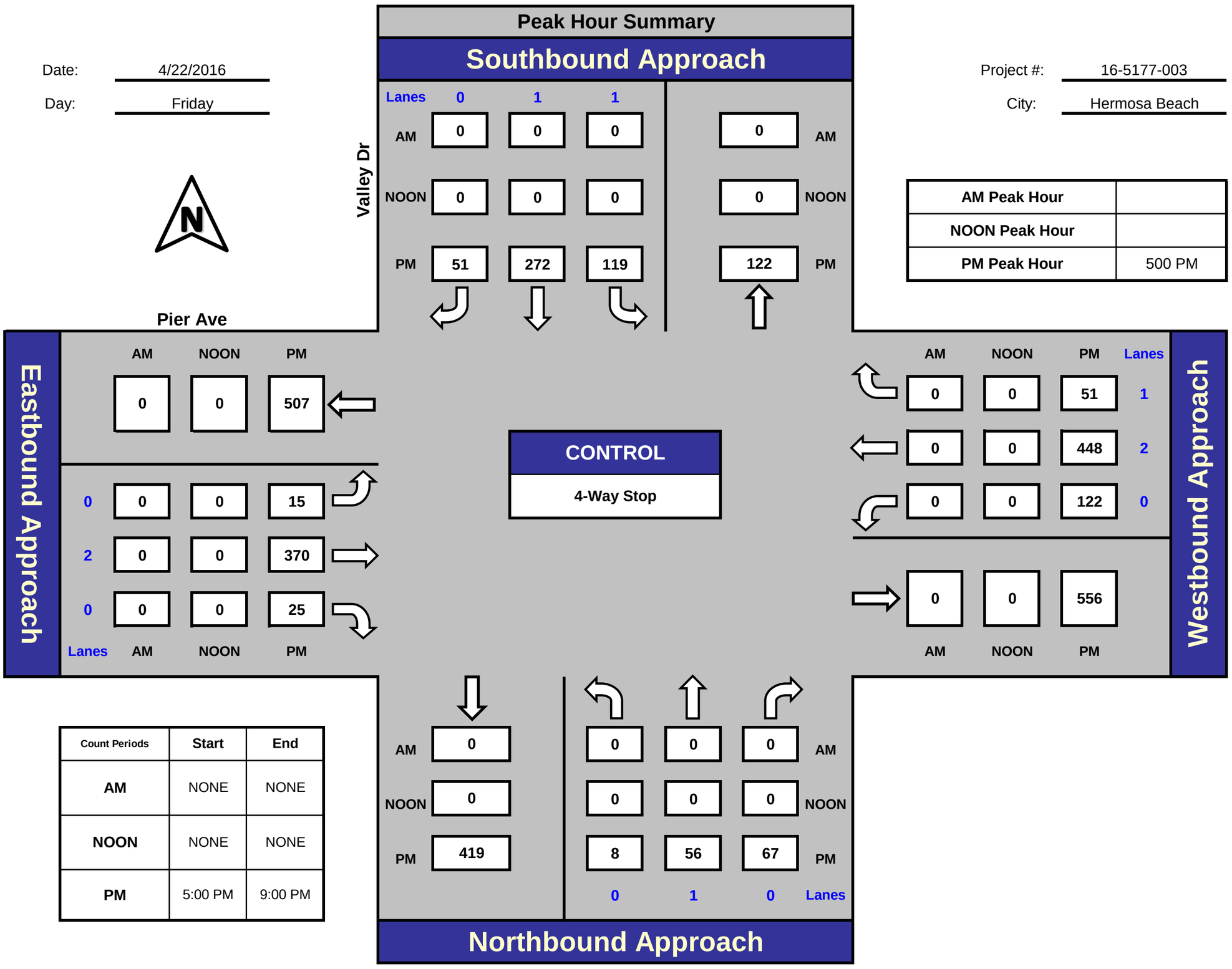
Valley Dr and Pier Ave , Hermosa Beach

Date: 4/22/2016

Day: Friday

Project #: 16-5177-003

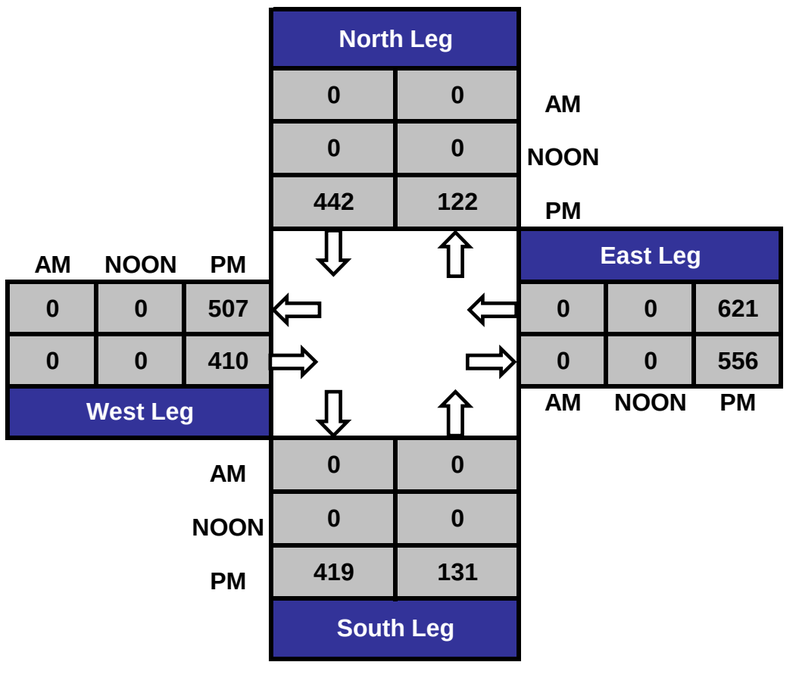
City: Hermosa Beach



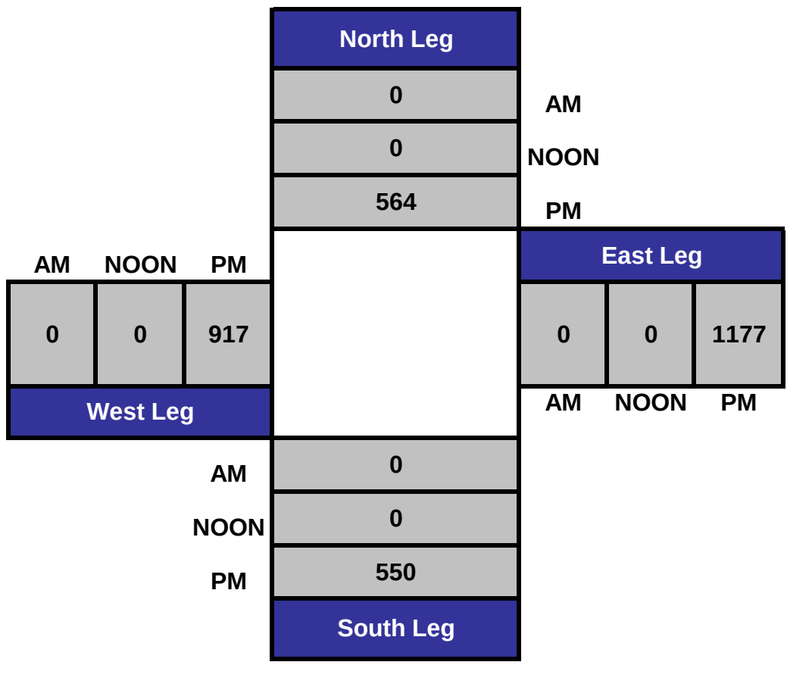
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	5:00 PM	9:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

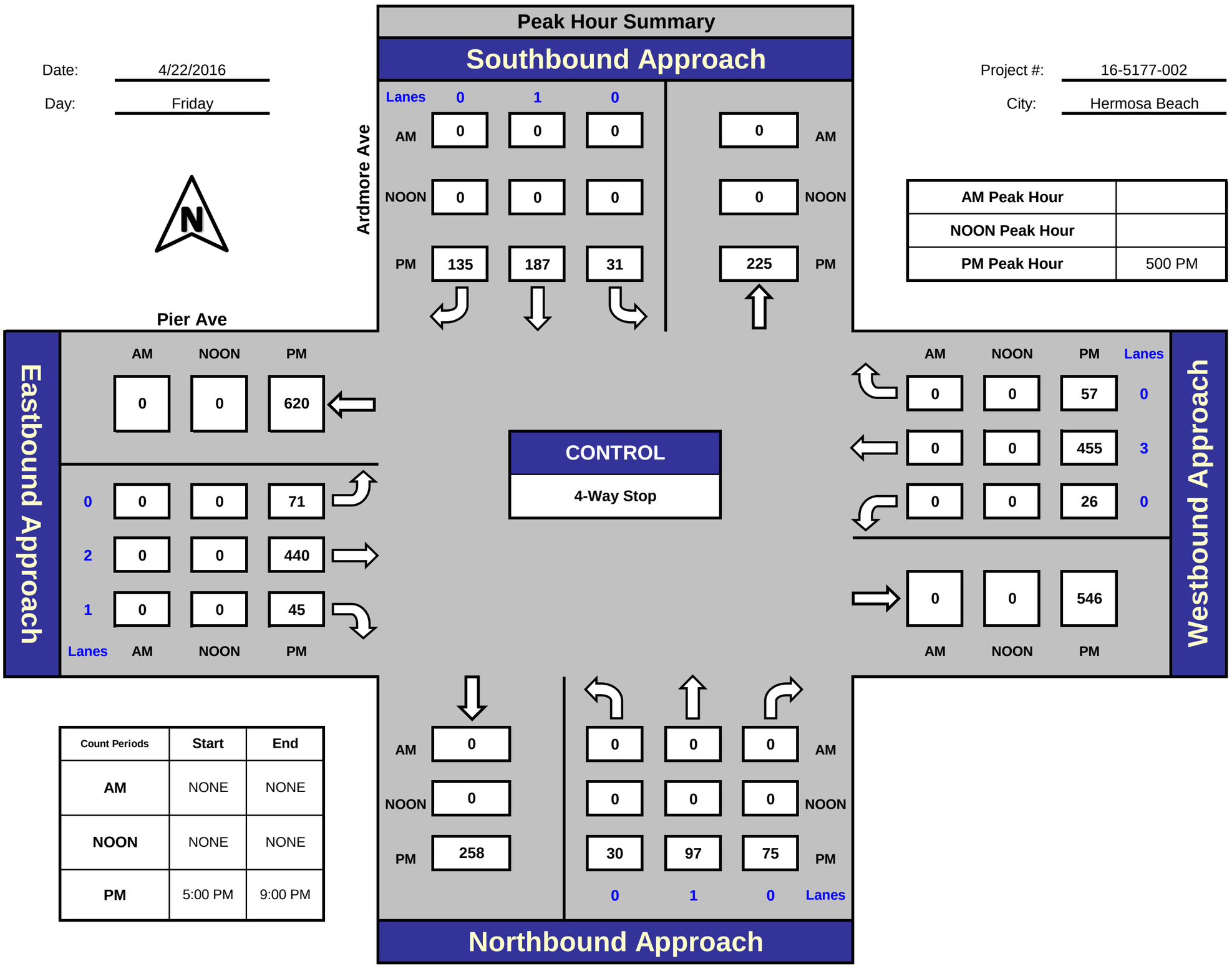
Ardmore Ave and Pier Ave , Hermosa Beach

Date: 4/22/2016

Day: Friday

Project #: 16-5177-002

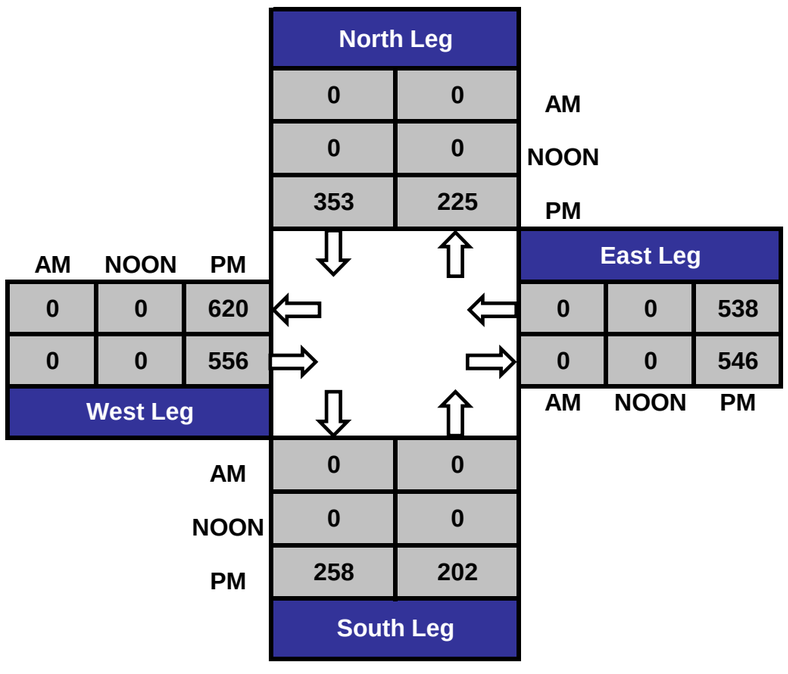
City: Hermosa Beach



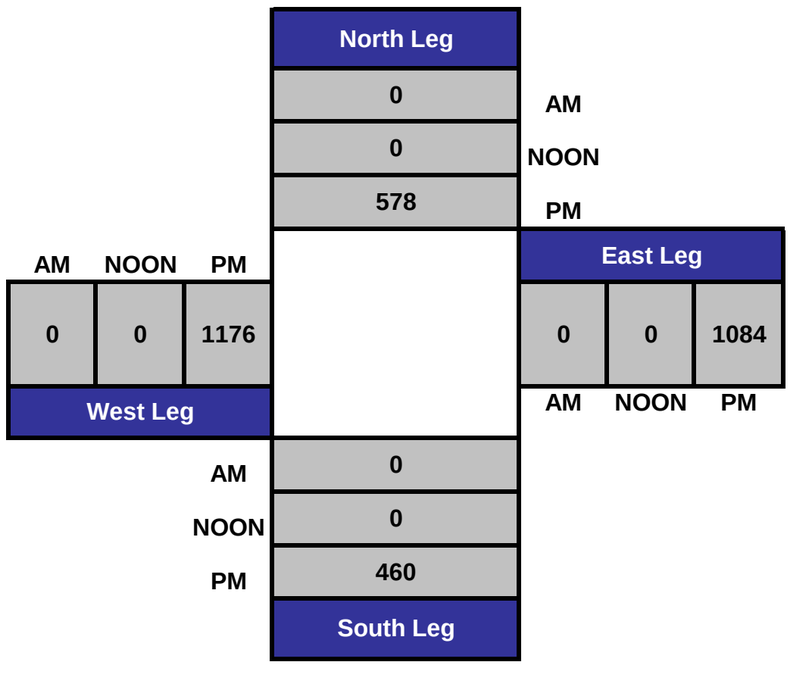
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	5:00 PM	9:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

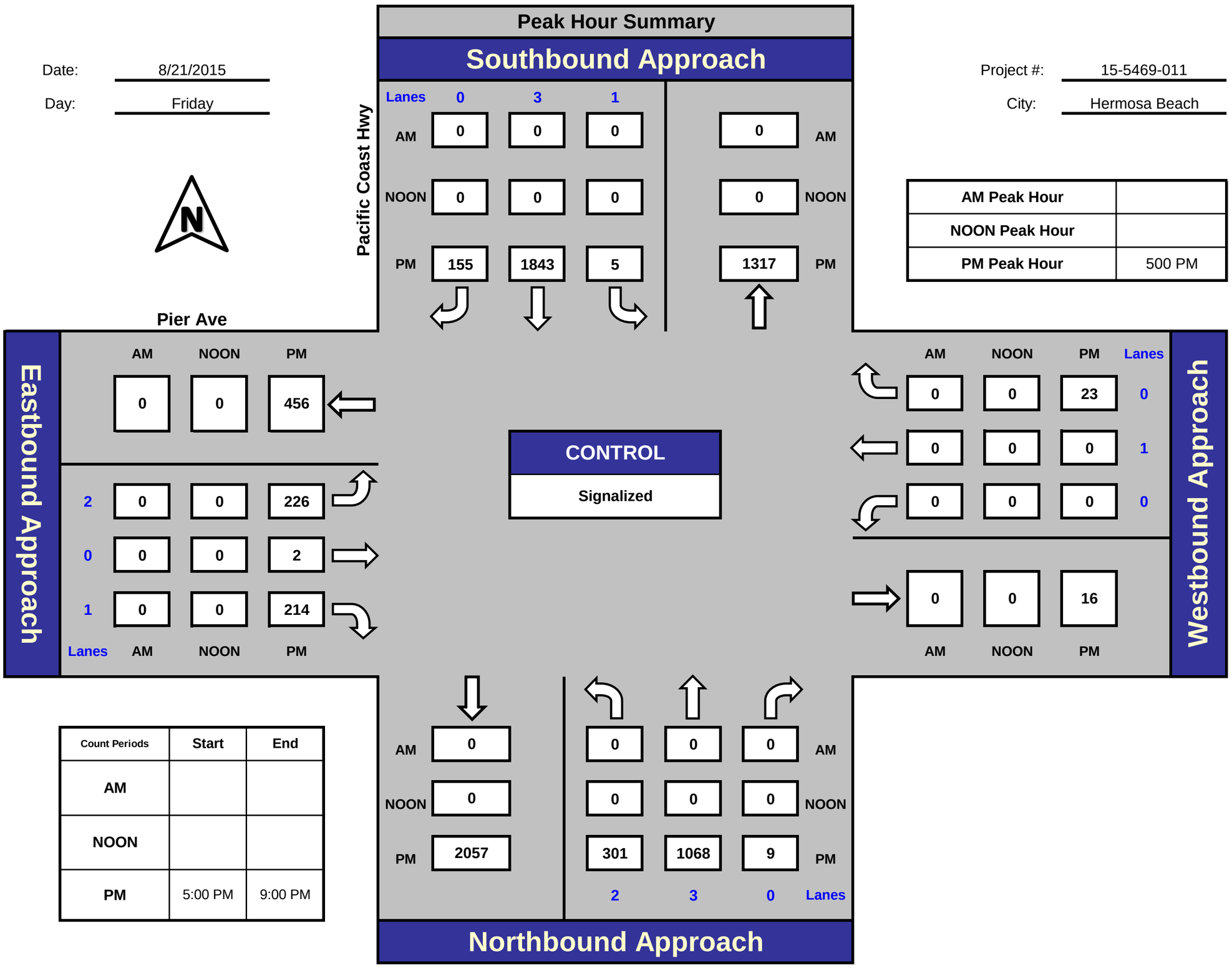
Pacific Coast Hwy and Pier Ave , Hermosa Beach

Date: 8/21/2015

Day: Friday

Project #: 15-5469-011

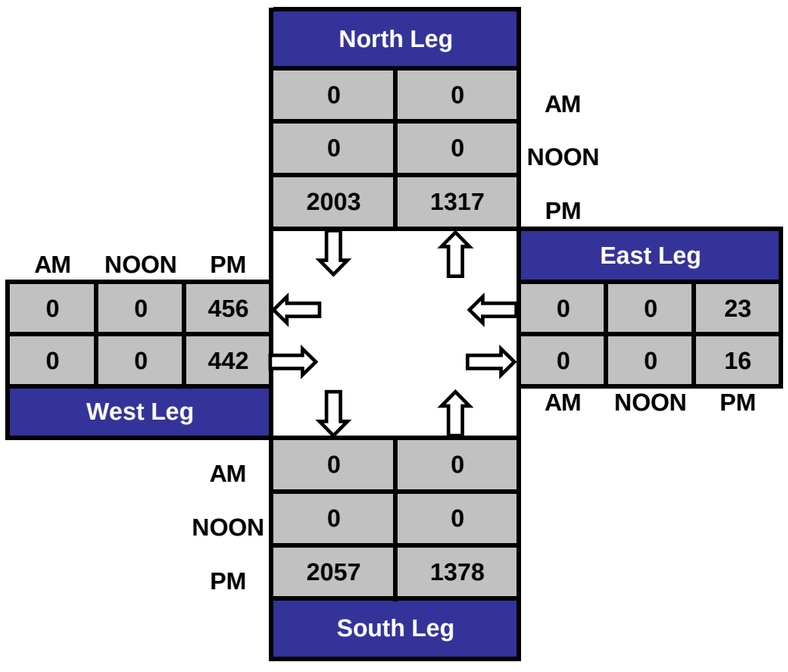
City: Hermosa Beach



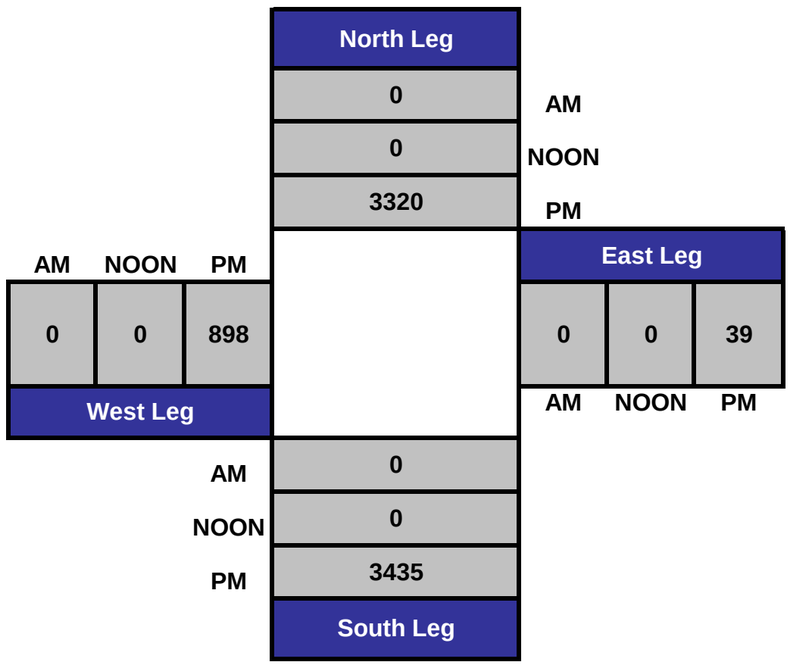
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM		
NOON		
PM	5:00 PM	9:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

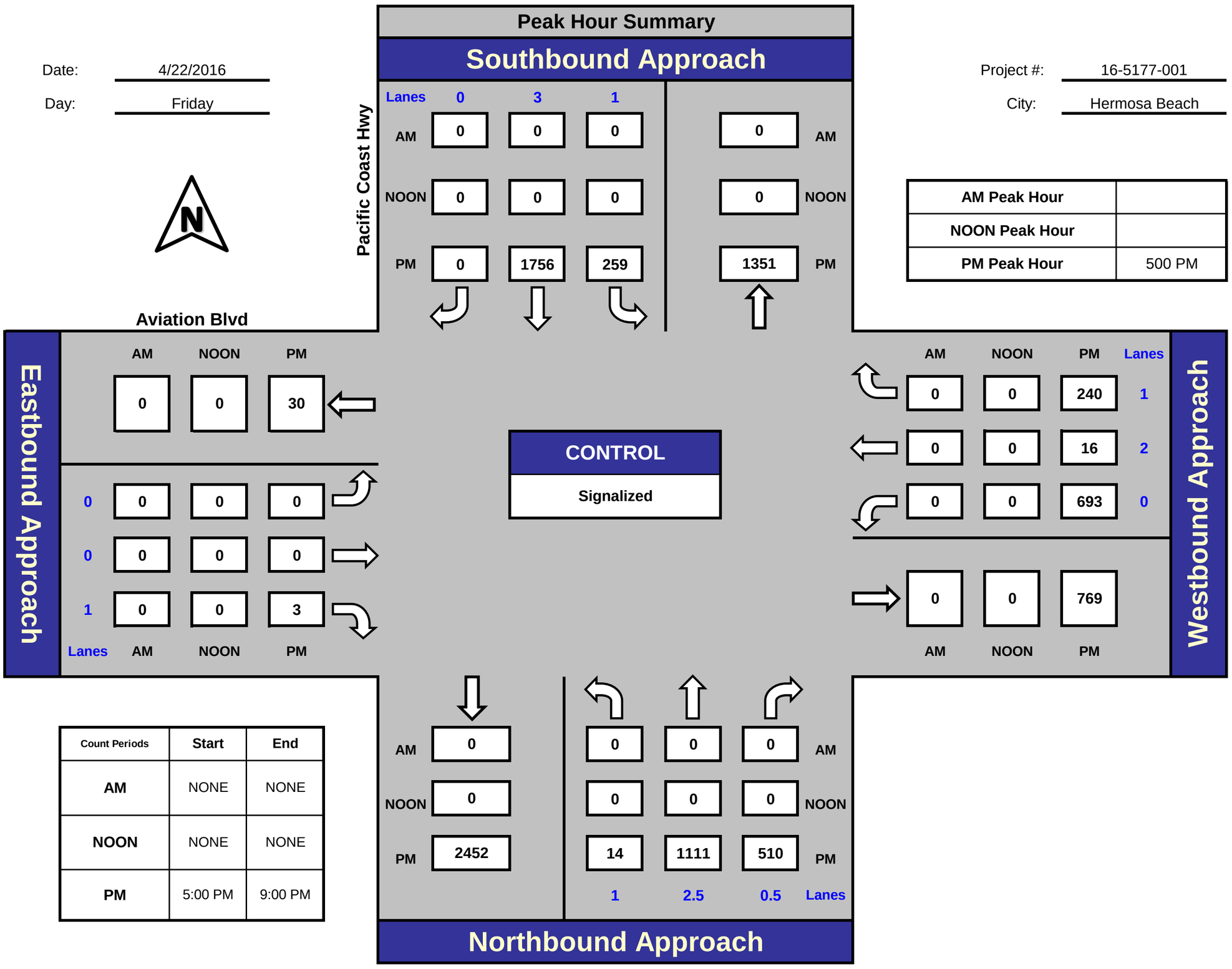
Pacific Coast Hwy and Aviation Blvd , Hermosa Beach

Date: 4/22/2016

Day: Friday

Project #: 16-5177-001

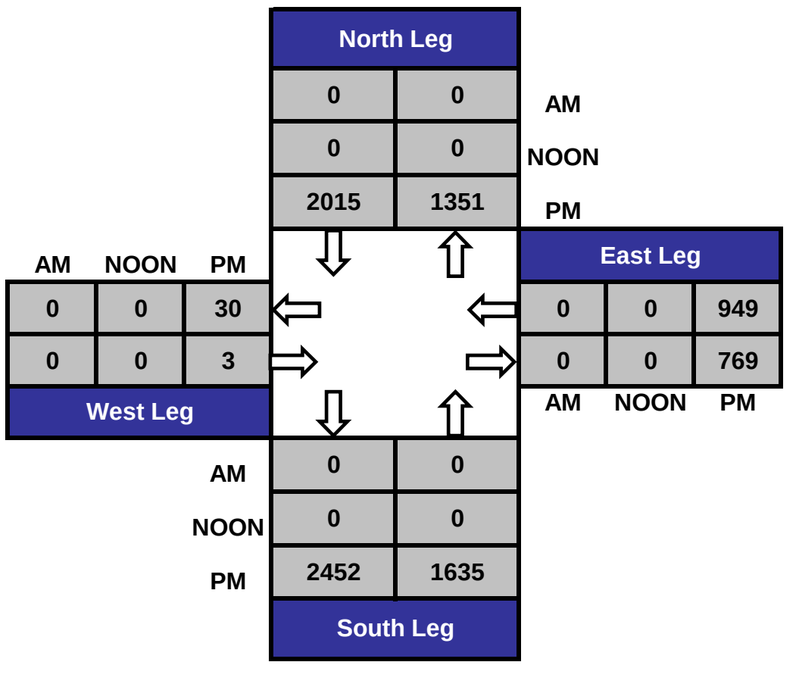
City: Hermosa Beach



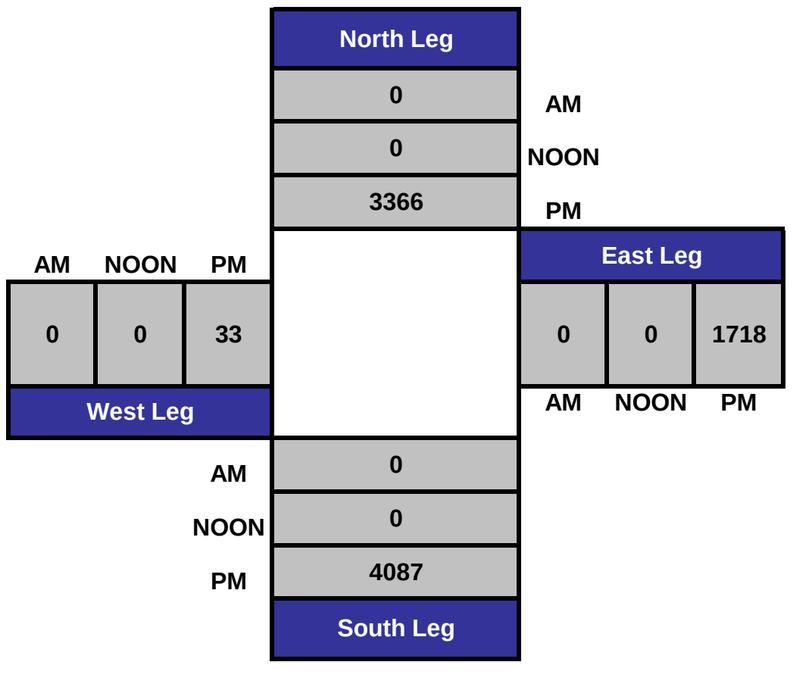
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	5:00 PM	9:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

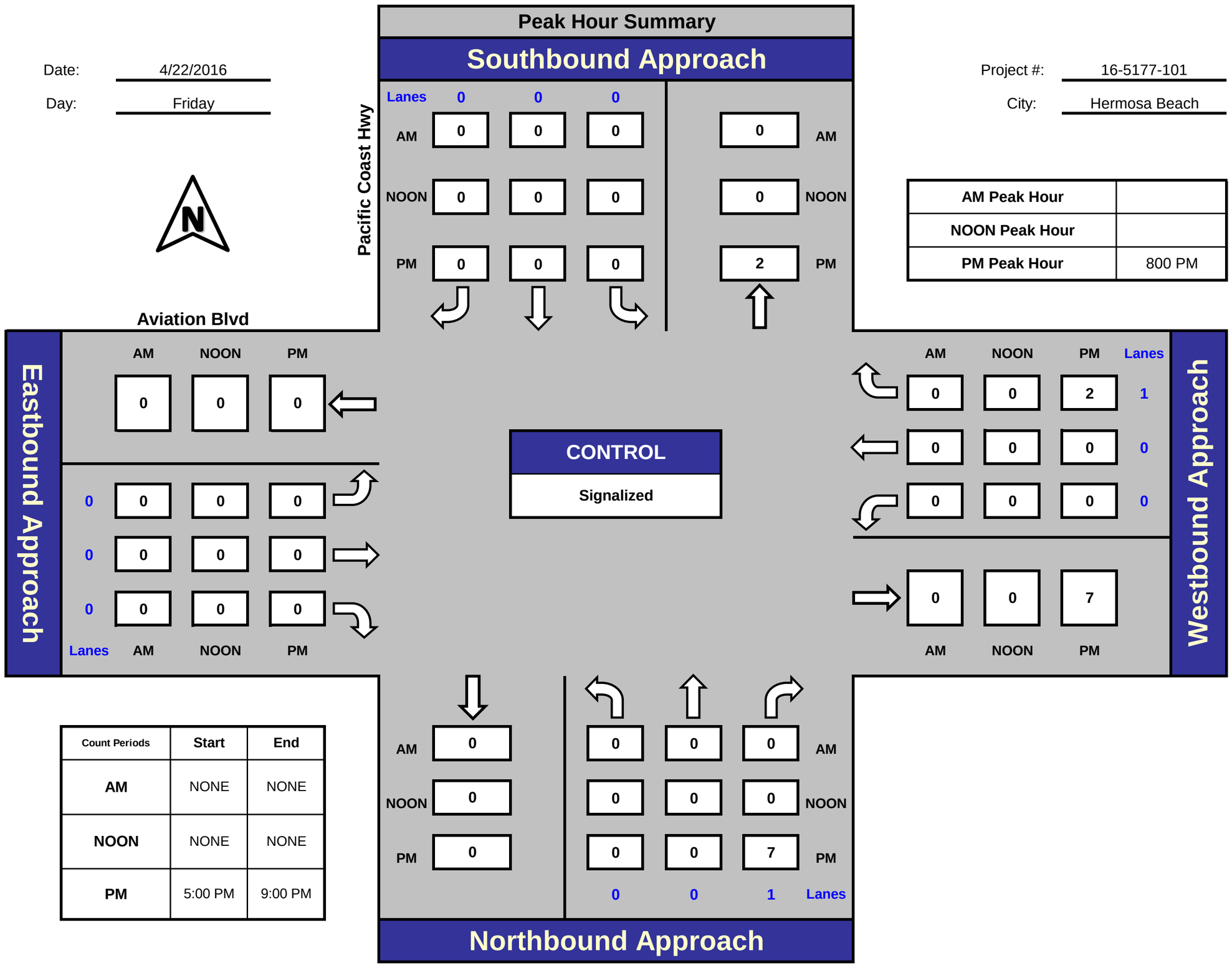
Pacific Coast Hwy and Aviation Blvd , Hermosa Beach

Date: 4/22/2016

Day: Friday

Project #: 16-5177-101

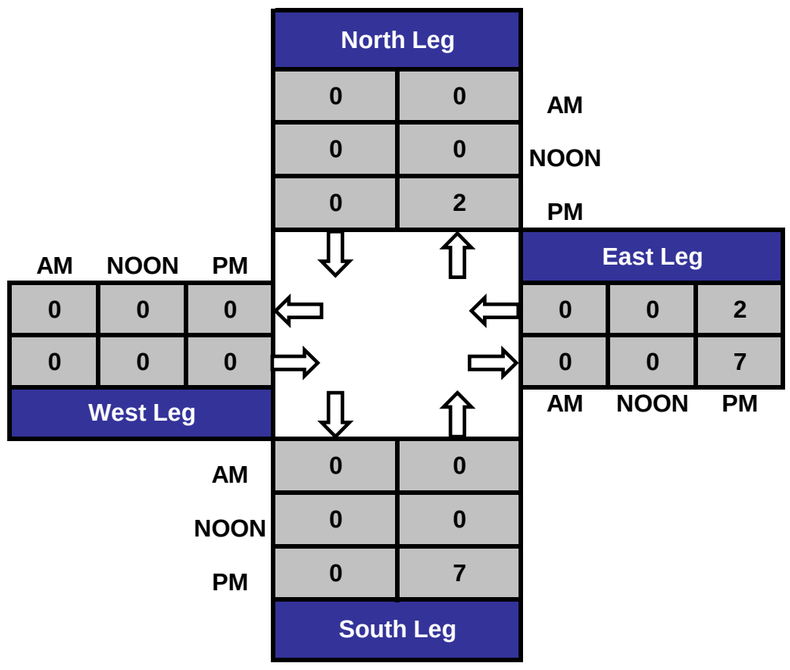
City: Hermosa Beach



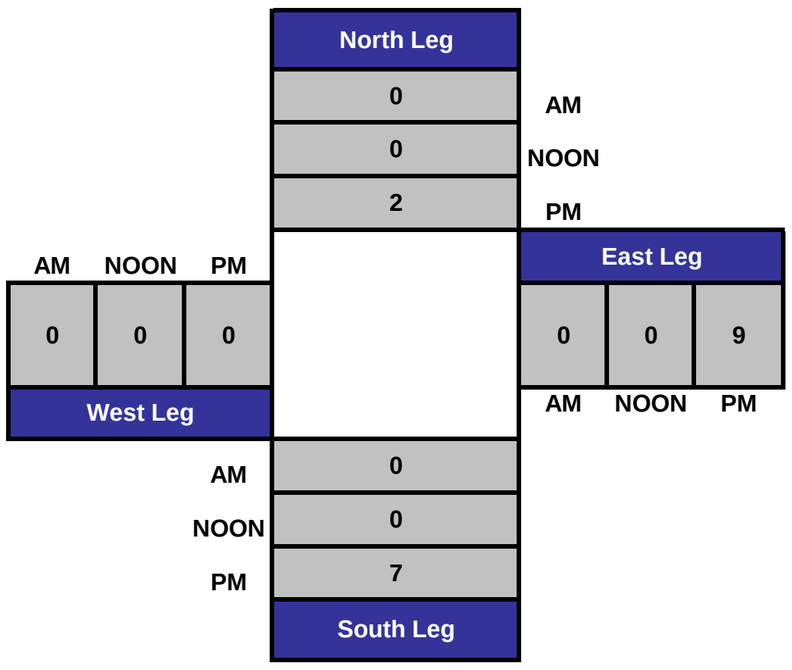
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	800 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	5:00 PM	9:00 PM

Total Ins & Outs



Total Volume Per Leg



Note: Volumes are for the intersection of Pacific Coast Highway & 10th Street East.

ITM Peak Hour Summary

Prepared by:

NDS

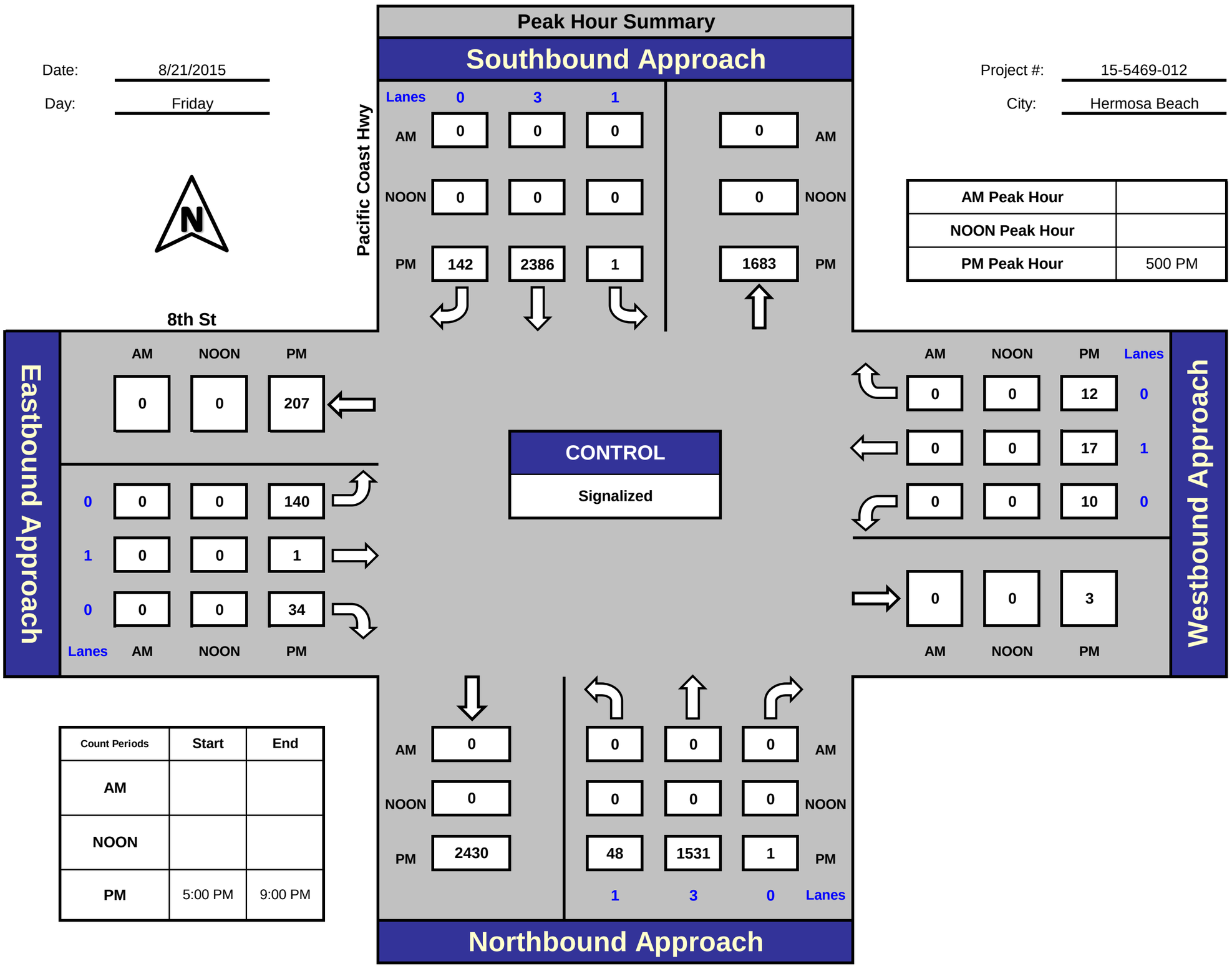
Pacific Coast Hwy and 8th St , Hermosa Beach

Date: 8/21/2015

Day: Friday

Project #: 15-5469-012

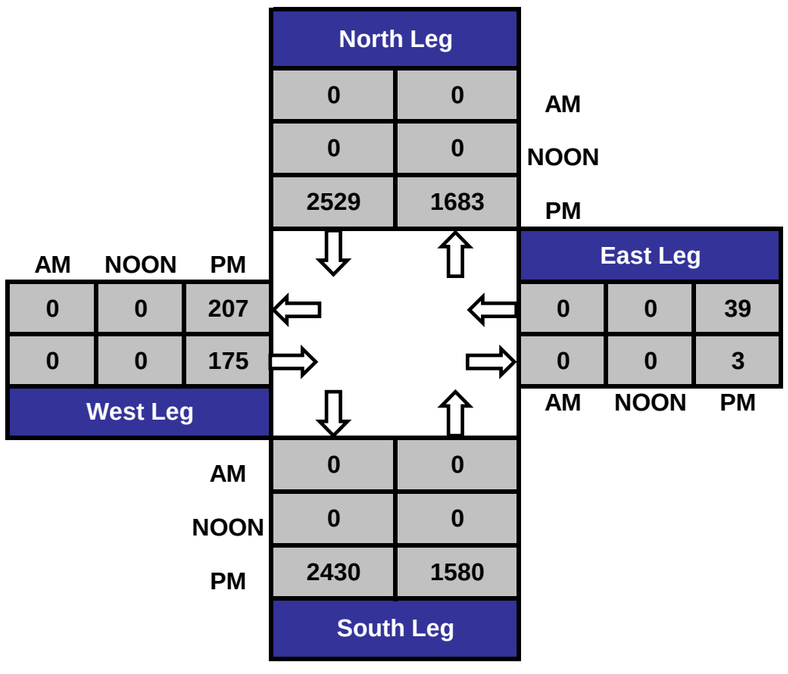
City: Hermosa Beach



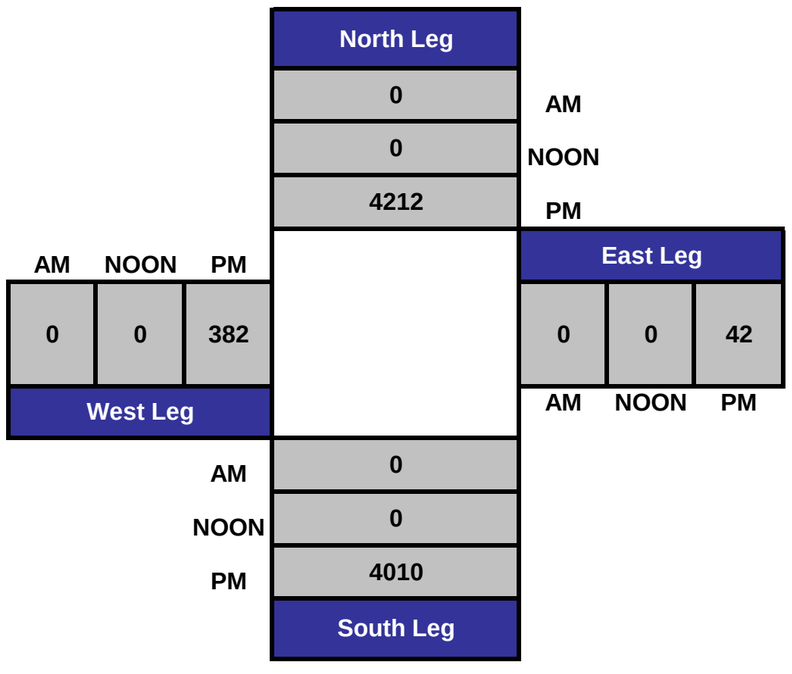
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM		
NOON		
PM	5:00 PM	9:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

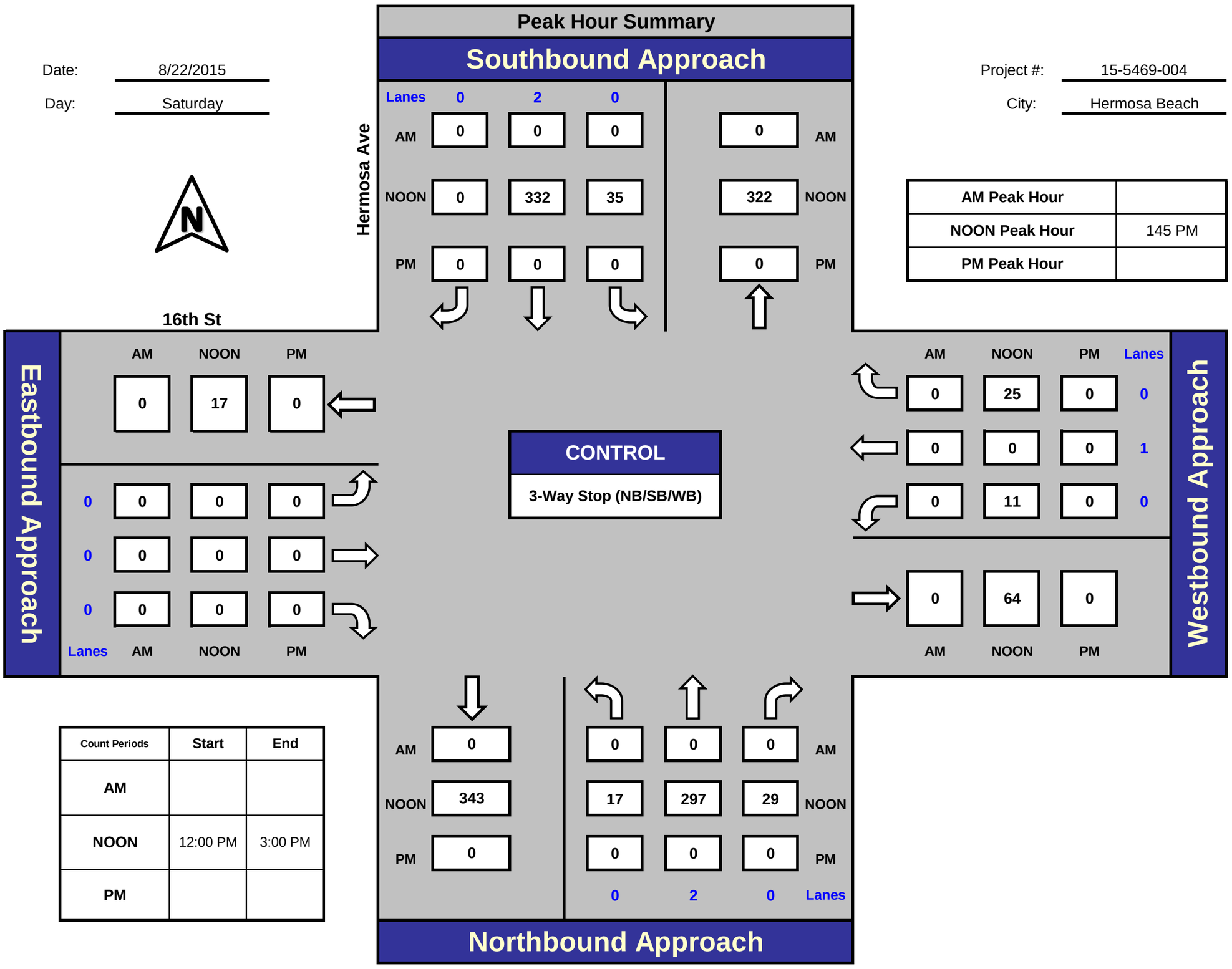
Hermosa Ave and 16th St , Hermosa Beach

Date: 8/22/2015

Day: Saturday

Project #: 15-5469-004

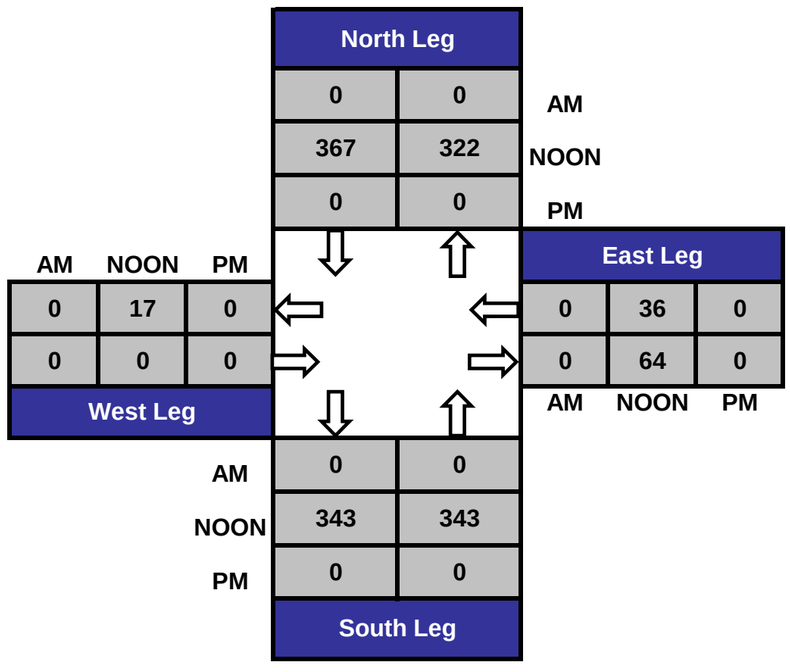
City: Hermosa Beach



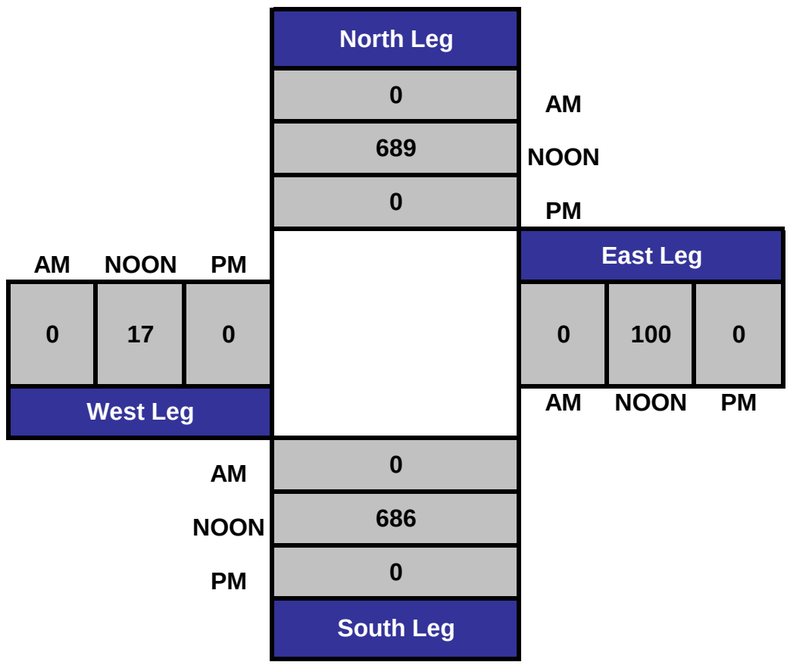
AM Peak Hour	
NOON Peak Hour	145 PM
PM Peak Hour	

Count Periods	Start	End
AM		
NOON	12:00 PM	3:00 PM
PM		

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

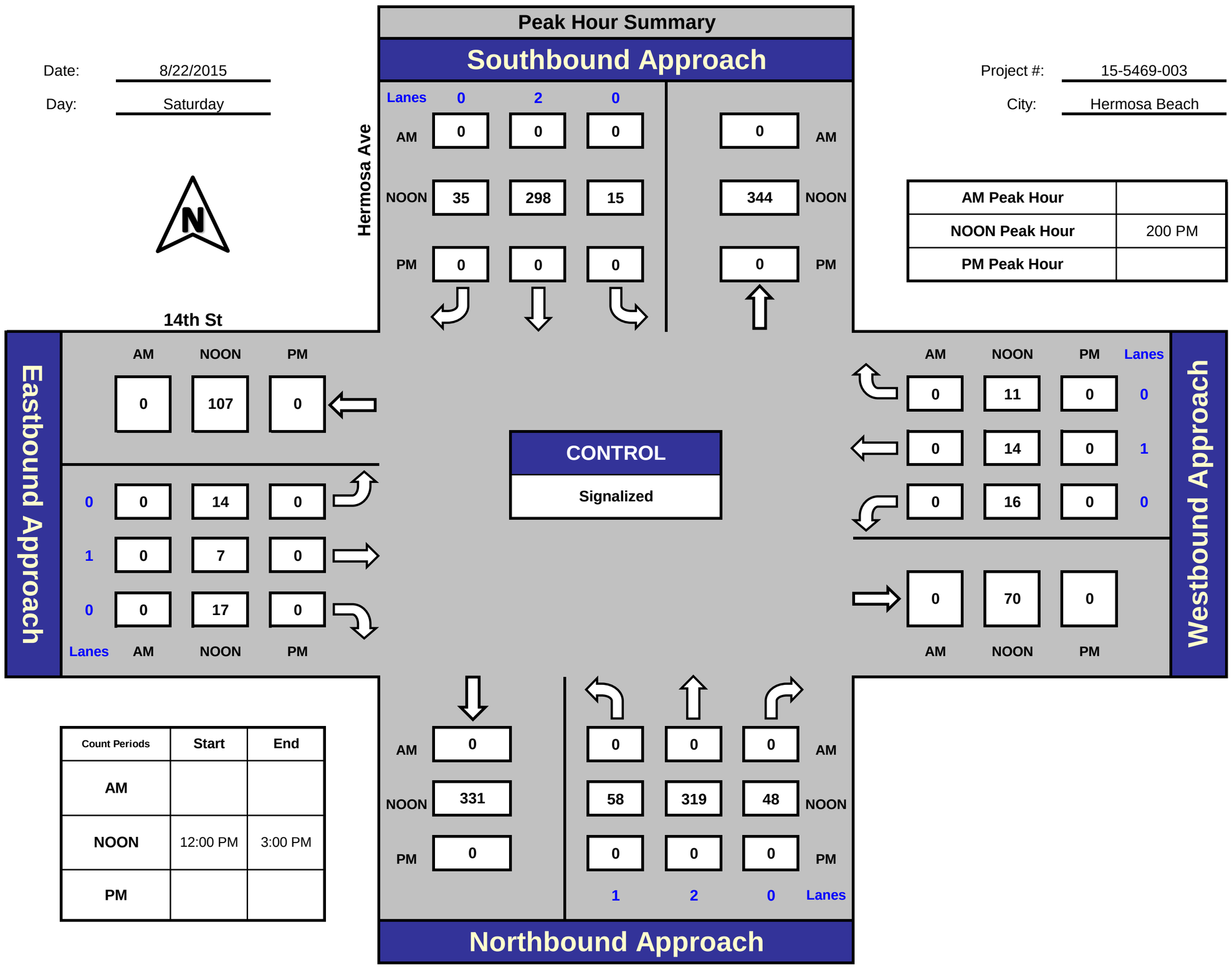
Hermosa Ave and 14th St , Hermosa Beach

Date: 8/22/2015

Day: Saturday

Project #: 15-5469-003

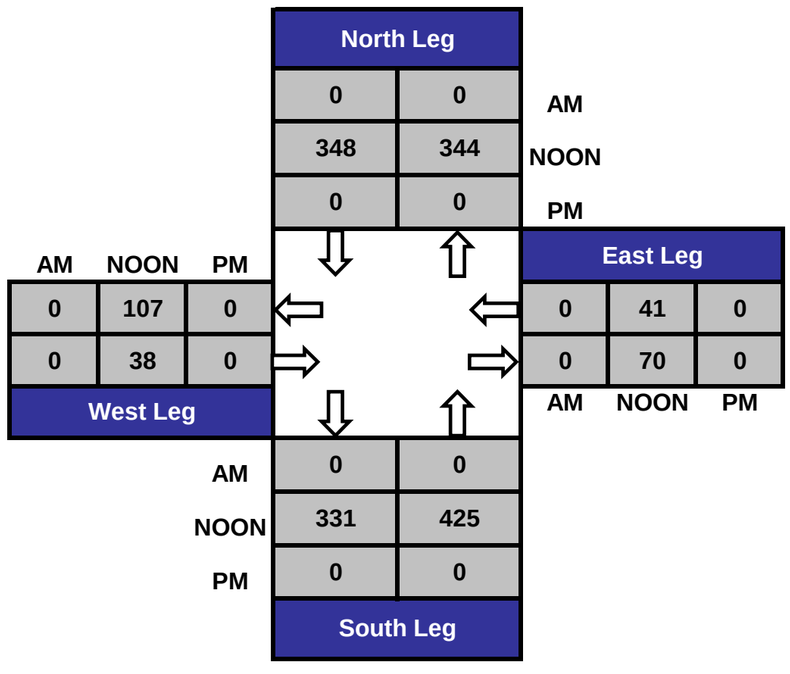
City: Hermosa Beach



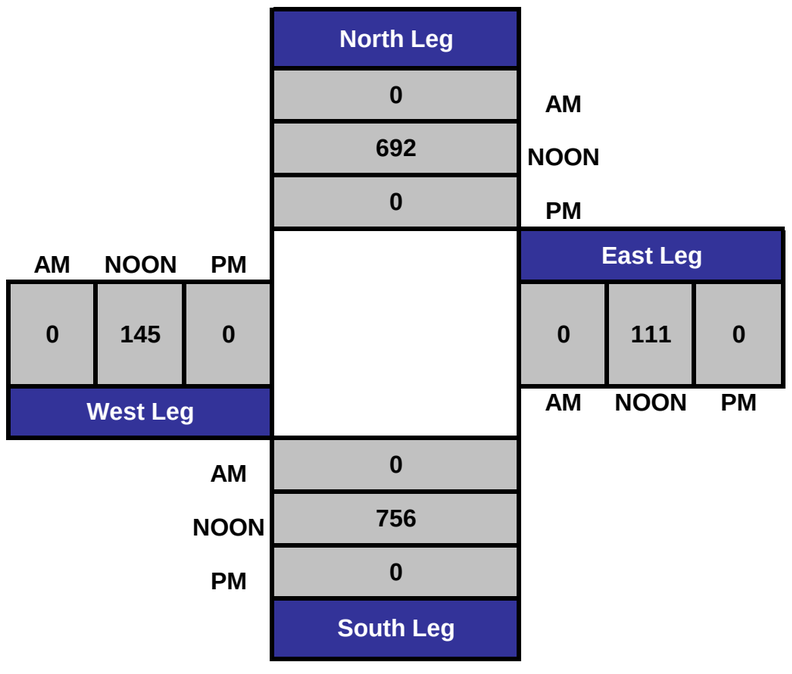
AM Peak Hour	
NOON Peak Hour	200 PM
PM Peak Hour	

Count Periods	Start	End
AM		
NOON	12:00 PM	3:00 PM
PM		

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

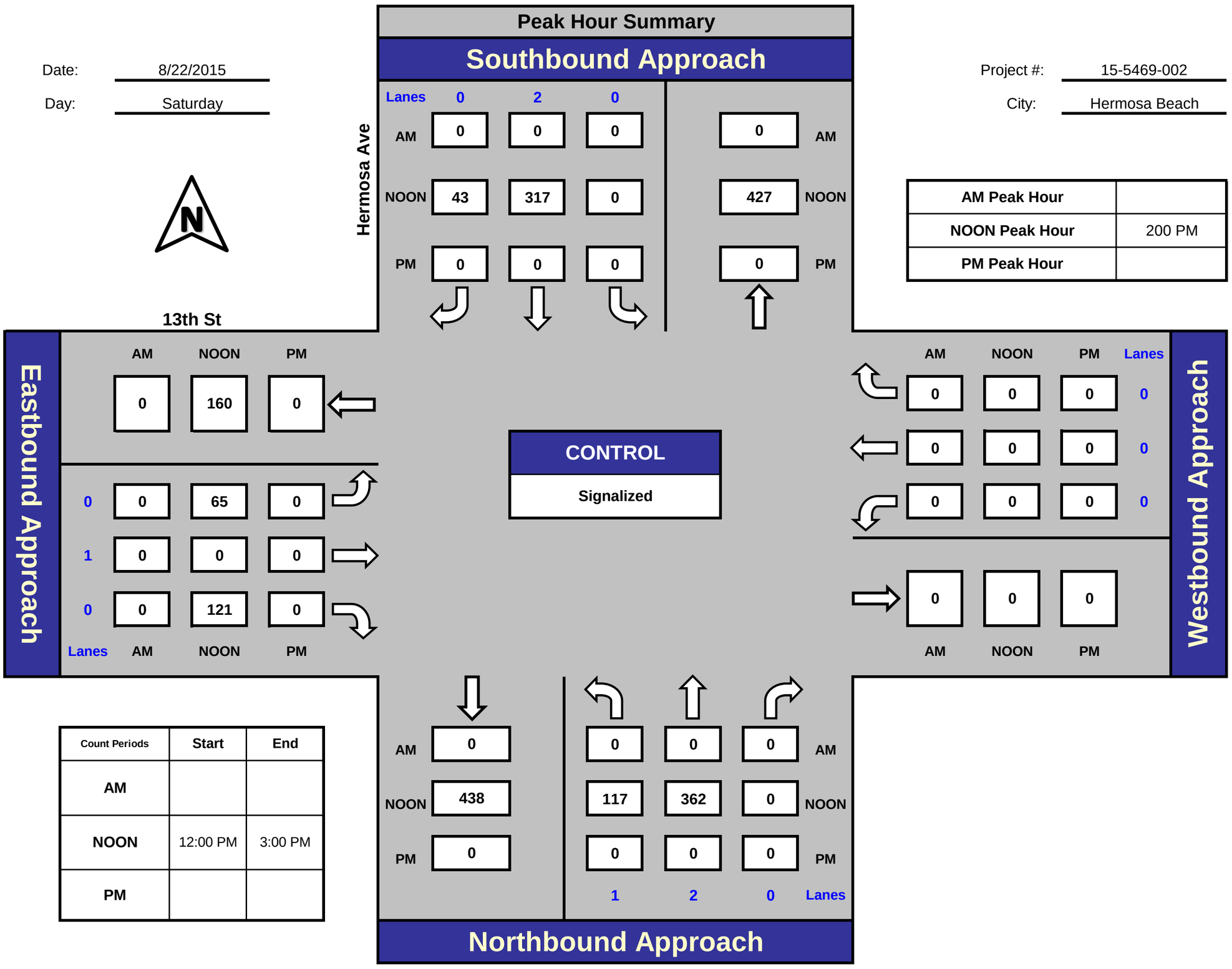
Hermosa Ave and 13th St , Hermosa Beach

Date: 8/22/2015

Day: Saturday

Project #: 15-5469-002

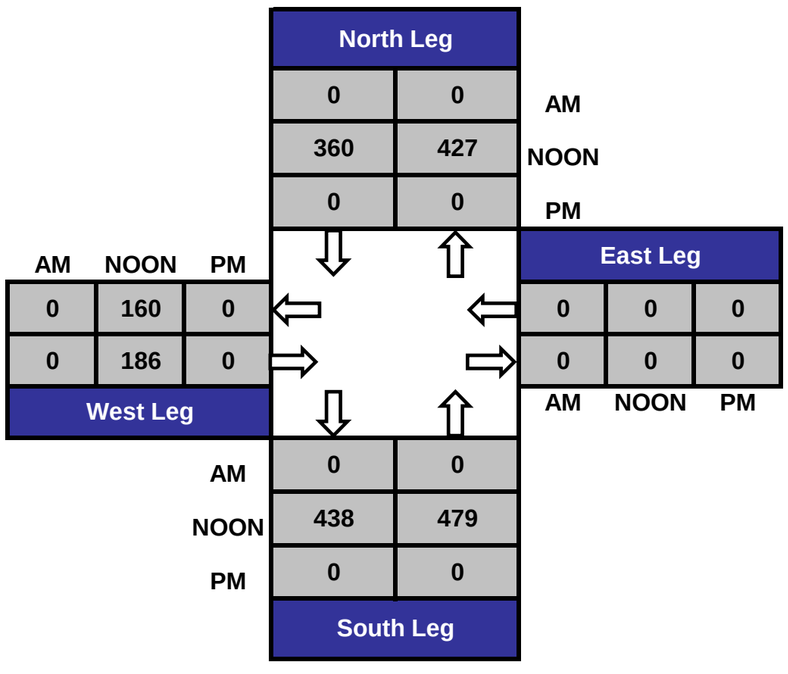
City: Hermosa Beach



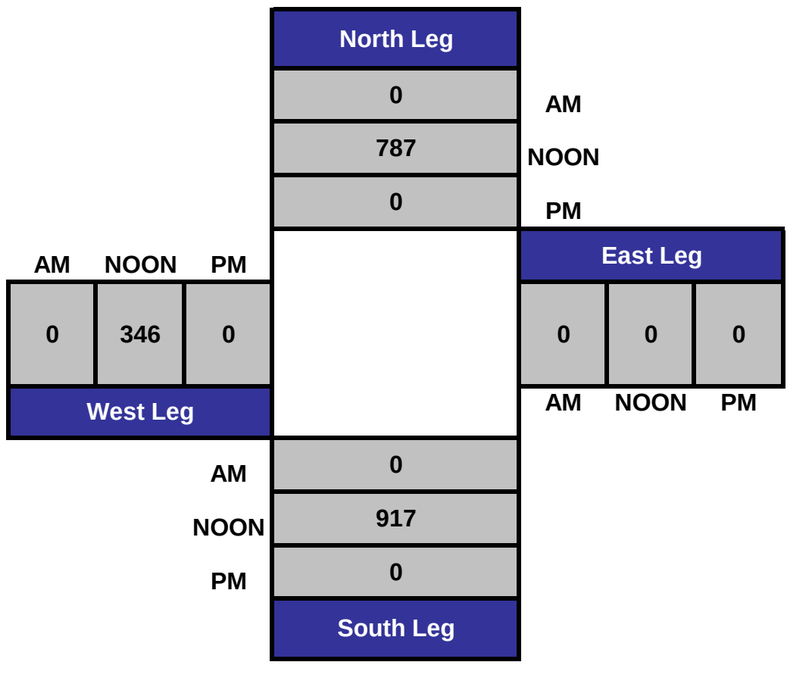
AM Peak Hour	
NOON Peak Hour	200 PM
PM Peak Hour	

Count Periods	Start	End
AM		
NOON	12:00 PM	3:00 PM
PM		

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

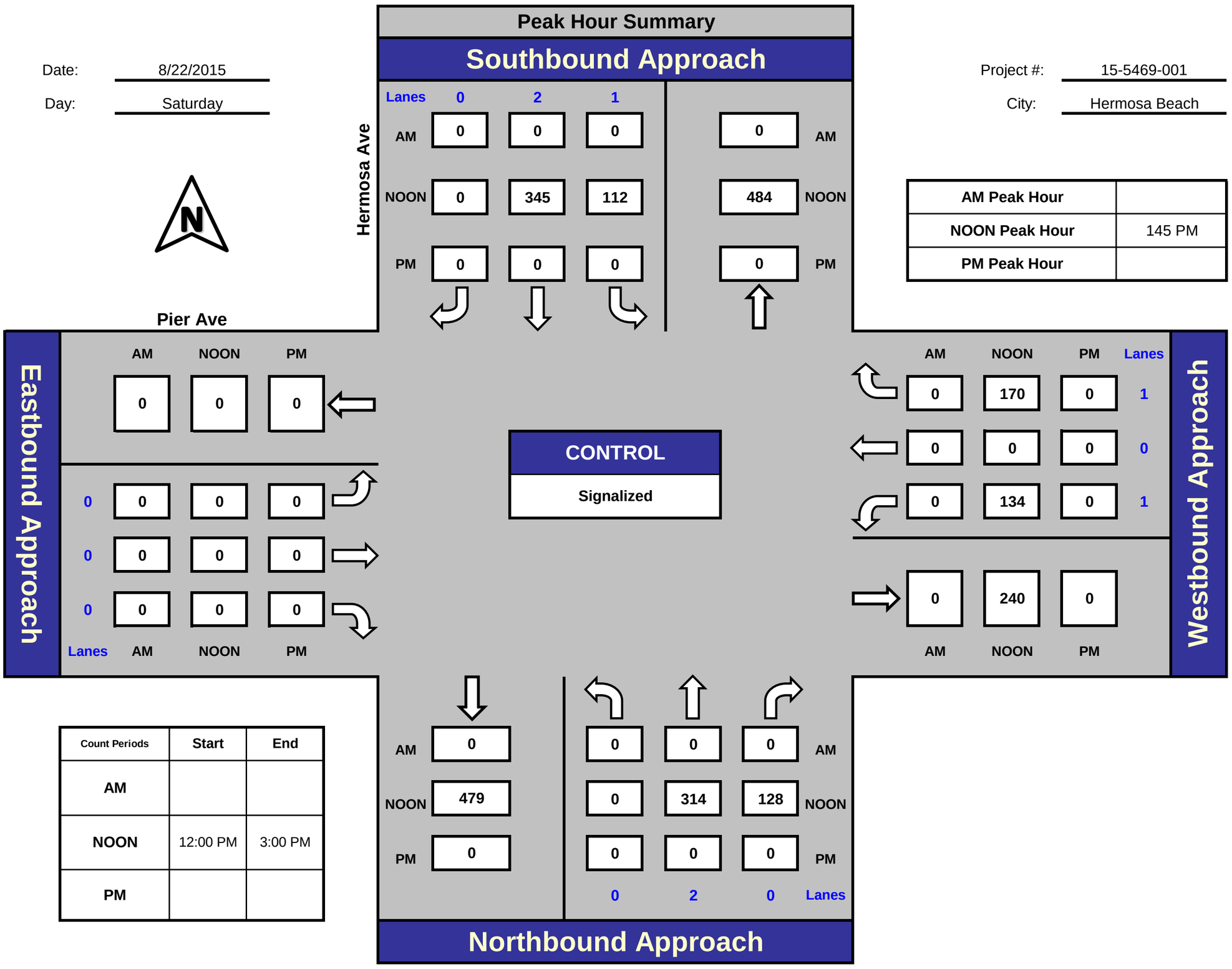
Hermosa Ave and Pier Ave , Hermosa Beach

Date: 8/22/2015

Day: Saturday

Project #: 15-5469-001

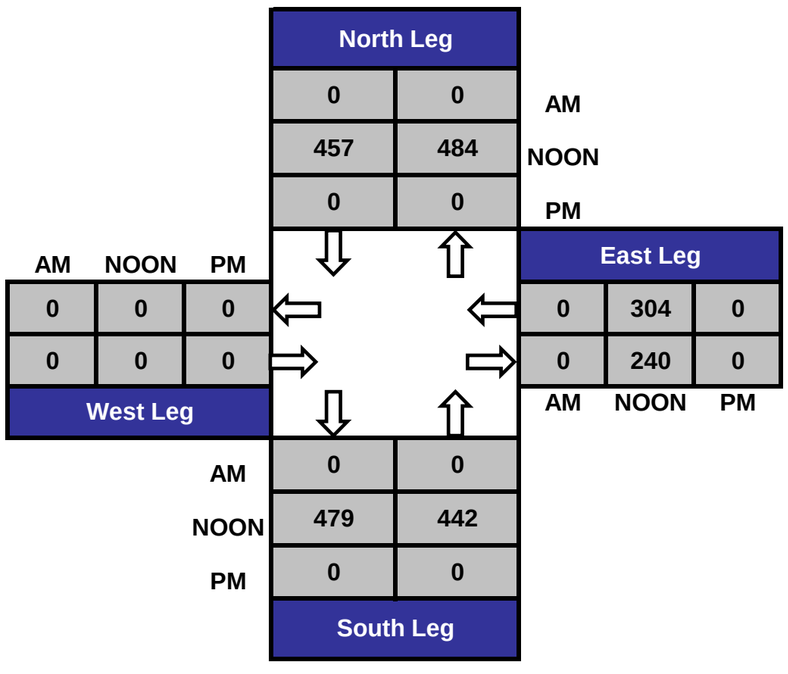
City: Hermosa Beach



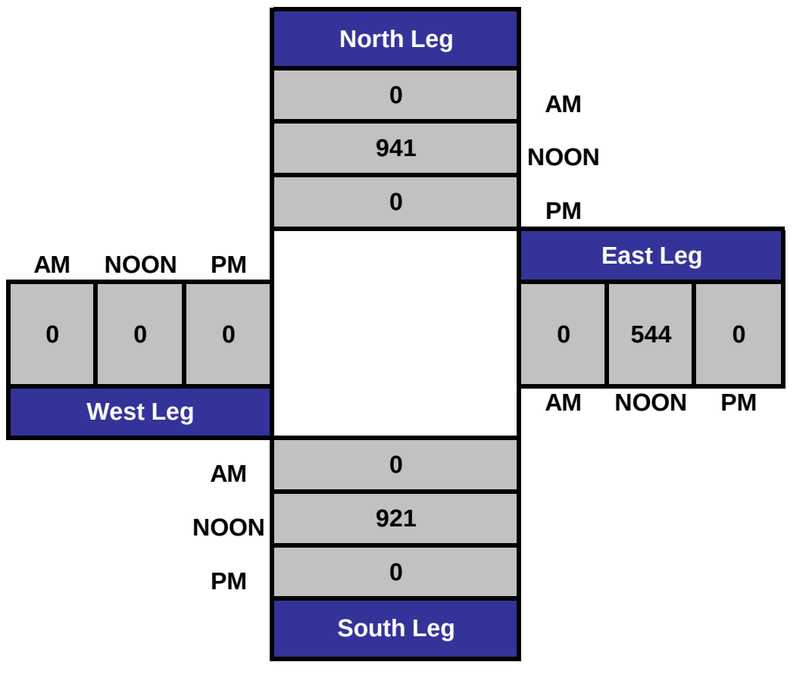
AM Peak Hour	
NOON Peak Hour	145 PM
PM Peak Hour	

Count Periods	Start	End
AM		
NOON	12:00 PM	3:00 PM
PM		

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

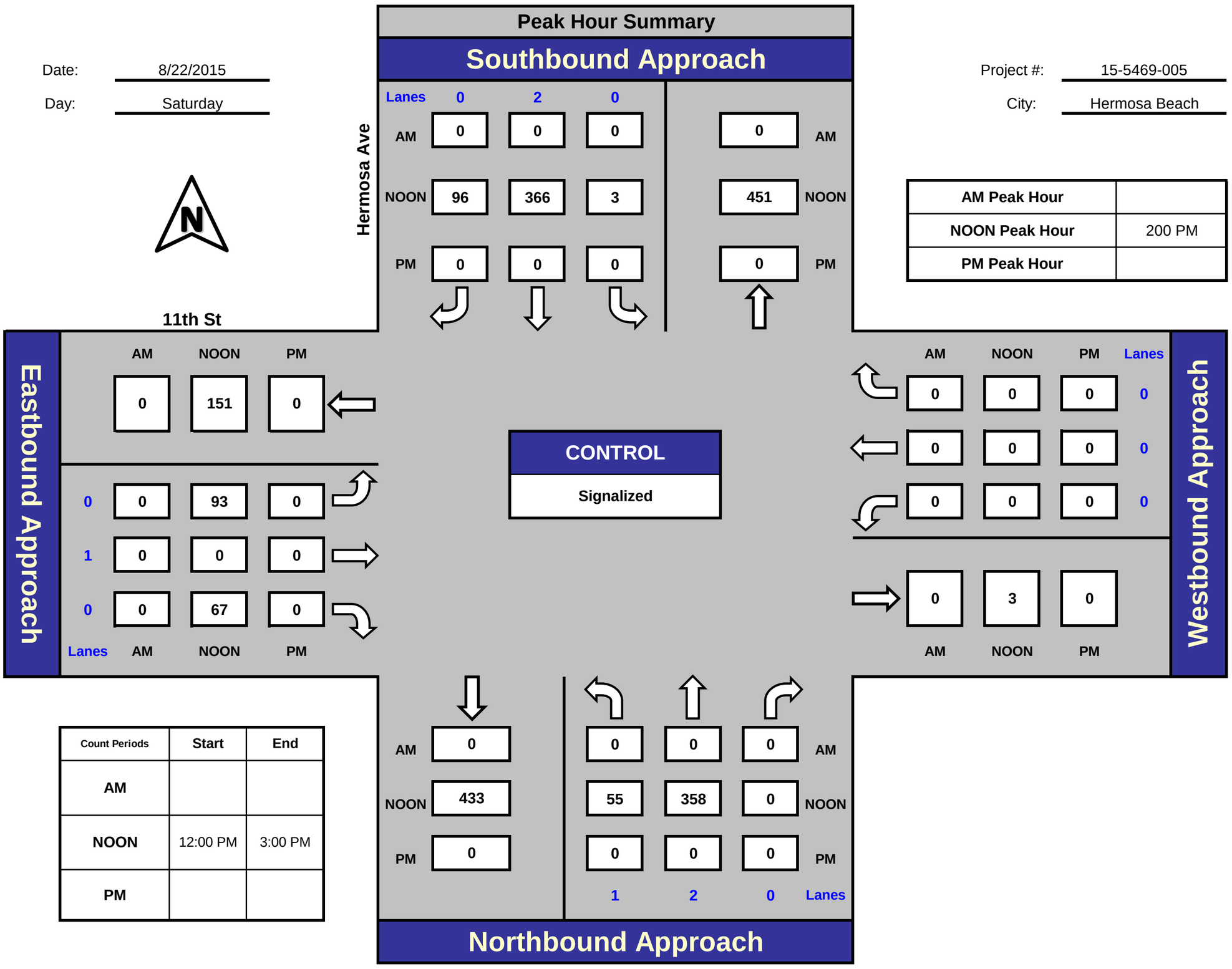
Hermosa Ave and 11th St , Hermosa Beach

Date: 8/22/2015

Day: Saturday

Project #: 15-5469-005

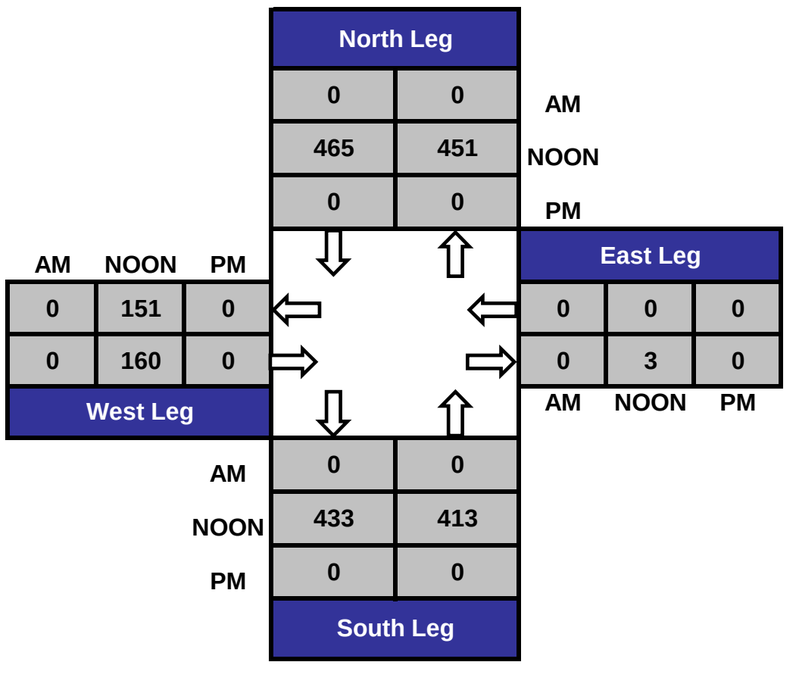
City: Hermosa Beach



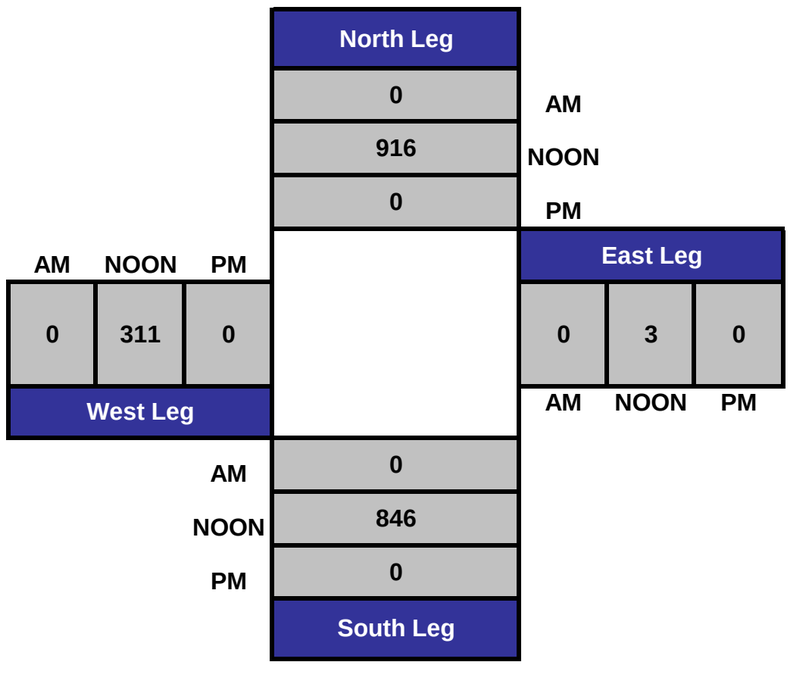
AM Peak Hour	
NOON Peak Hour	200 PM
PM Peak Hour	

Count Periods	Start	End
AM		
NOON	12:00 PM	3:00 PM
PM		

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

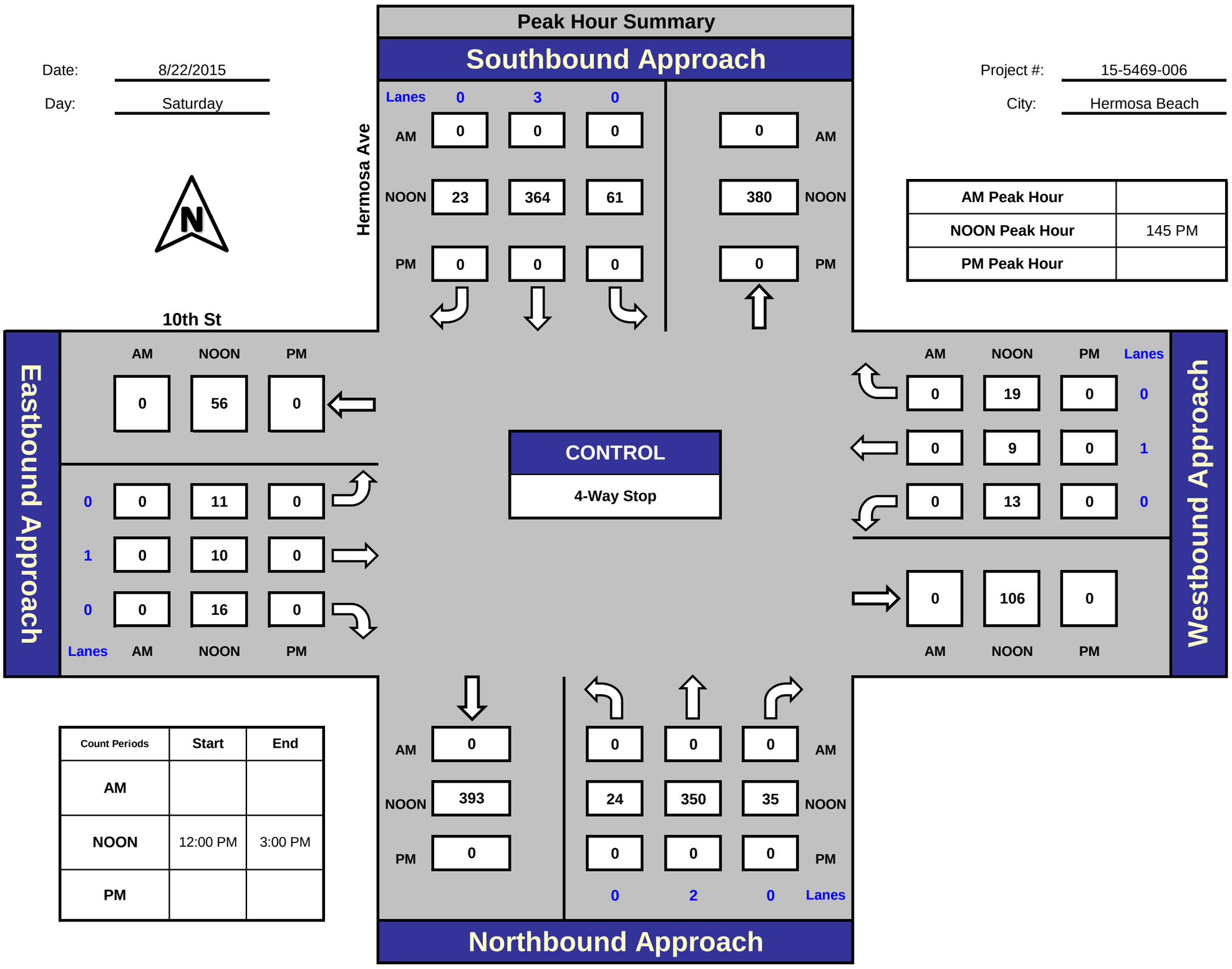
Hermosa Ave and 10th St , Hermosa Beach

Date: 8/22/2015

Day: Saturday

Project #: 15-5469-006

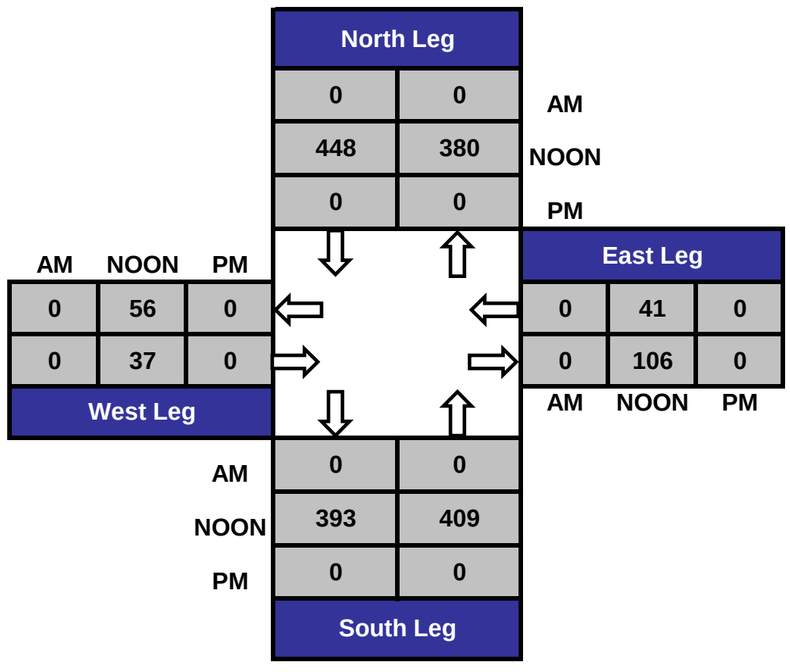
City: Hermosa Beach



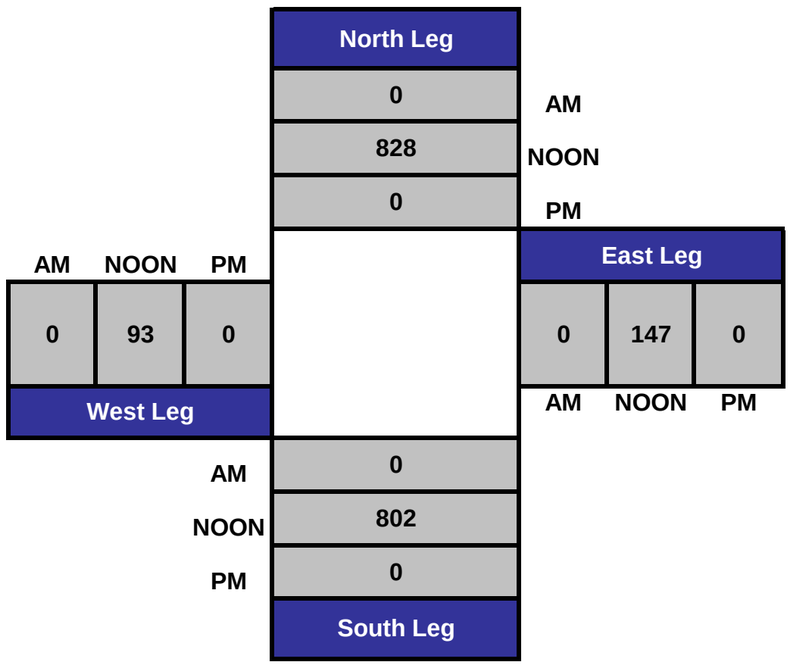
Peak Hour	
AM Peak Hour	
NOON Peak Hour	145 PM
PM Peak Hour	

Count Periods	Start	End
AM		
NOON	12:00 PM	3:00 PM
PM		

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

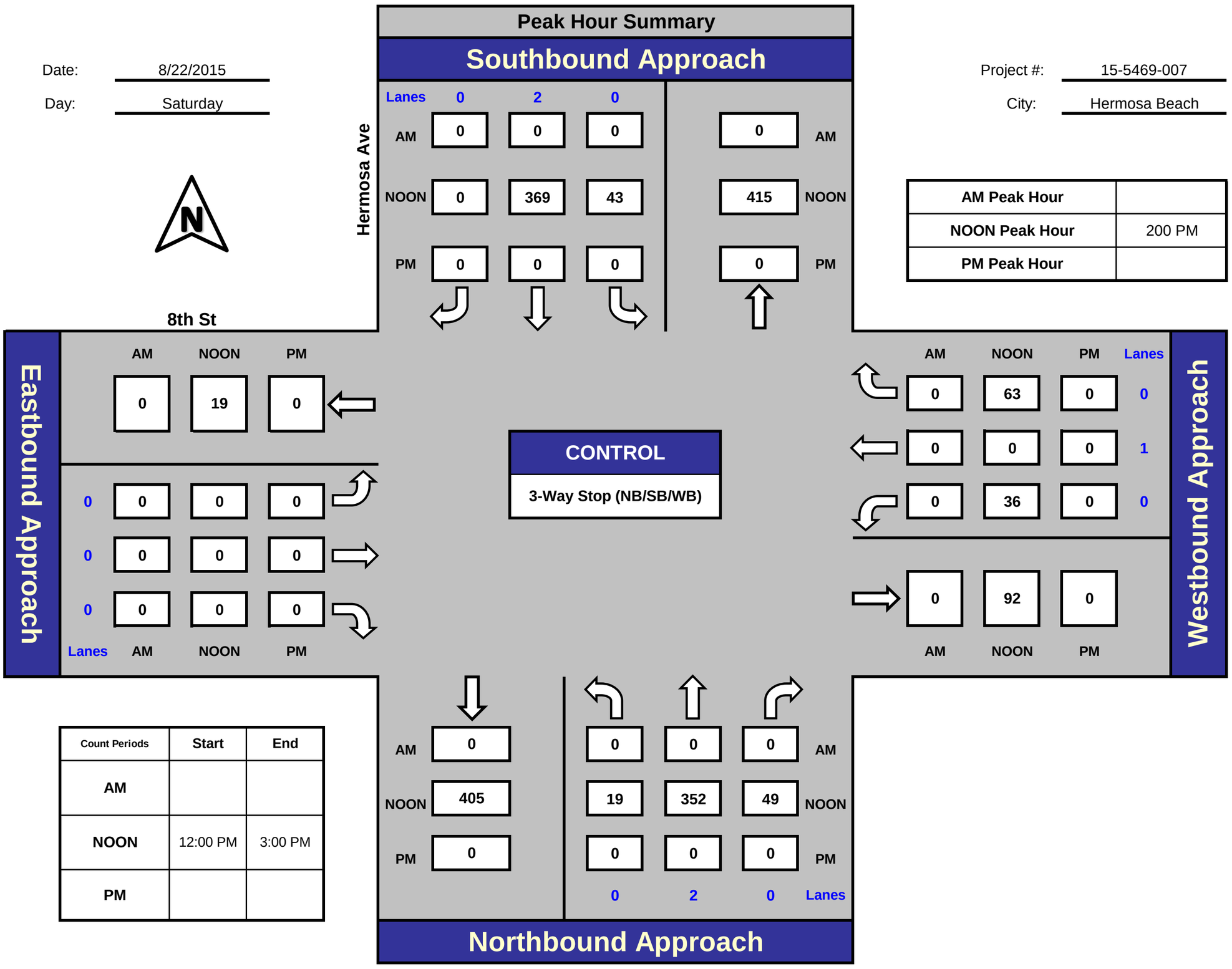
Hermosa Ave and 8th St , Hermosa Beach

Date: 8/22/2015

Day: Saturday

Project #: 15-5469-007

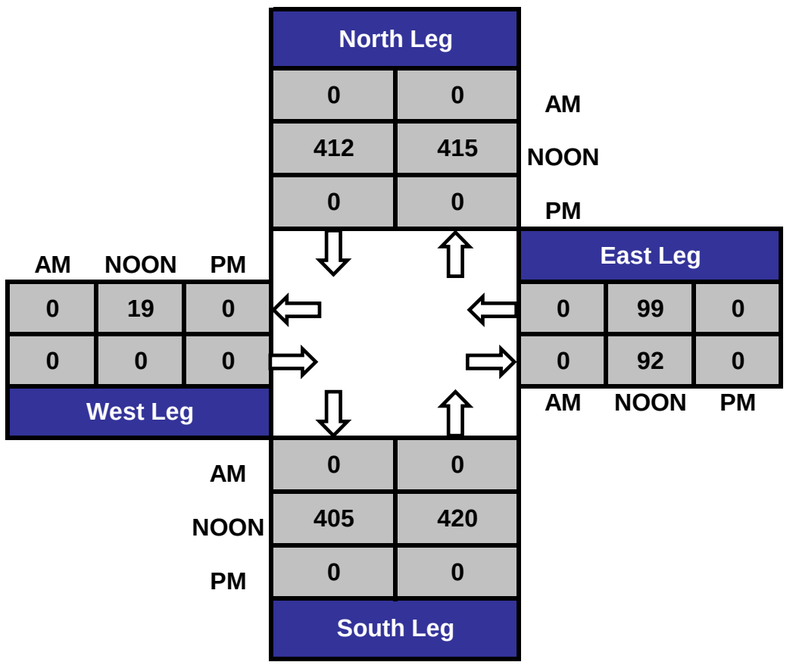
City: Hermosa Beach



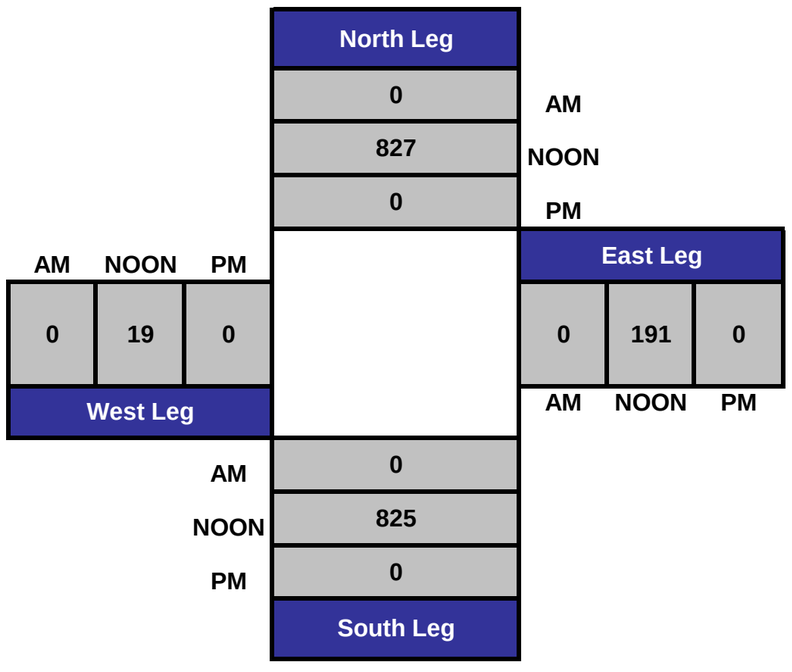
AM Peak Hour	
NOON Peak Hour	200 PM
PM Peak Hour	

Count Periods	Start	End
AM		
NOON	12:00 PM	3:00 PM
PM		

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

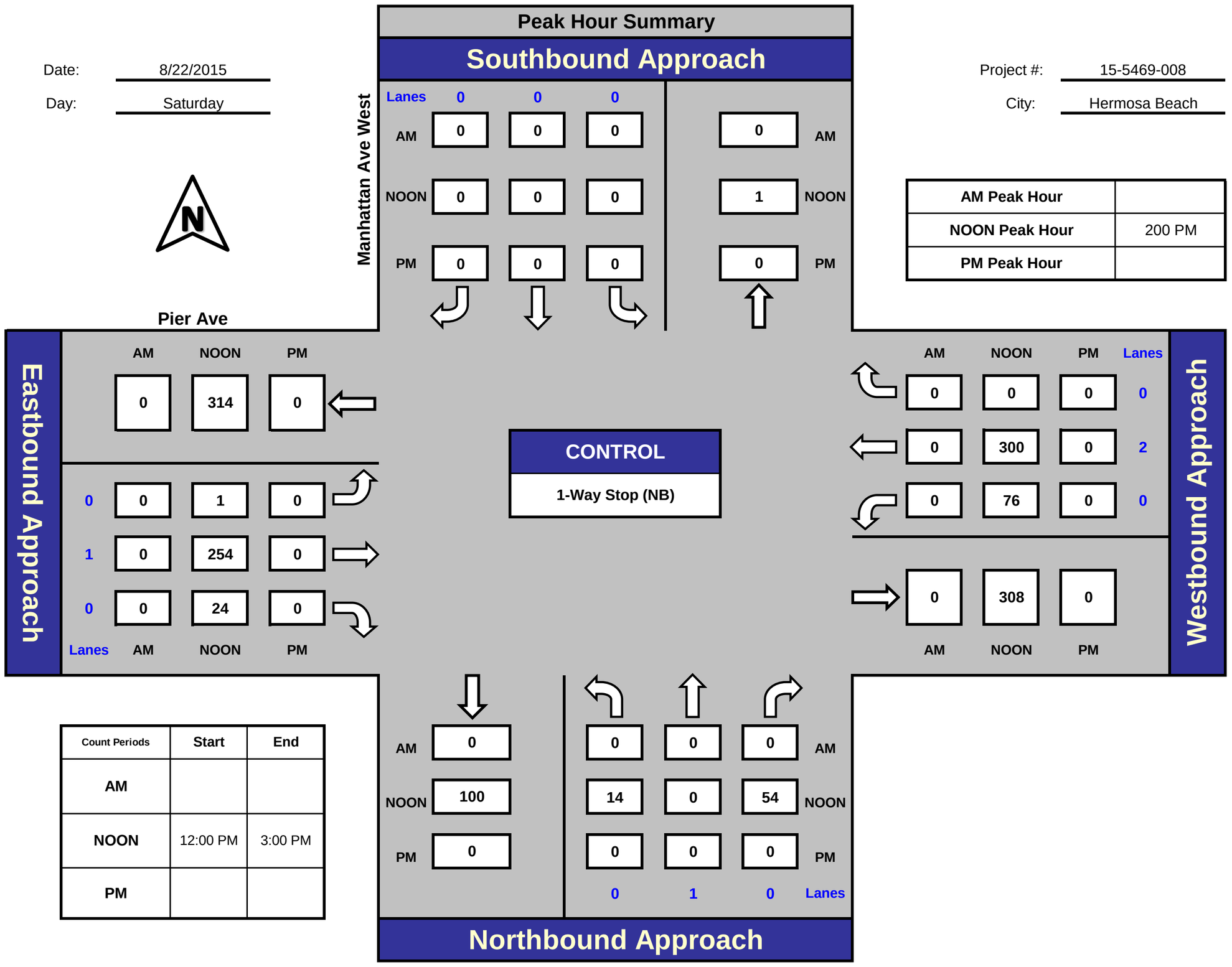
Manhattan Ave West and Pier Ave , Hermosa Beach

Date: 8/22/2015

Day: Saturday

Project #: 15-5469-008

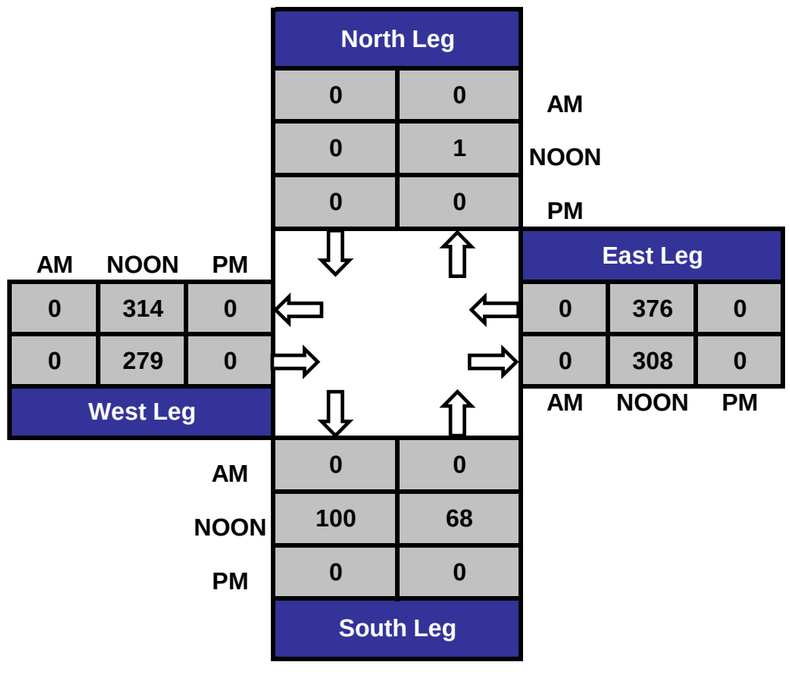
City: Hermosa Beach



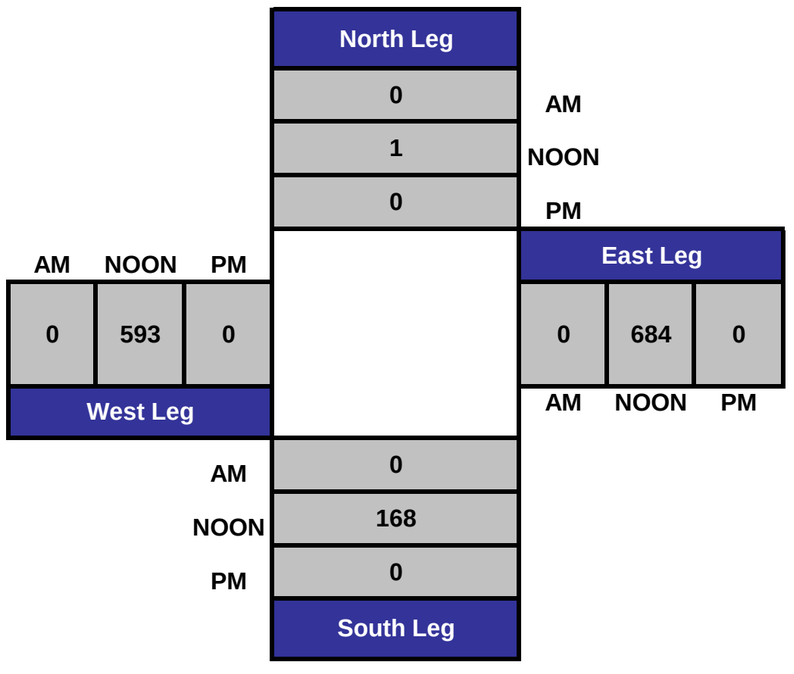
AM Peak Hour	
NOON Peak Hour	200 PM
PM Peak Hour	

Count Periods	Start	End
AM		
NOON	12:00 PM	3:00 PM
PM		

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

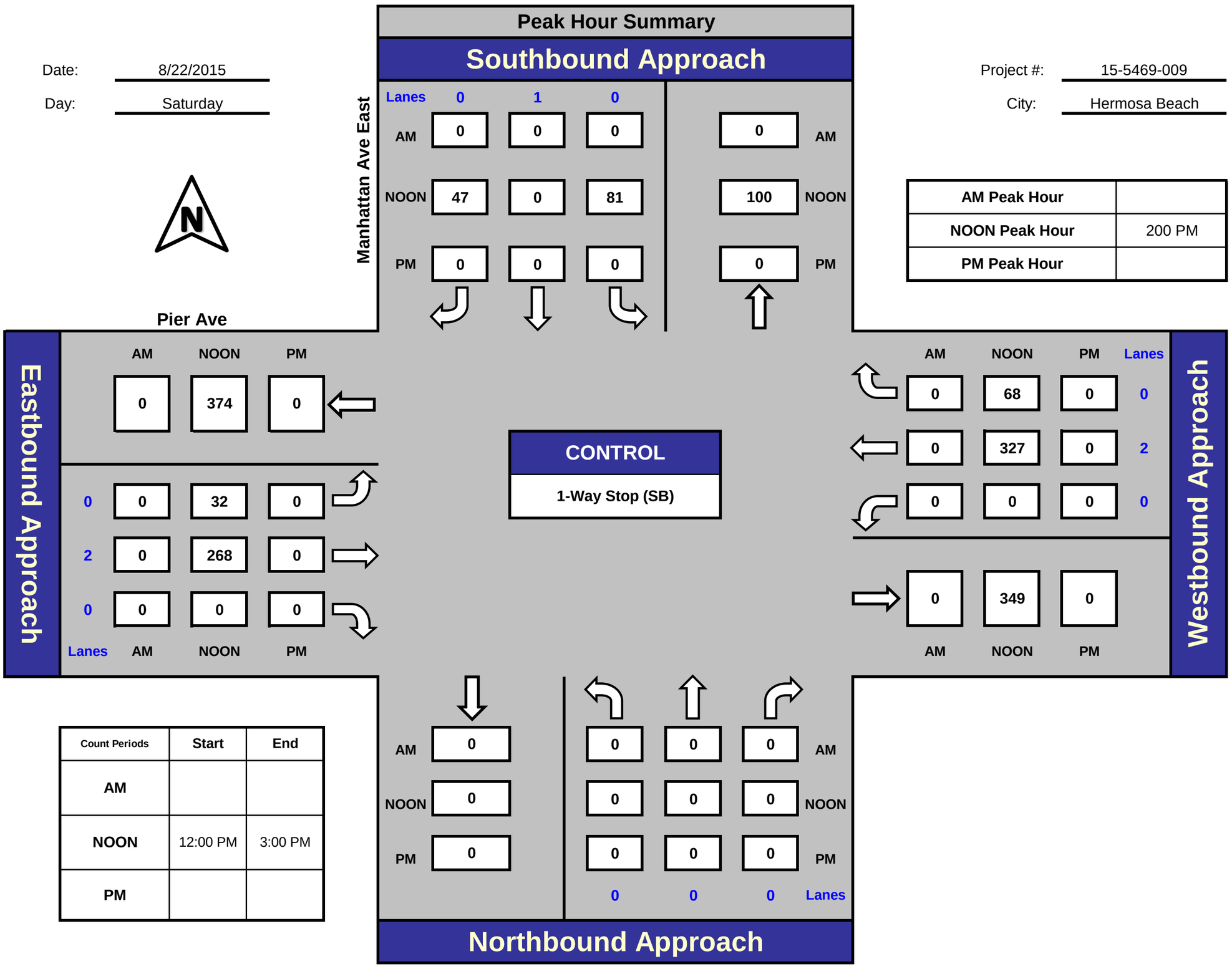
Manhattan Ave East and Pier Ave , Hermosa Beach

Date: 8/22/2015

Day: Saturday

Project #: 15-5469-009

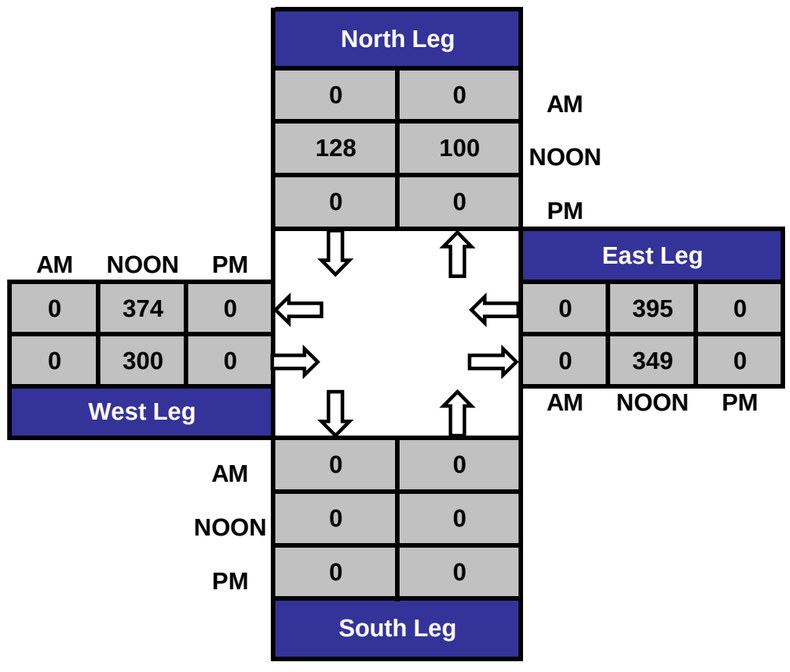
City: Hermosa Beach



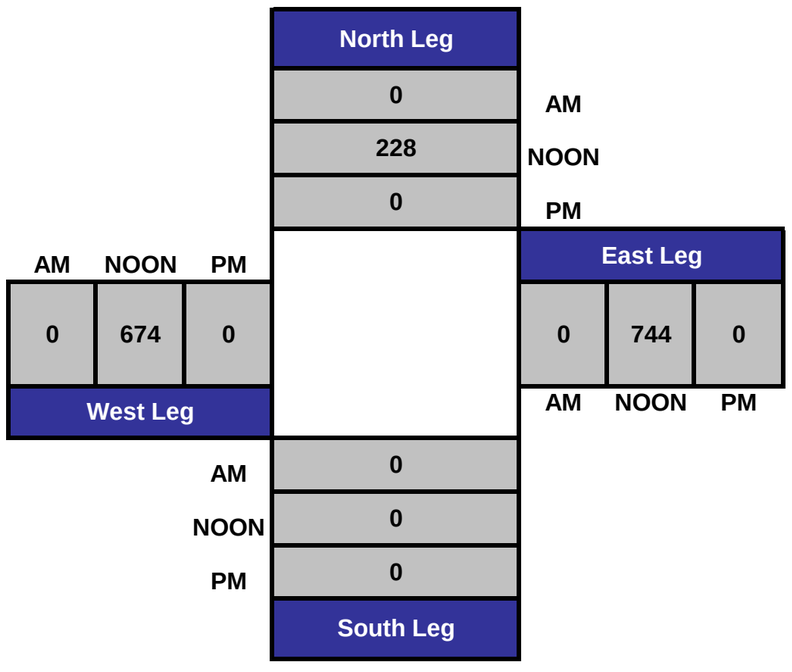
AM Peak Hour	
NOON Peak Hour	200 PM
PM Peak Hour	

Count Periods	Start	End
AM		
NOON	12:00 PM	3:00 PM
PM		

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

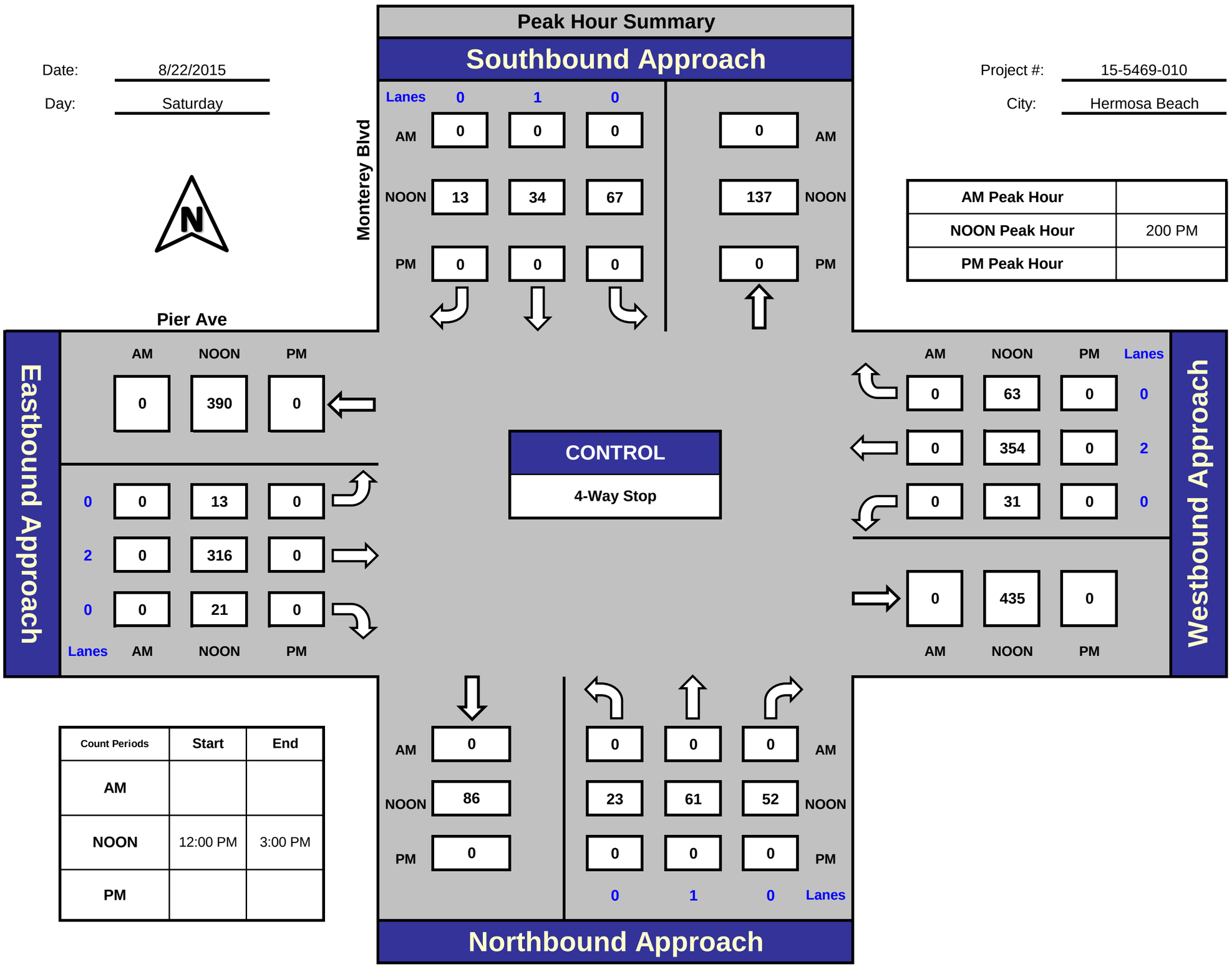
Monterey Blvd and Pier Ave , Hermosa Beach

Date: 8/22/2015

Day: Saturday

Project #: 15-5469-010

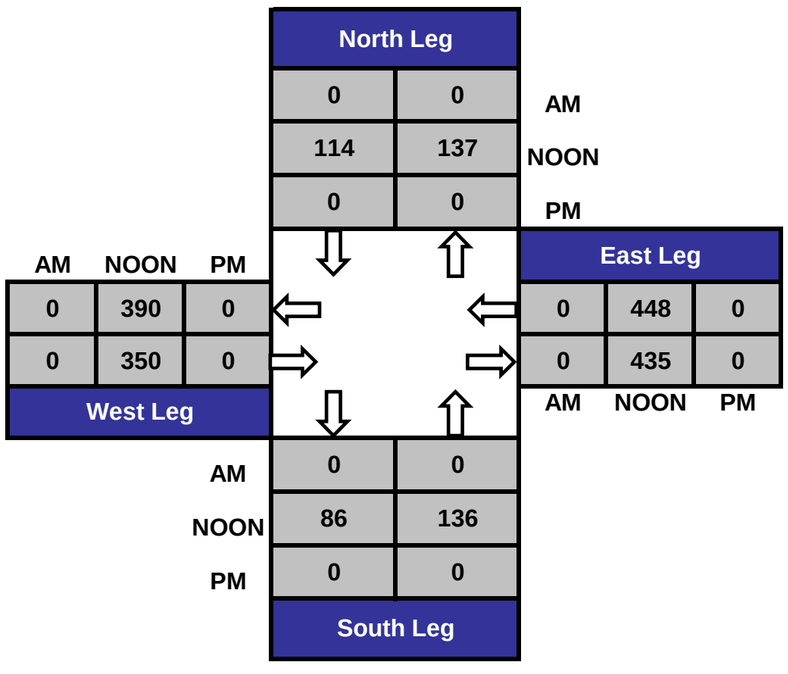
City: Hermosa Beach



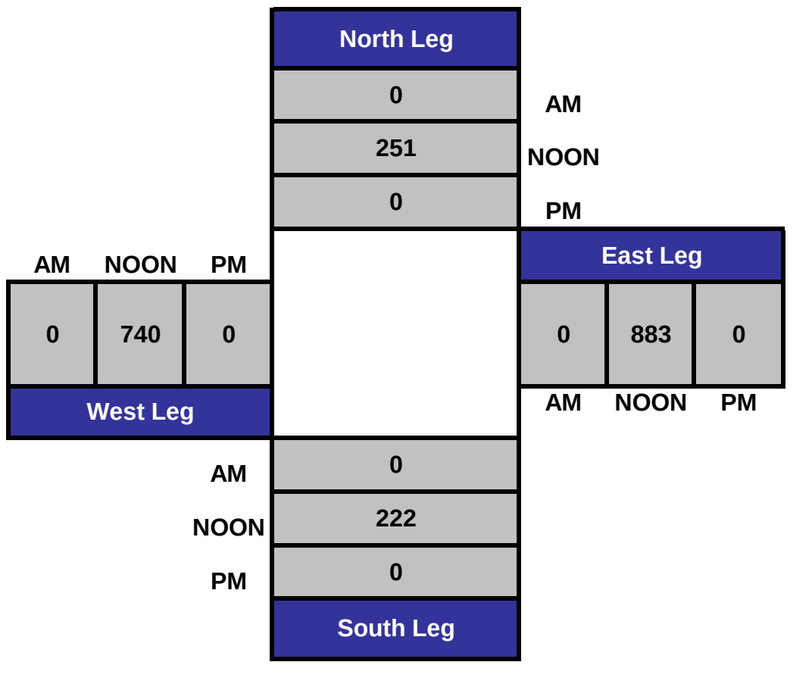
AM Peak Hour	
NOON Peak Hour	200 PM
PM Peak Hour	

Count Periods	Start	End
AM		
NOON	12:00 PM	3:00 PM
PM		

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

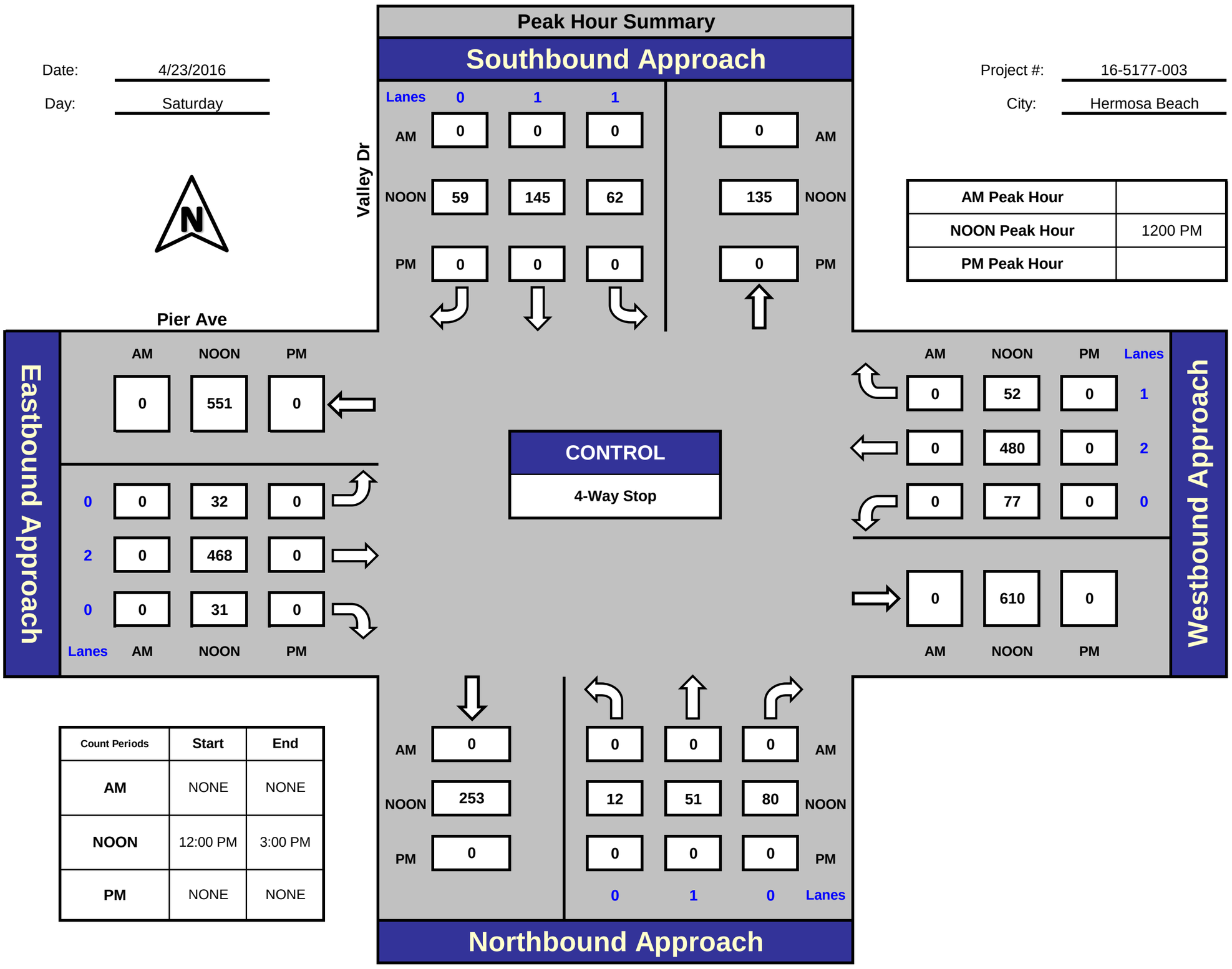
Valley Dr and Pier Ave , Hermosa Beach

Date: 4/23/2016

Day: Saturday

Project #: 16-5177-003

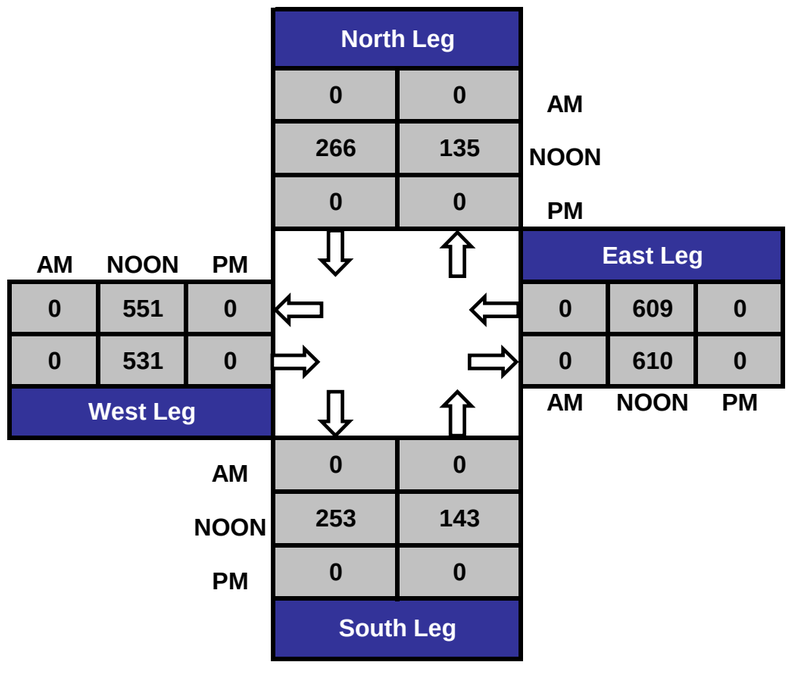
City: Hermosa Beach



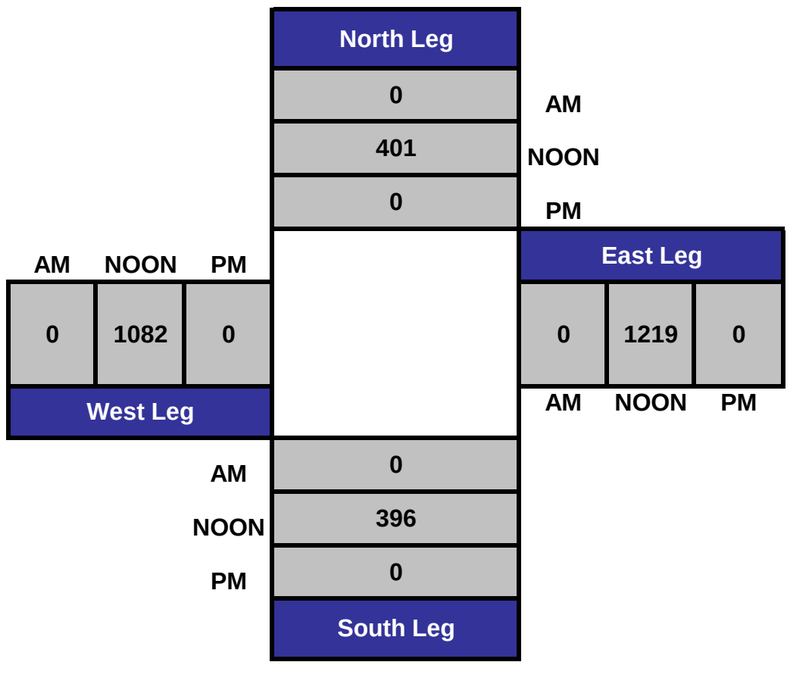
AM Peak Hour	
NOON Peak Hour	1200 PM
PM Peak Hour	

Count Periods	Start	End
AM	NONE	NONE
NOON	12:00 PM	3:00 PM
PM	NONE	NONE

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

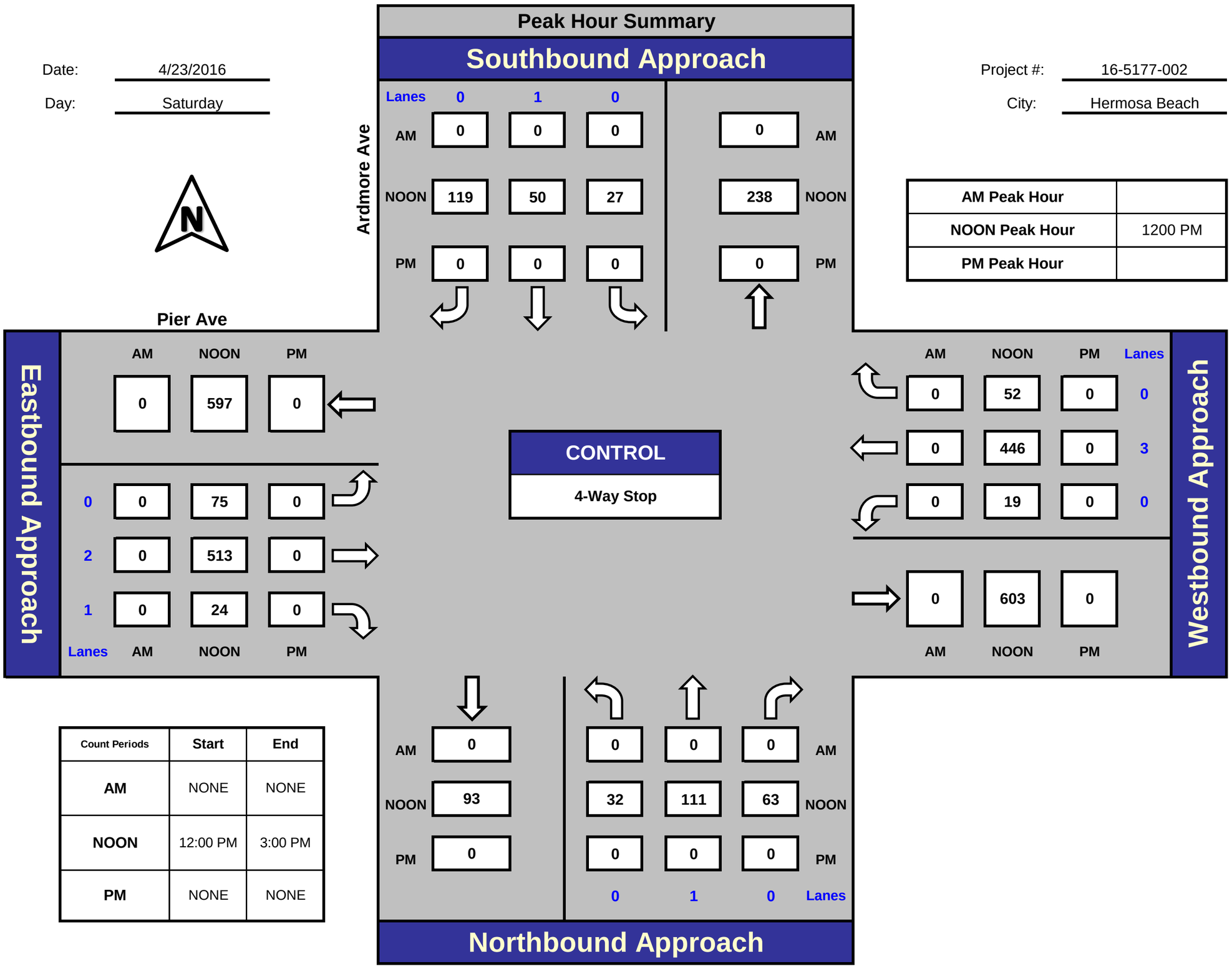
Ardmore Ave and Pier Ave , Hermosa Beach

Date: 4/23/2016

Day: Saturday

Project #: 16-5177-002

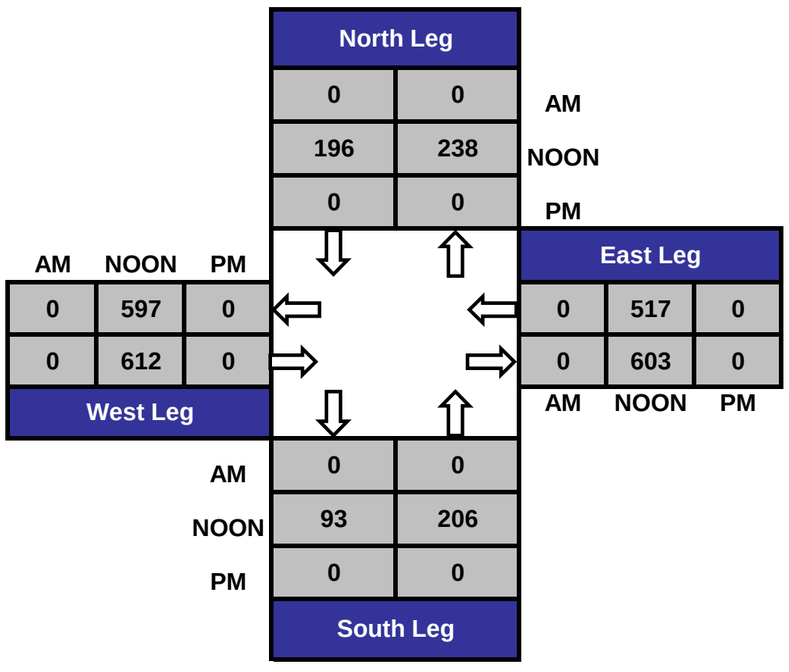
City: Hermosa Beach



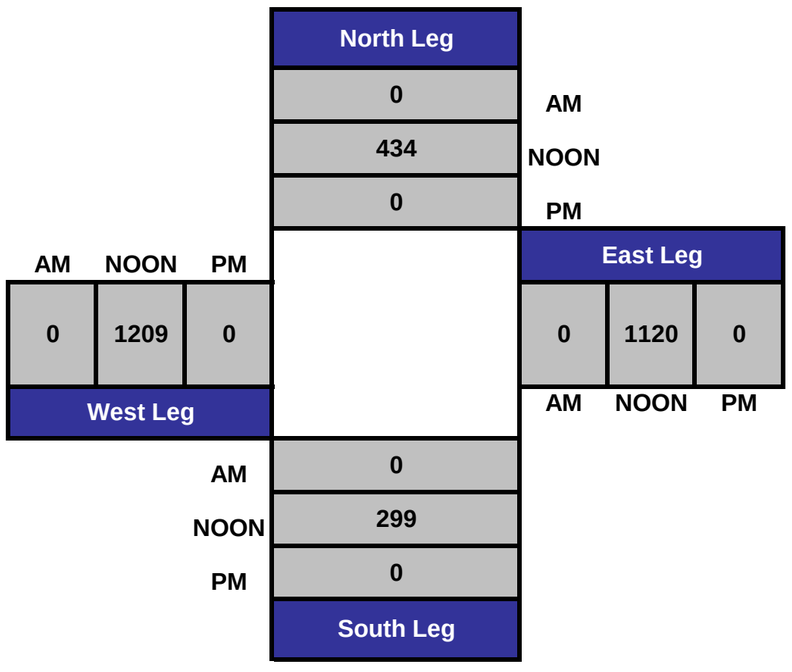
AM Peak Hour	
NOON Peak Hour	1200 PM
PM Peak Hour	

Count Periods	Start	End
AM	NONE	NONE
NOON	12:00 PM	3:00 PM
PM	NONE	NONE

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

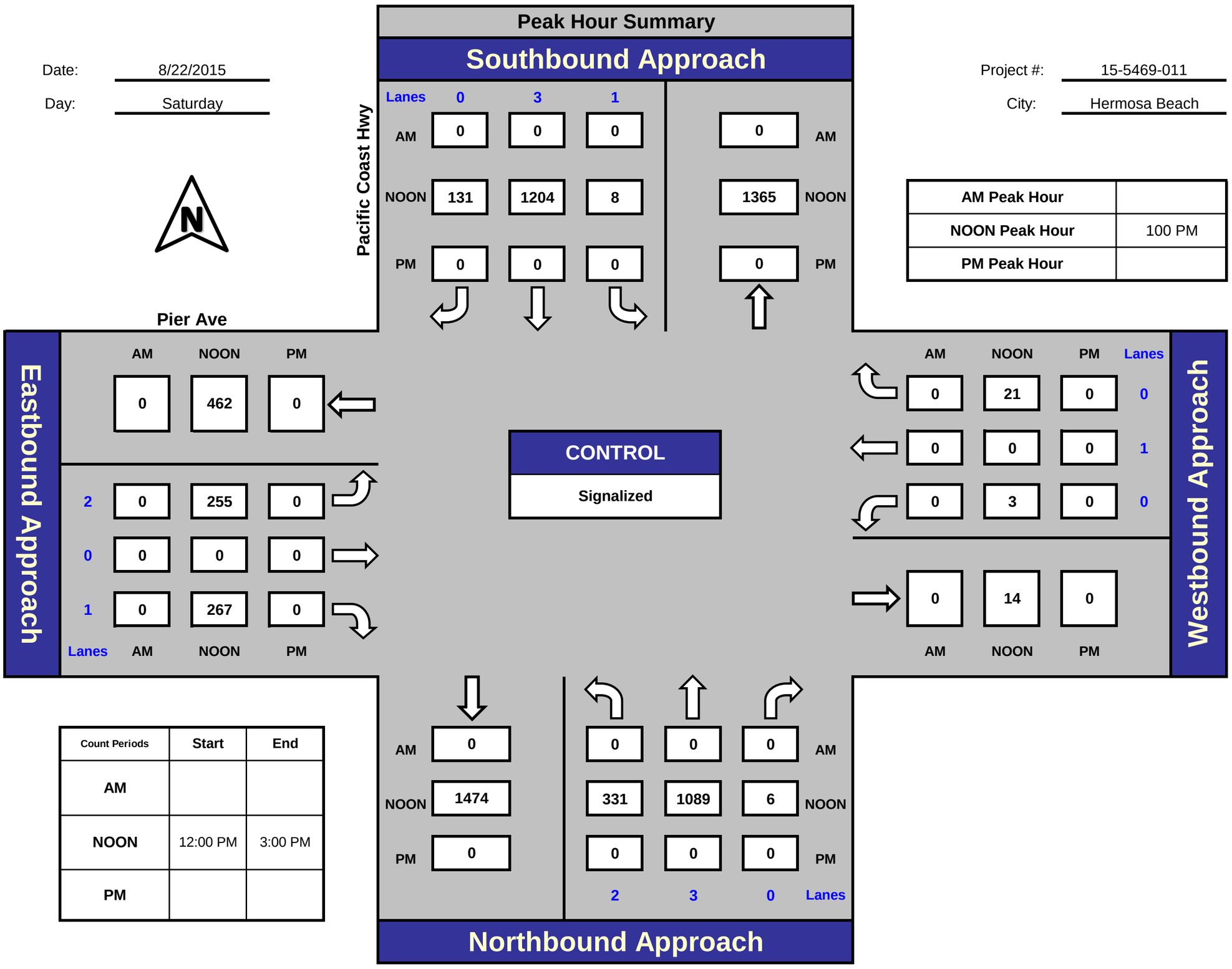
Pacific Coast Hwy and Pier Ave , Hermosa Beach

Date: 8/22/2015

Day: Saturday

Project #: 15-5469-011

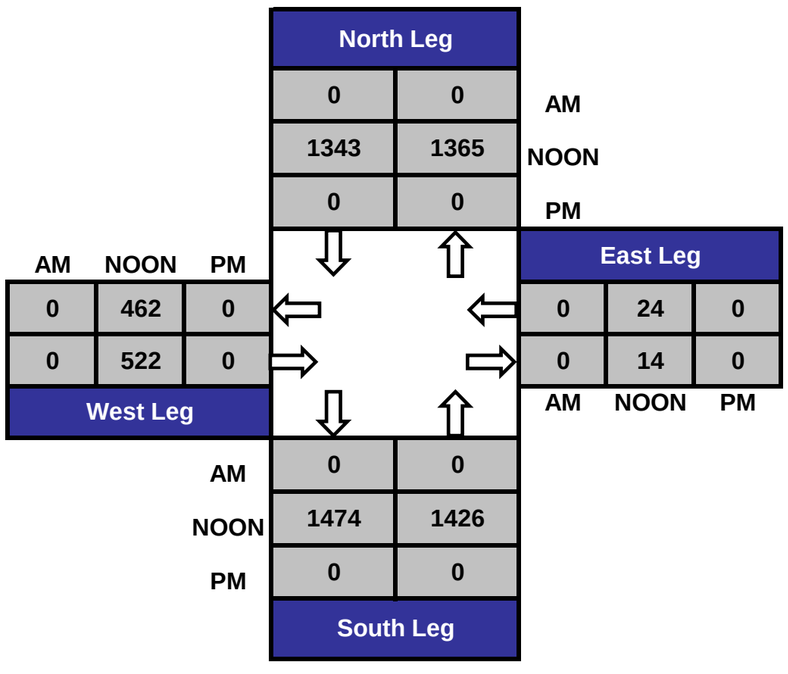
City: Hermosa Beach



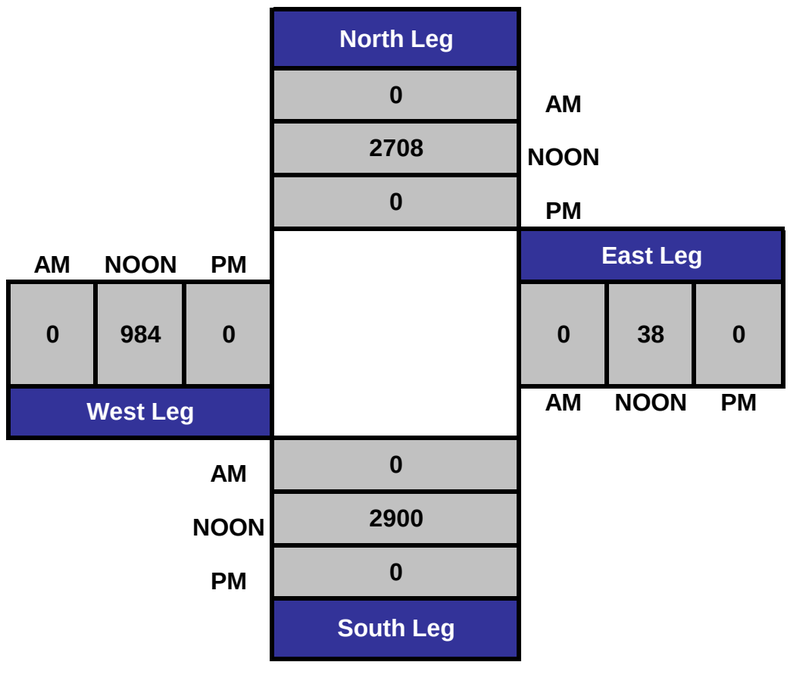
AM Peak Hour	
NOON Peak Hour	100 PM
PM Peak Hour	

Count Periods	Start	End
AM		
NOON	12:00 PM	3:00 PM
PM		

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

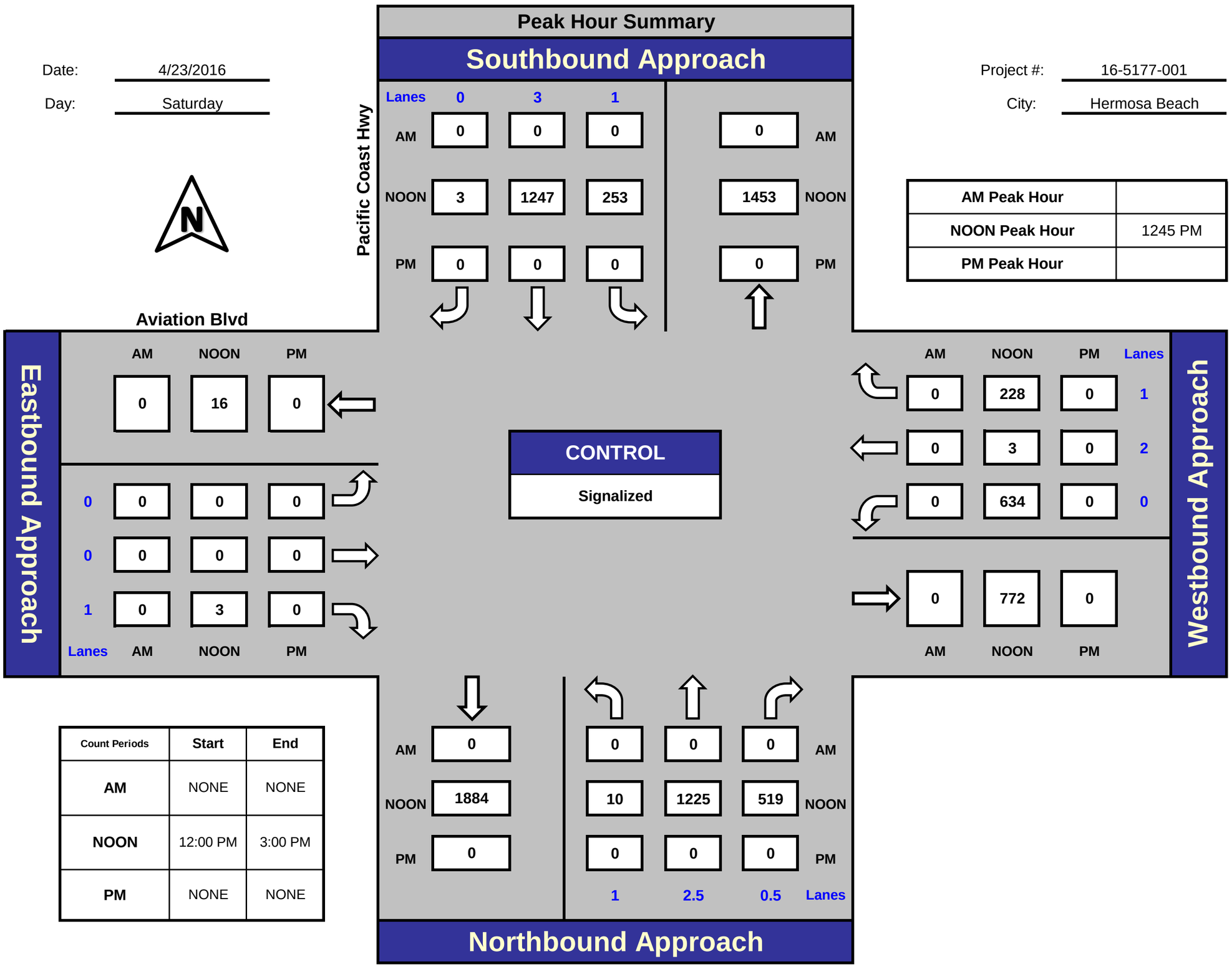
Pacific Coast Hwy and Aviation Blvd , Hermosa Beach

Date: 4/23/2016

Day: Saturday

Project #: 16-5177-001

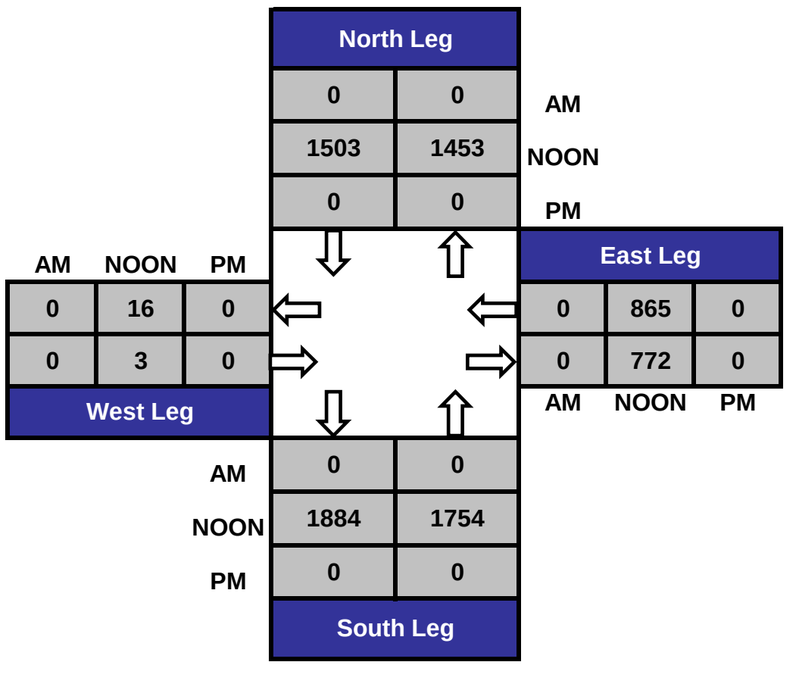
City: Hermosa Beach



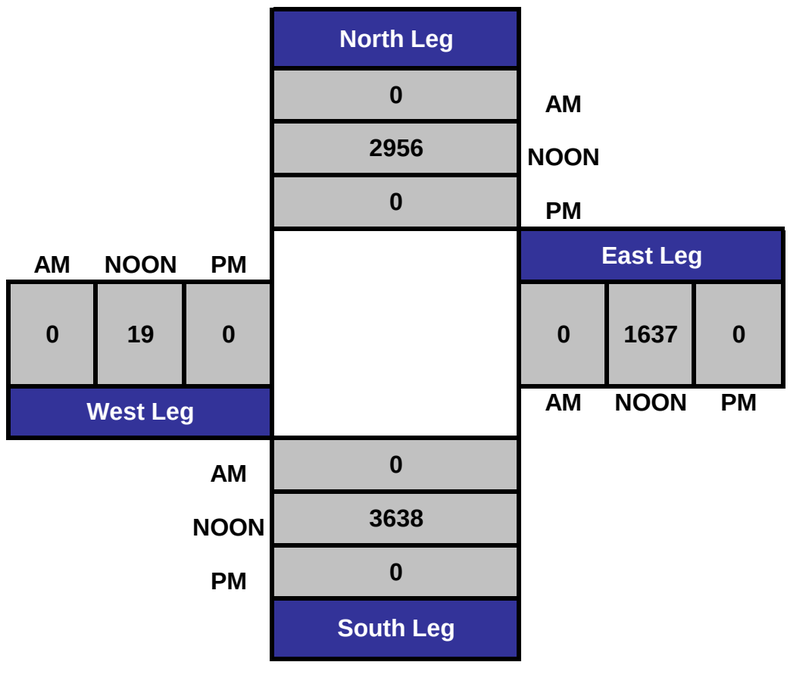
AM Peak Hour	
NOON Peak Hour	1245 PM
PM Peak Hour	

Count Periods	Start	End
AM	NONE	NONE
NOON	12:00 PM	3:00 PM
PM	NONE	NONE

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

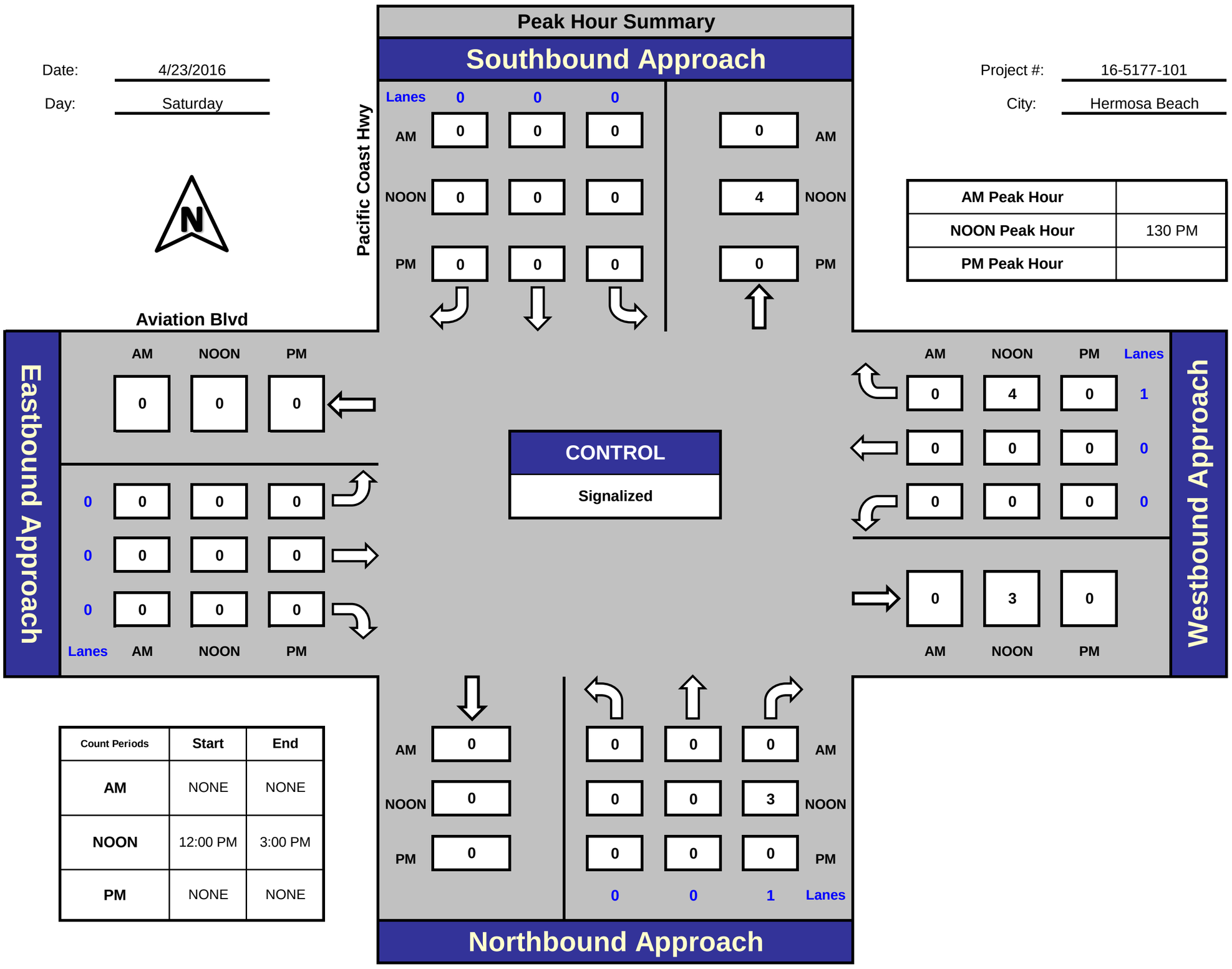
Pacific Coast Hwy and Aviation Blvd , Hermosa Beach

Date: 4/23/2016

Day: Saturday

Project #: 16-5177-101

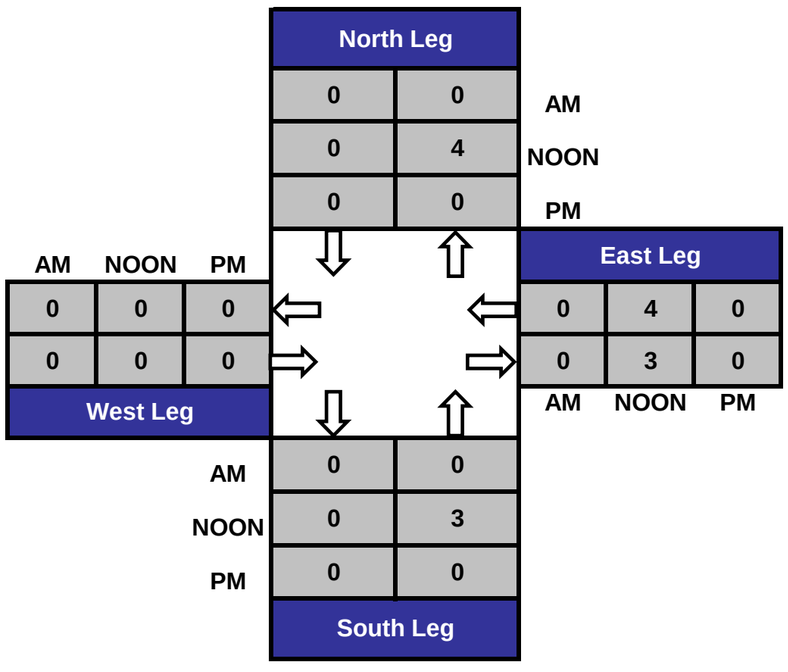
City: Hermosa Beach



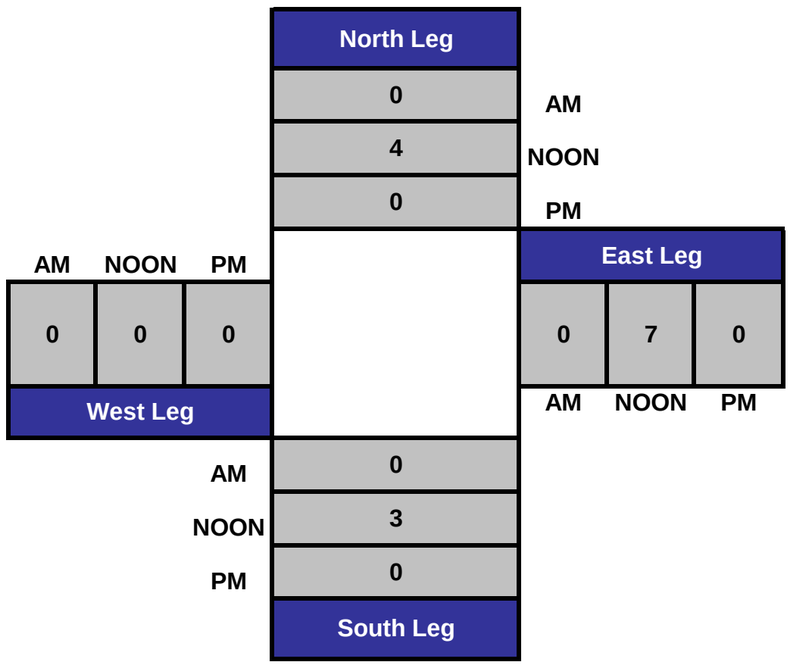
AM Peak Hour	
NOON Peak Hour	130 PM
PM Peak Hour	

Count Periods	Start	End
AM	NONE	NONE
NOON	12:00 PM	3:00 PM
PM	NONE	NONE

Total Ins & Outs



Total Volume Per Leg



Note: Volumes are for the intersection of Pacific Coast Highway & 10th Street East.

ITM Peak Hour Summary

Prepared by:

NDS

Pacific Coast Hwy and 8th St , Hermosa Beach

Date: 8/22/2015

Day: Saturday

Project #: 15-5469-012

City: Hermosa Beach

Peak Hour Summary

Southbound Approach (Pacific Coast Hwy)

Lanes	0	3	1		
AM	0	0	0	0	AM
NOON	94	1689	4	1785	NOON
PM	0	0	0	0	PM

	AM	NOON	PM
AM Peak Hour			
NOON Peak Hour		1245 PM	
PM Peak Hour			

Eastbound Approach (8th St)

Lanes	AM	NOON	PM
	0	133	0
0	0	126	0
1	0	2	0
0	0	40	0

Westbound Approach

Lanes	AM	NOON	PM
0	0	14	0
1	0	13	0
0	0	10	0
	0	9	0

CONTROL

Signalized

Northbound Approach

Lanes	1	3	0	
AM	0	0	0	AM
NOON	26	1645	3	NOON
PM	0	0	0	PM

Count Periods	Start	End
AM		
NOON	12:00 PM	3:00 PM
PM		

Total Ins & Outs

	AM	NOON	PM
North Leg	0	1787	0
East Leg	0	37	0
	0	9	0
West Leg	0	168	0
South Leg	0	1739	0

Total Volume Per Leg

	AM	NOON	PM
North Leg	0	3572	0
East Leg	0	46	0
West Leg	0	301	0
South Leg	0	3413	0

ITM Peak Hour Summary

Prepared by:

NDS

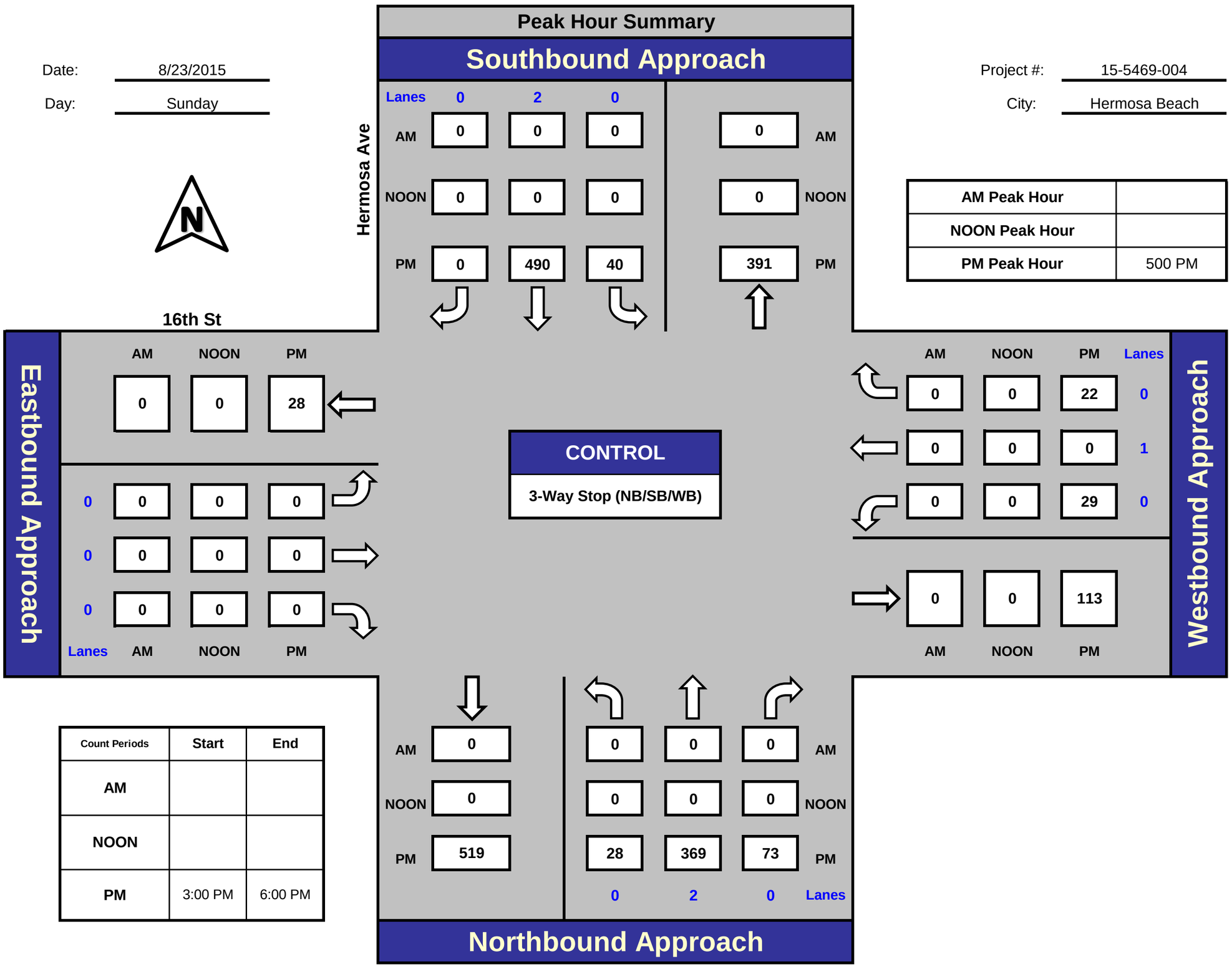
Hermosa Ave and 16th St , Hermosa Beach

Date: 8/23/2015

Day: Sunday

Project #: 15-5469-004

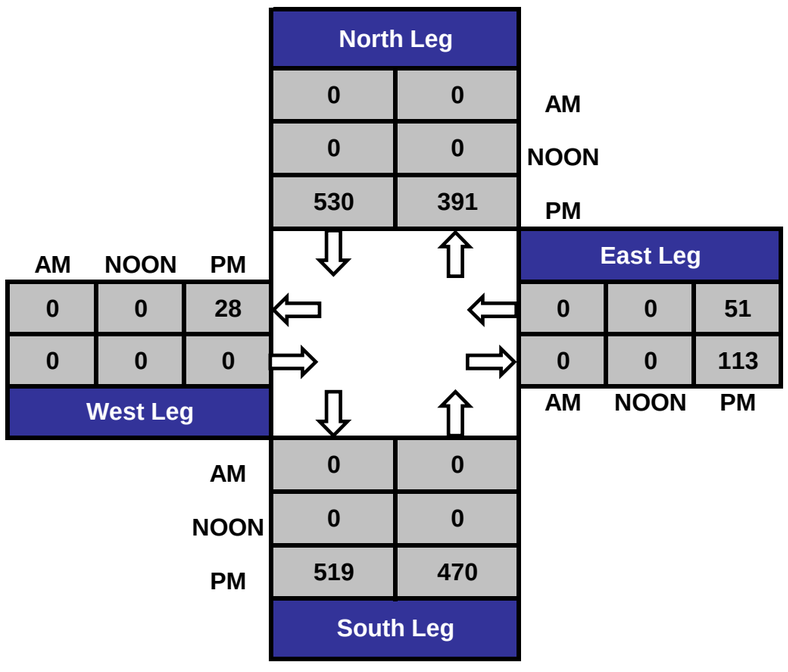
City: Hermosa Beach



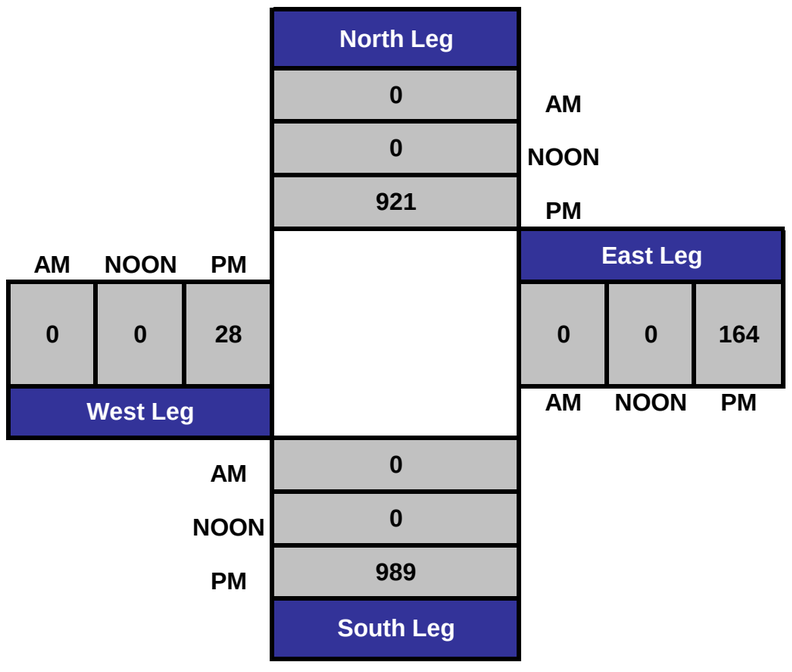
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM		
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

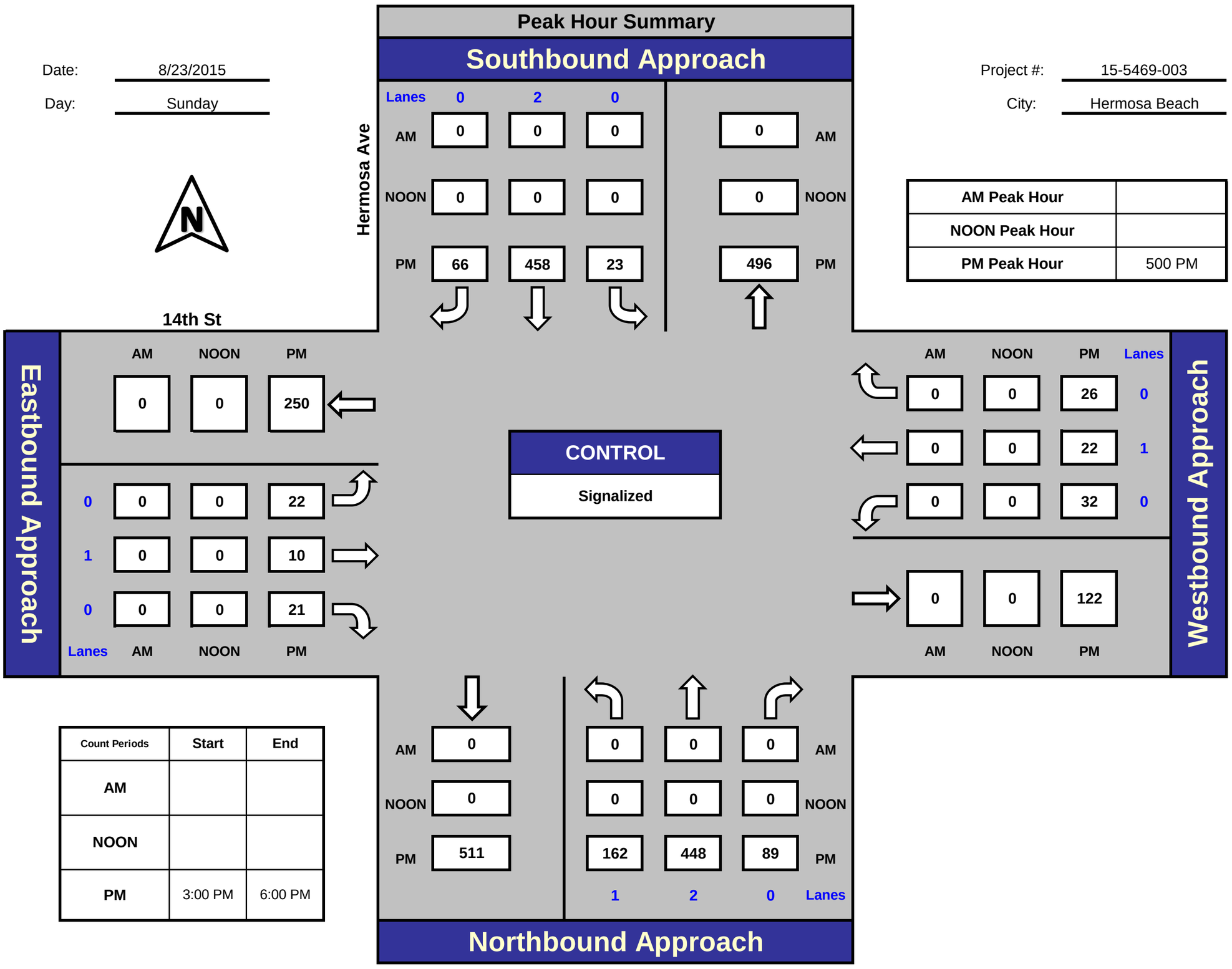
Hermosa Ave and 14th St , Hermosa Beach

Date: 8/23/2015

Day: Sunday

Project #: 15-5469-003

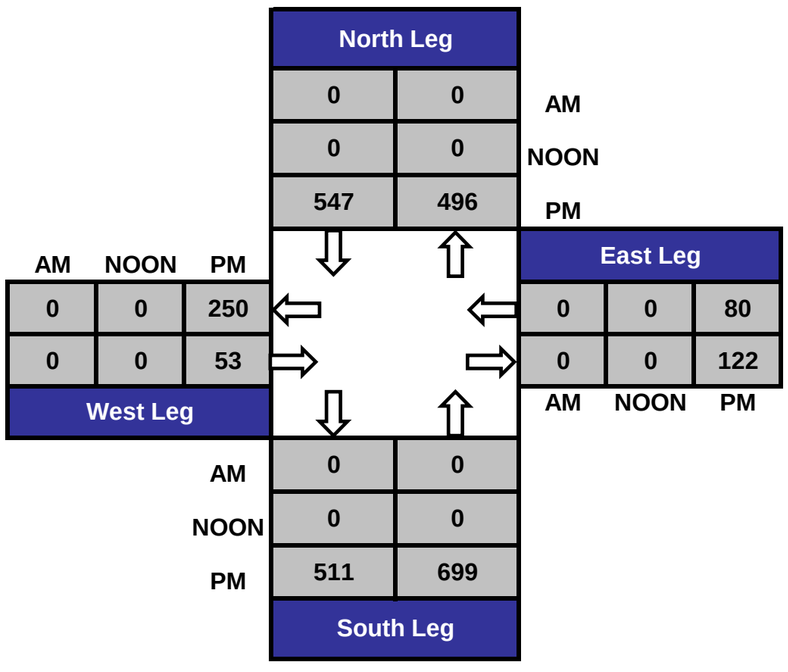
City: Hermosa Beach



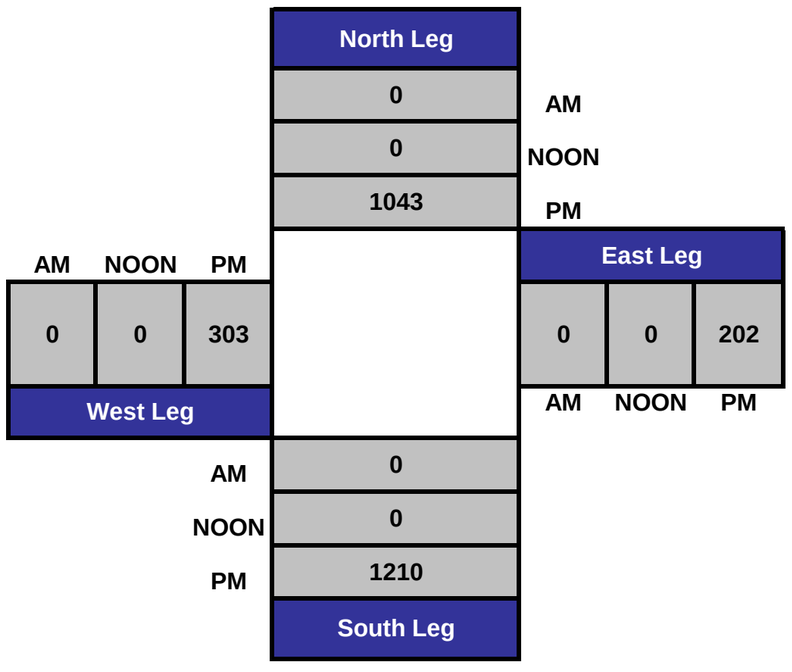
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM		
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

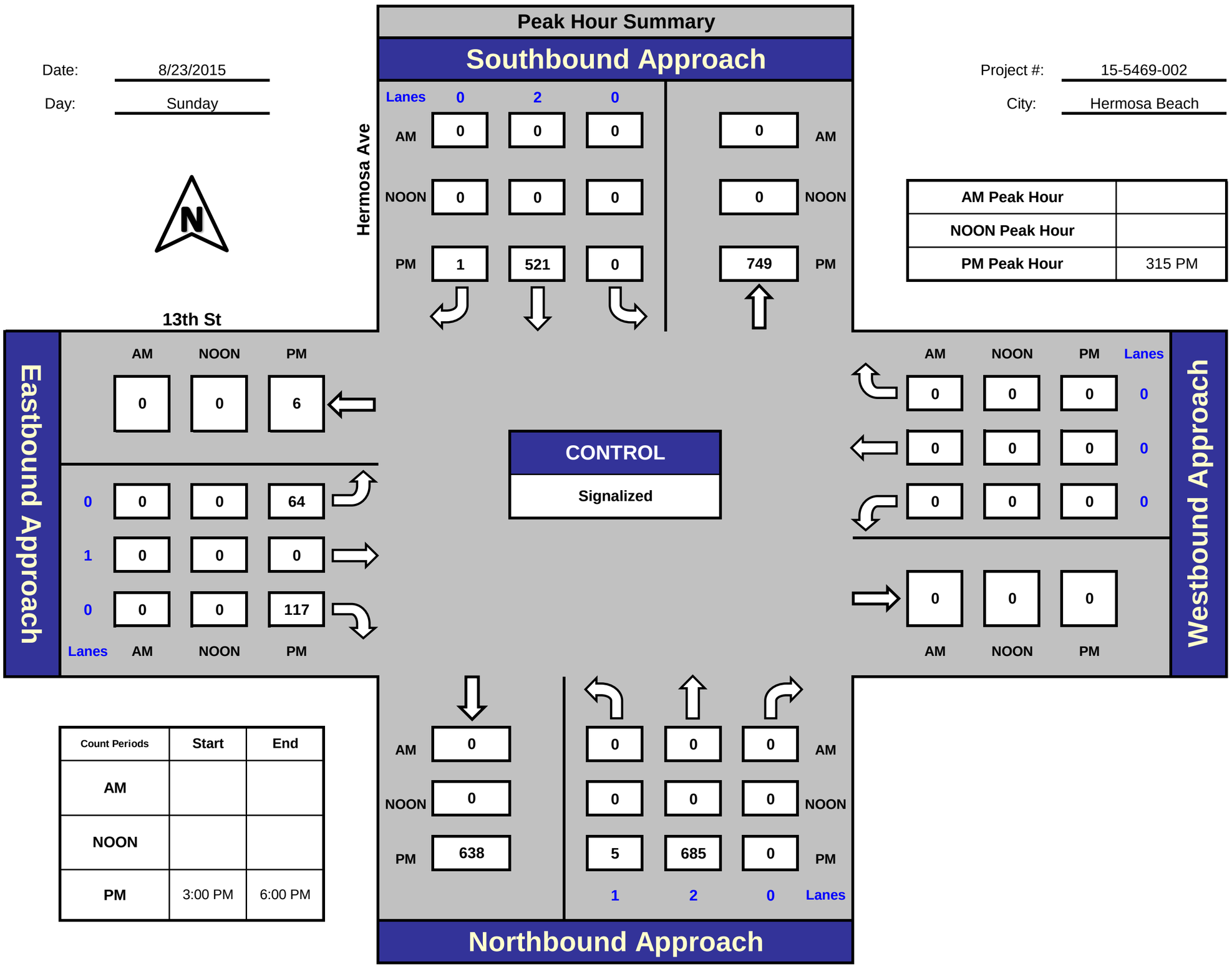
Hermosa Ave and 13th St , Hermosa Beach

Date: 8/23/2015

Day: Sunday

Project #: 15-5469-002

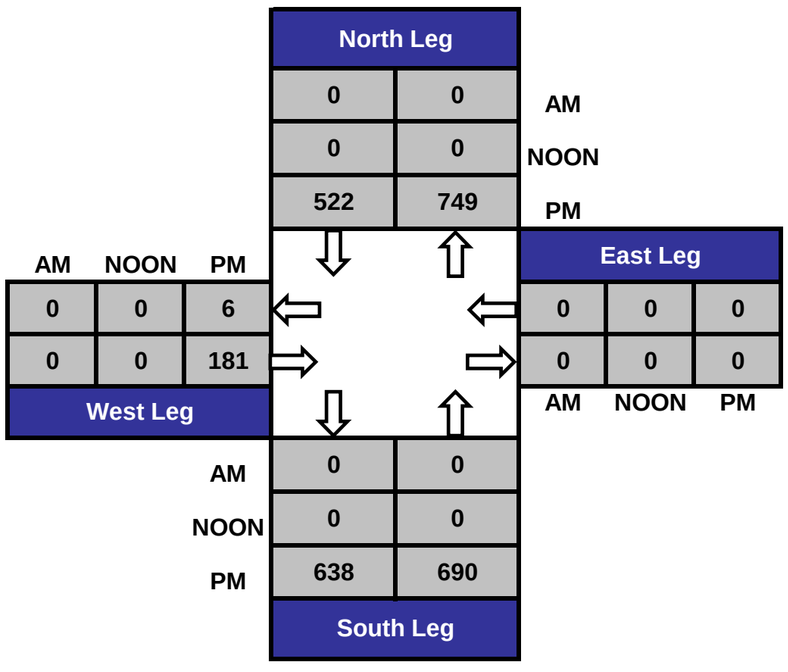
City: Hermosa Beach



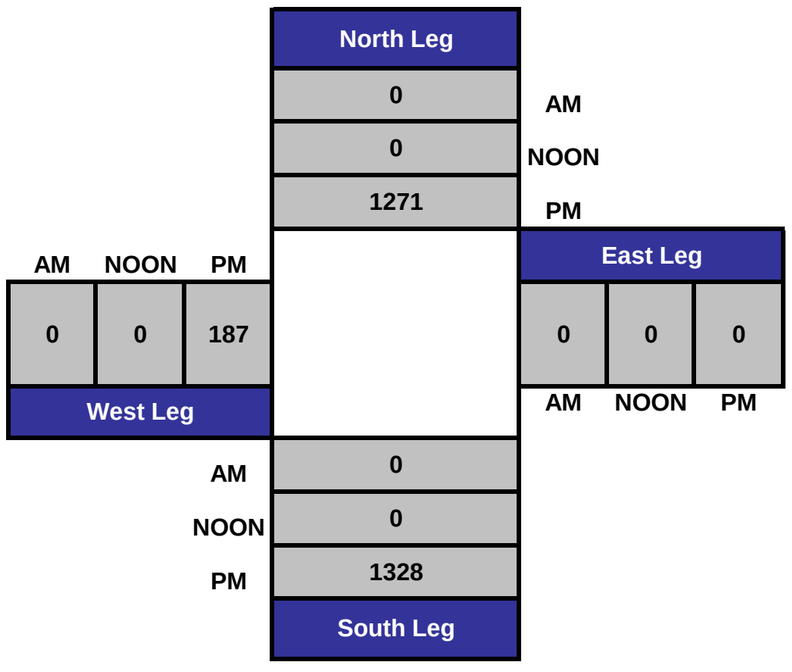
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	315 PM

Count Periods	Start	End
AM		
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

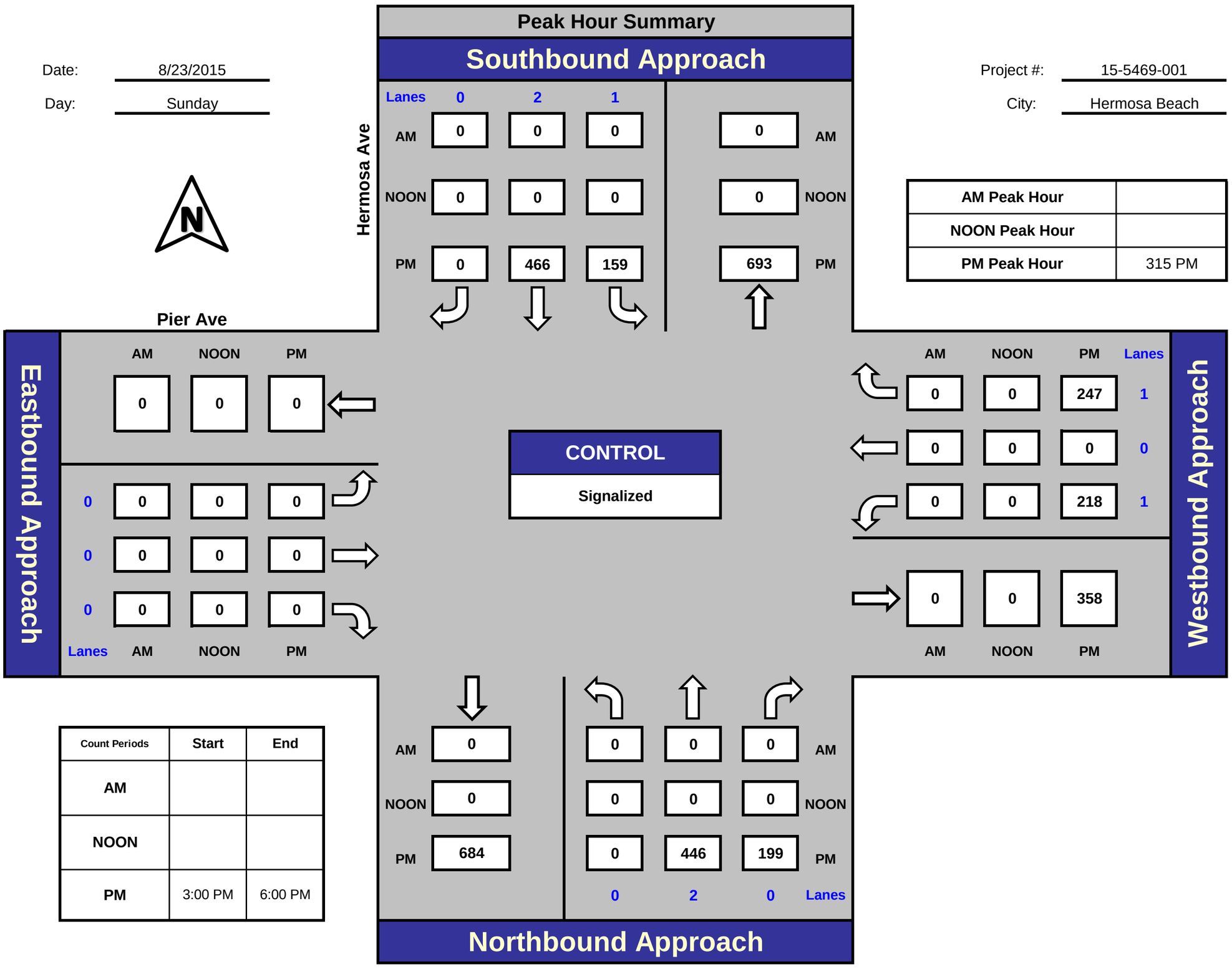
Hermosa Ave and Pier Ave , Hermosa Beach

Date: 8/23/2015

Day: Sunday

Project #: 15-5469-001

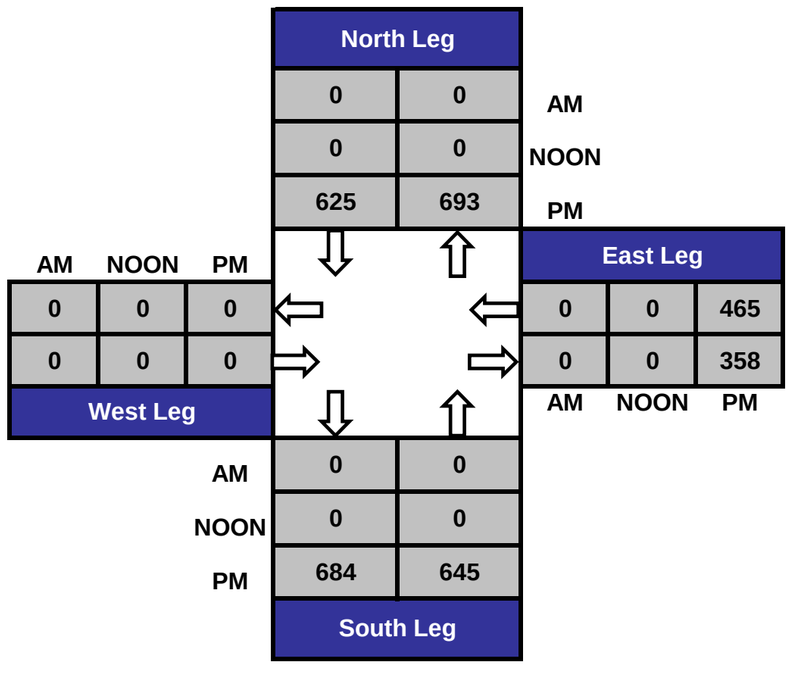
City: Hermosa Beach



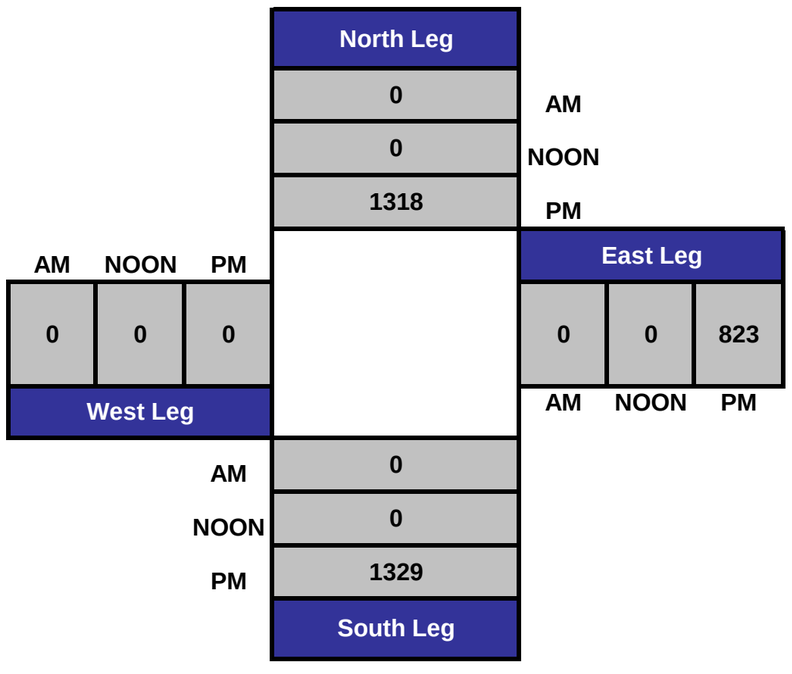
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	315 PM

Count Periods	Start	End
AM		
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

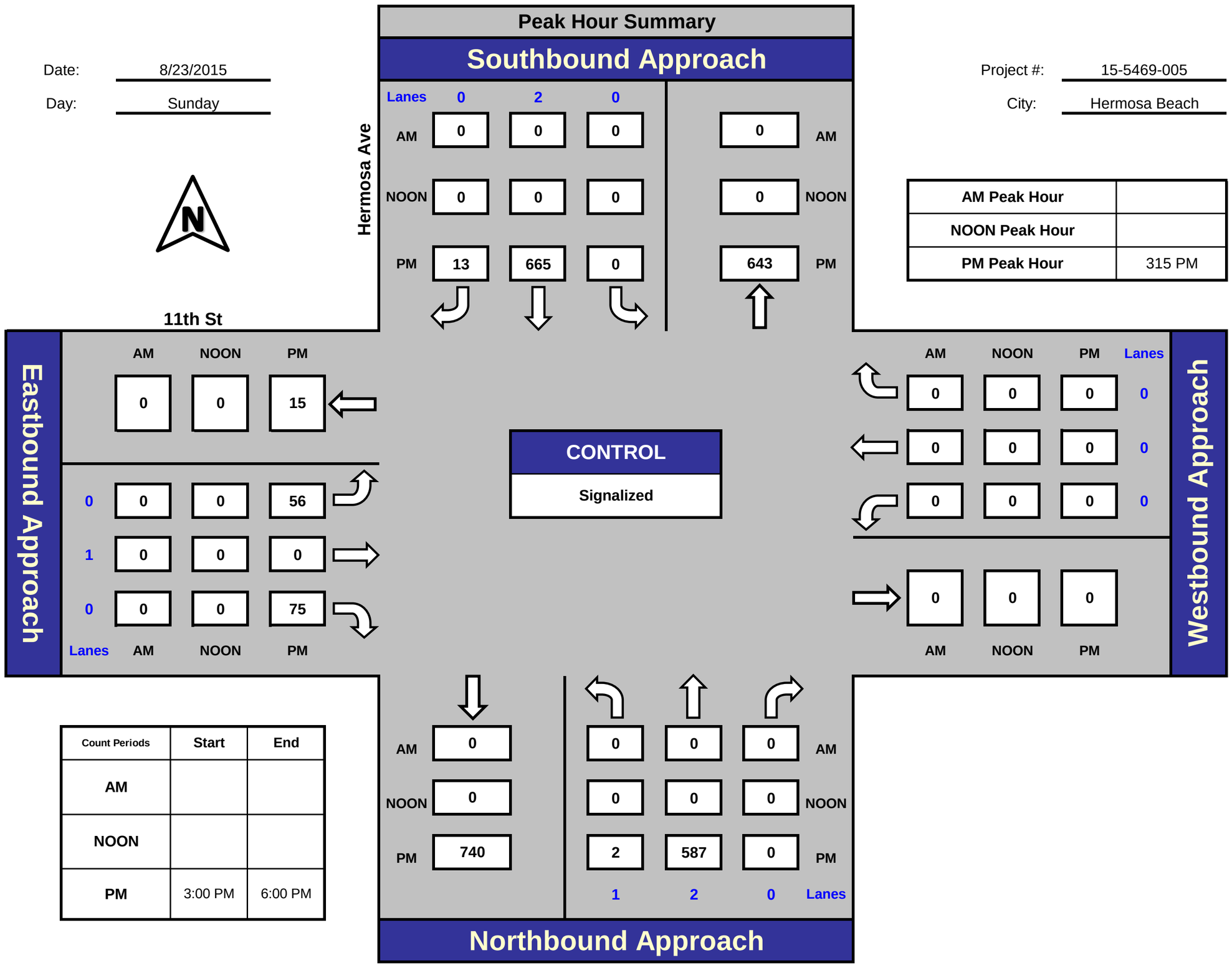
Hermosa Ave and 11th St , Hermosa Beach

Date: 8/23/2015

Day: Sunday

Project #: 15-5469-005

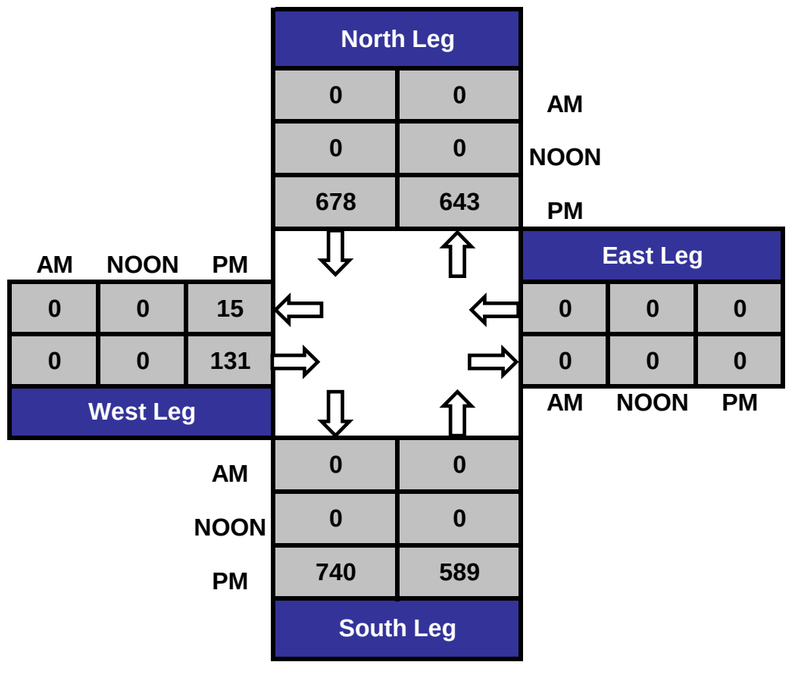
City: Hermosa Beach



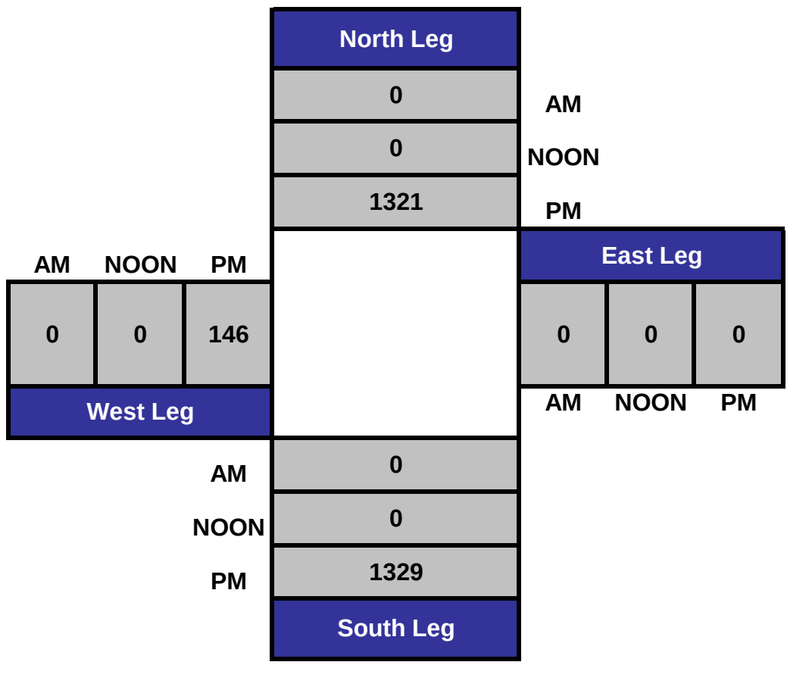
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	315 PM

Count Periods	Start	End
AM		
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

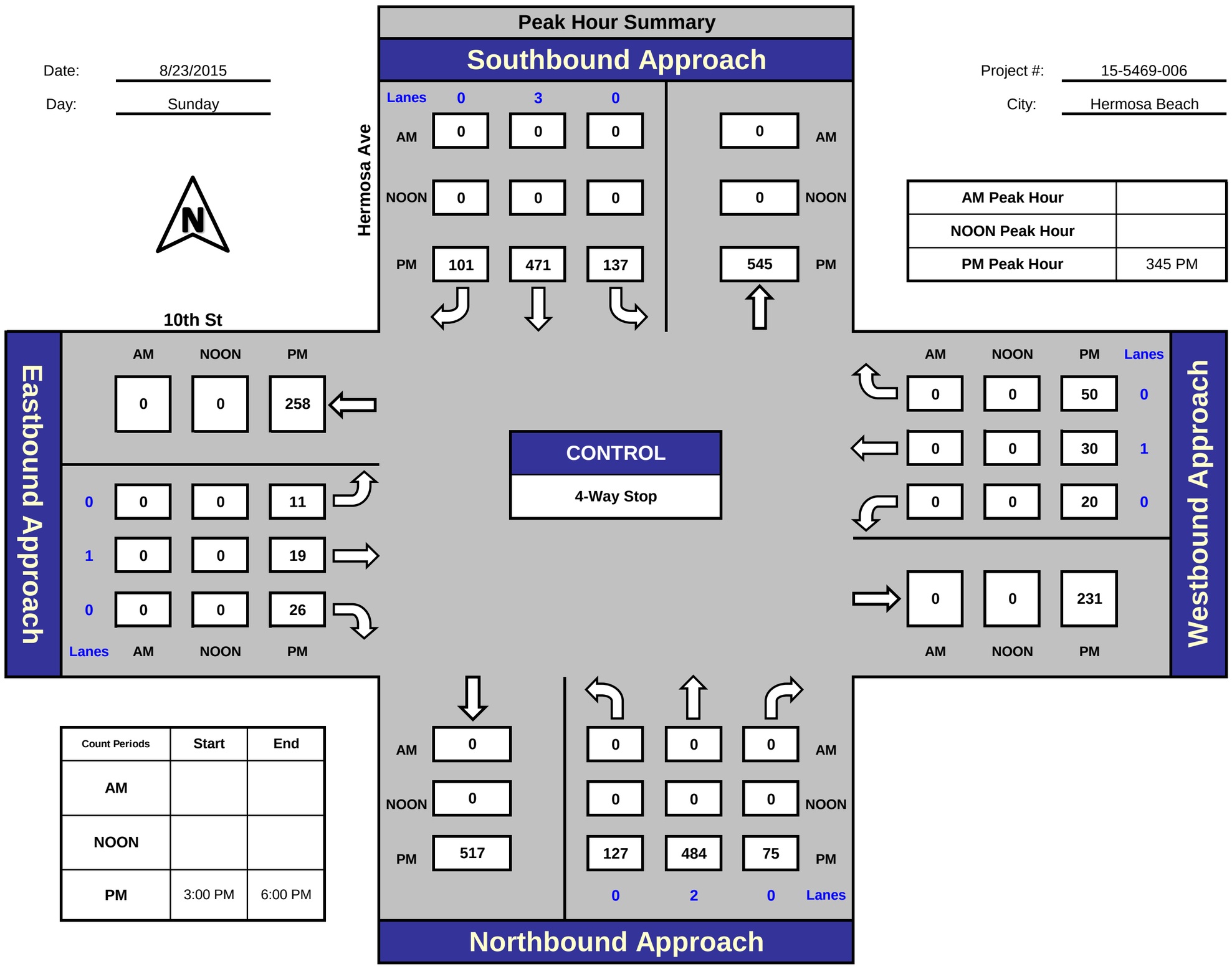
Hermosa Ave and 10th St , Hermosa Beach

Date: 8/23/2015

Day: Sunday

Project #: 15-5469-006

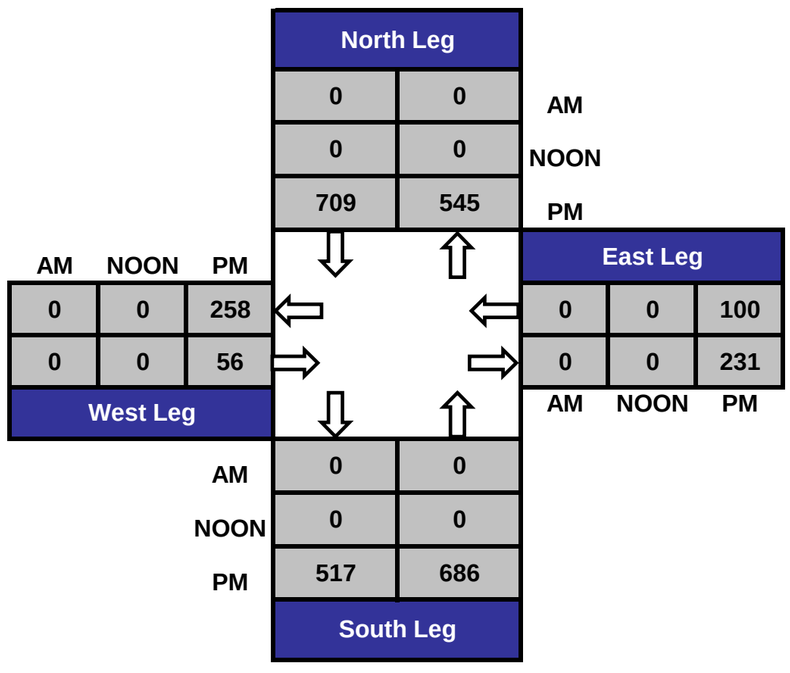
City: Hermosa Beach



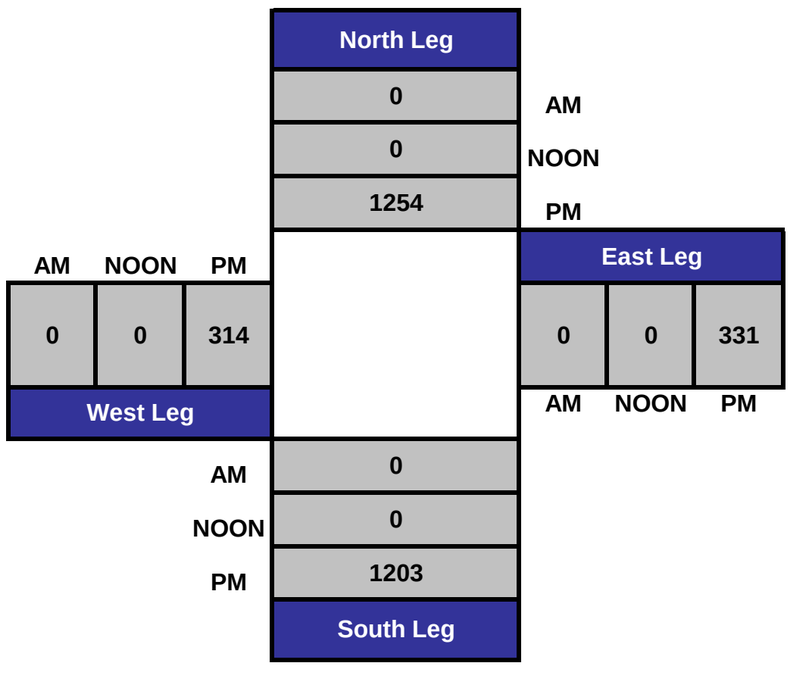
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	345 PM

Count Periods	Start	End
AM		
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

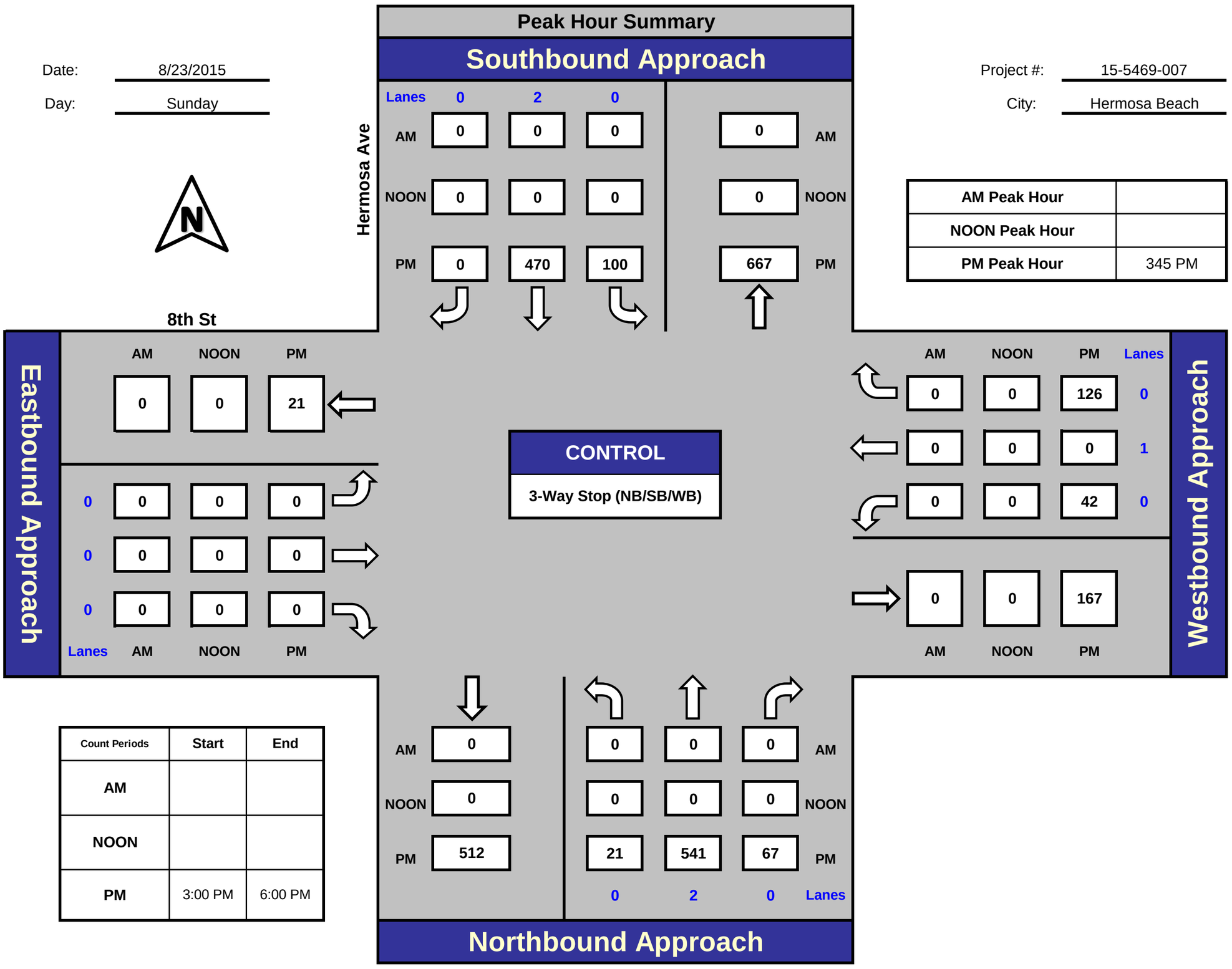
Hermosa Ave and 8th St , Hermosa Beach

Date: 8/23/2015

Day: Sunday

Project #: 15-5469-007

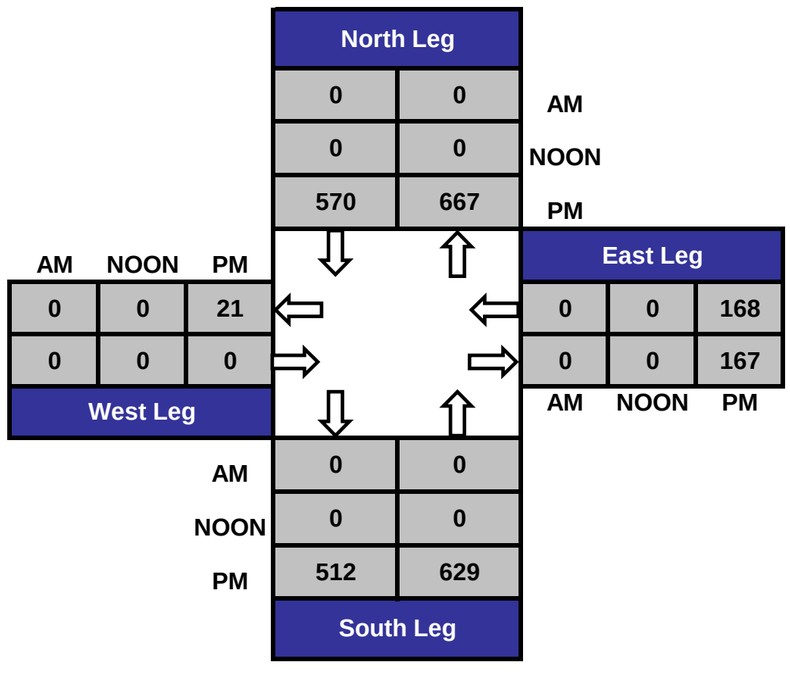
City: Hermosa Beach



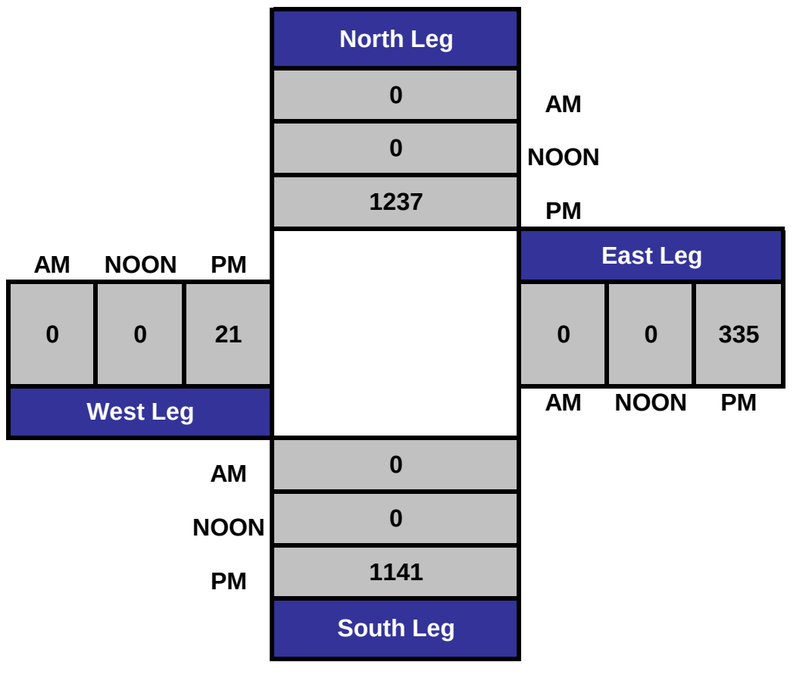
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	345 PM

Count Periods	Start	End
AM		
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

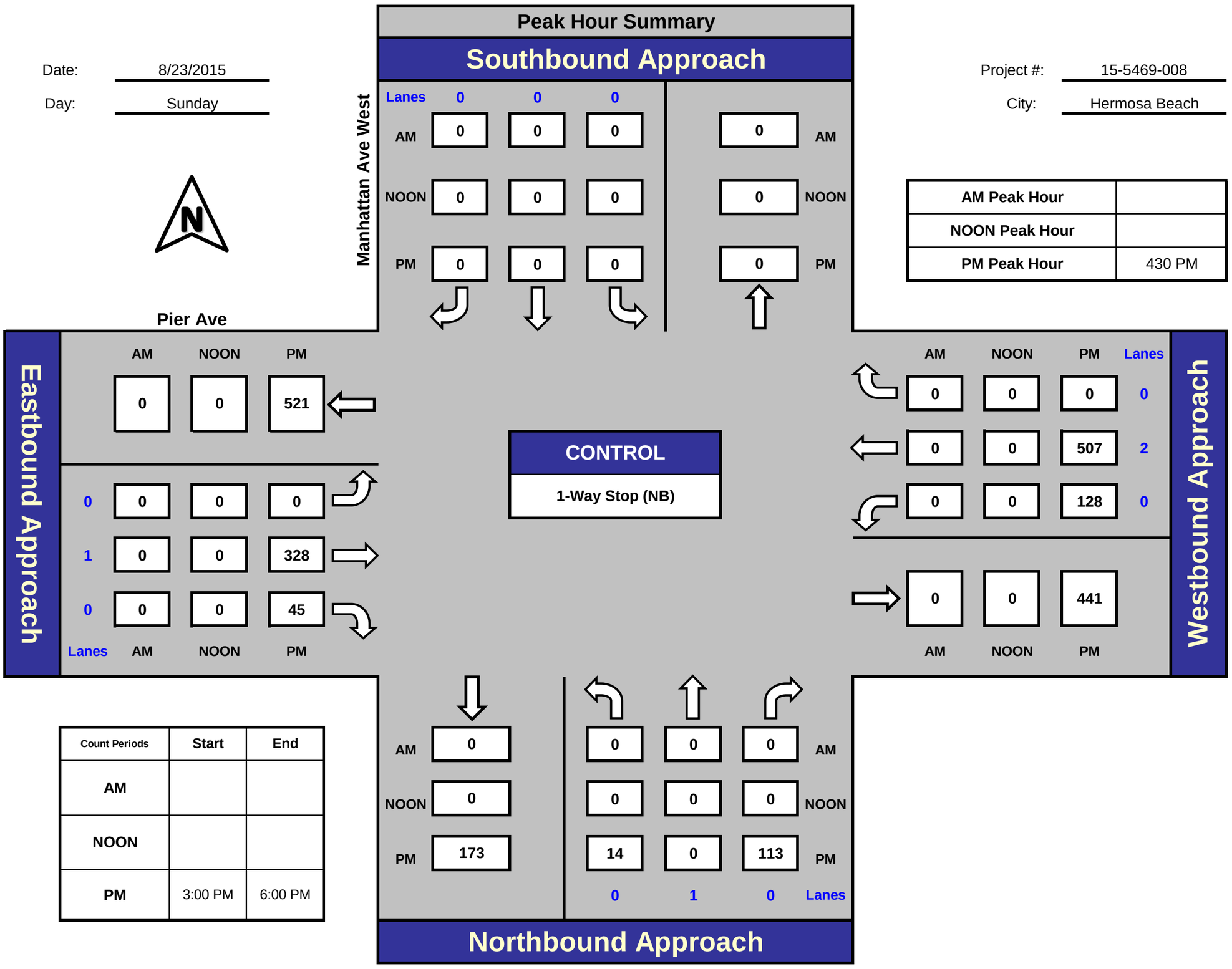
Manhattan Ave West and Pier Ave , Hermosa Beach

Date: 8/23/2015

Day: Sunday

Project #: 15-5469-008

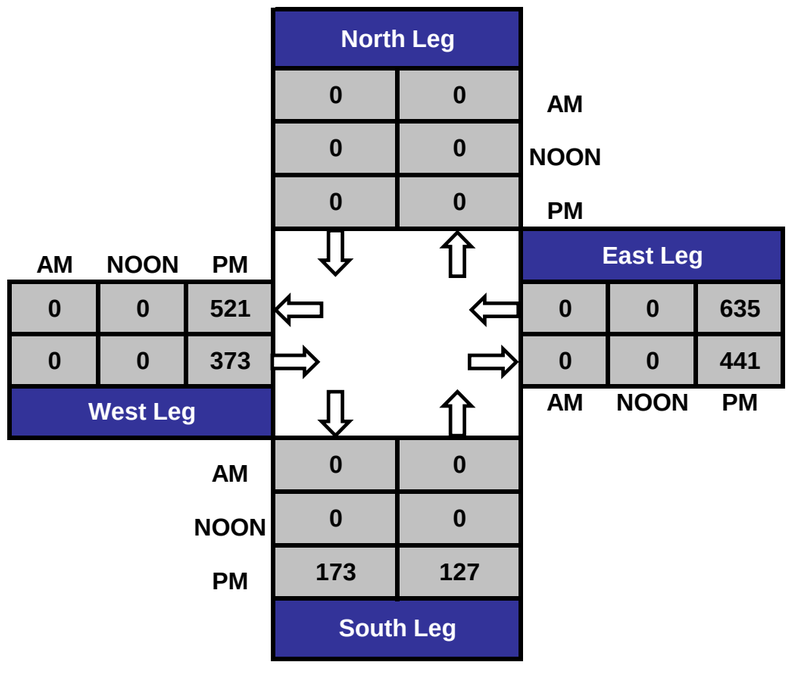
City: Hermosa Beach



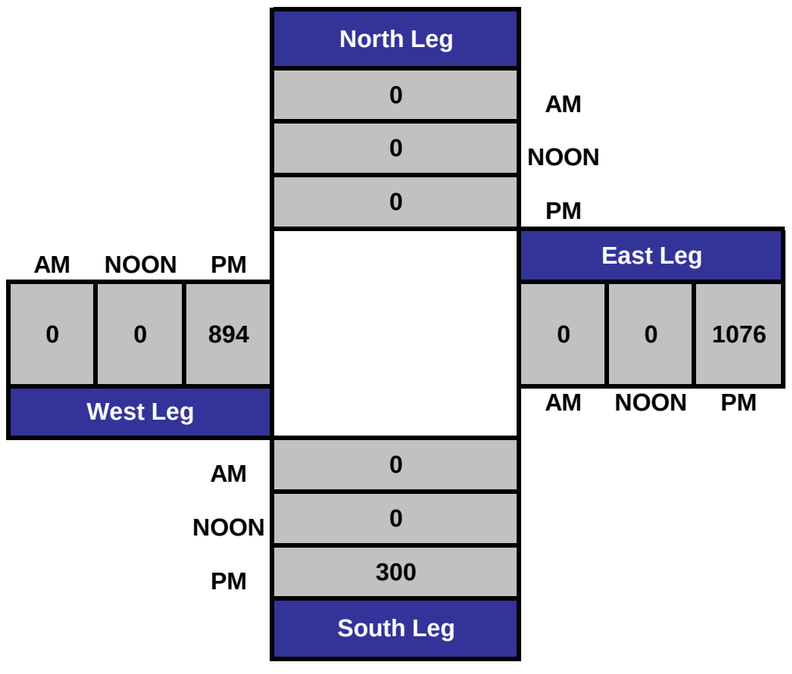
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	430 PM

Count Periods	Start	End
AM		
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

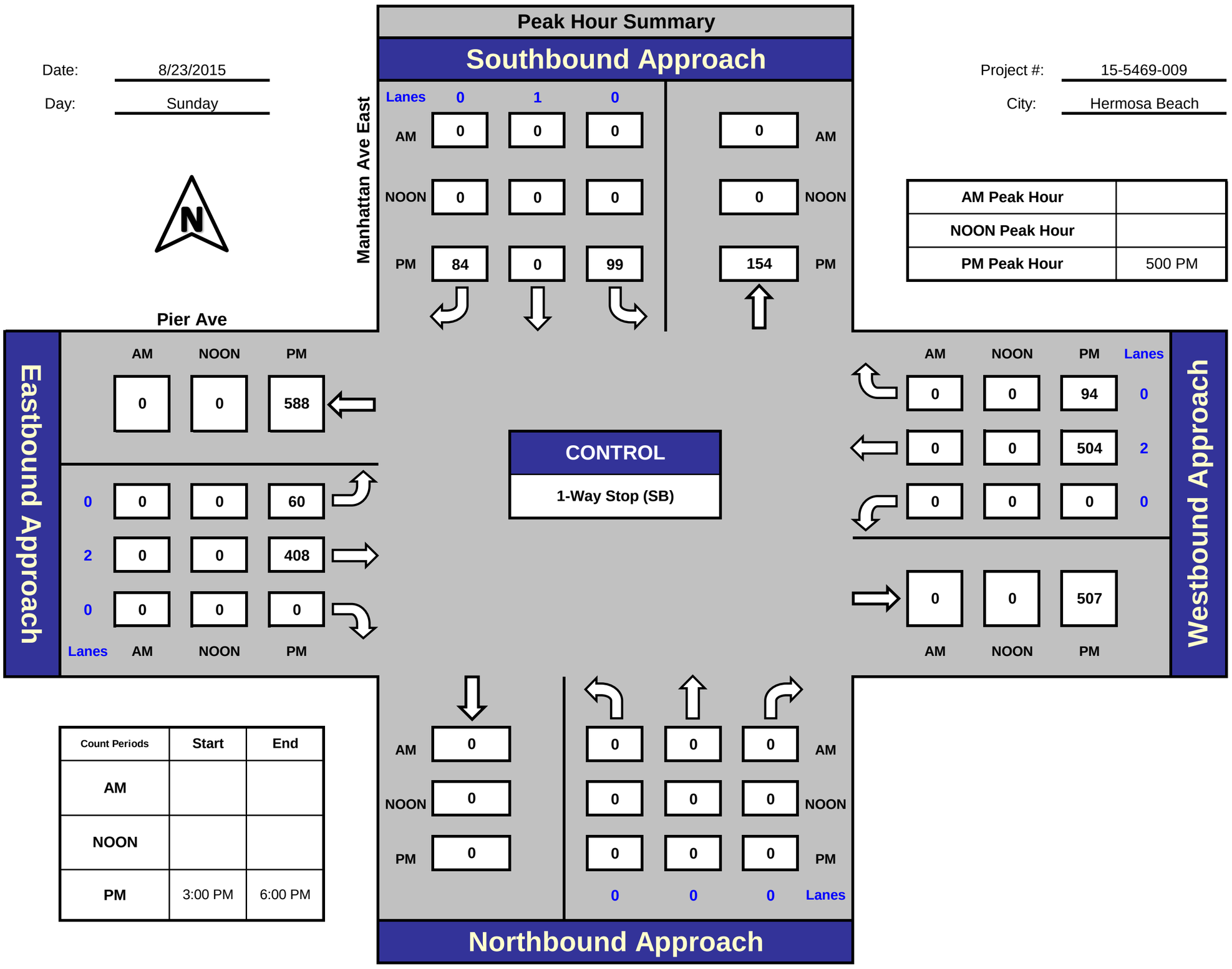
Manhattan Ave East and Pier Ave , Hermosa Beach

Date: 8/23/2015

Day: Sunday

Project #: 15-5469-009

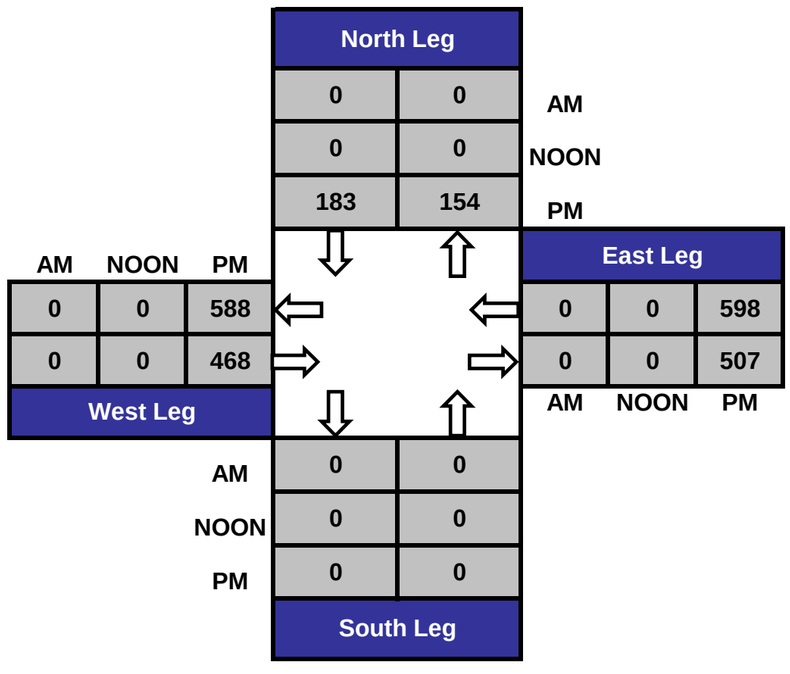
City: Hermosa Beach



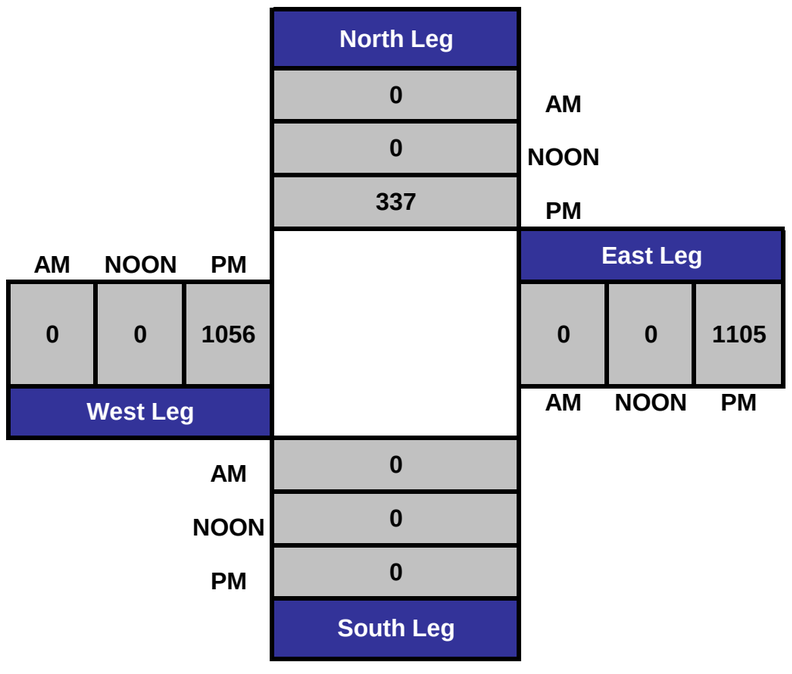
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM		
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

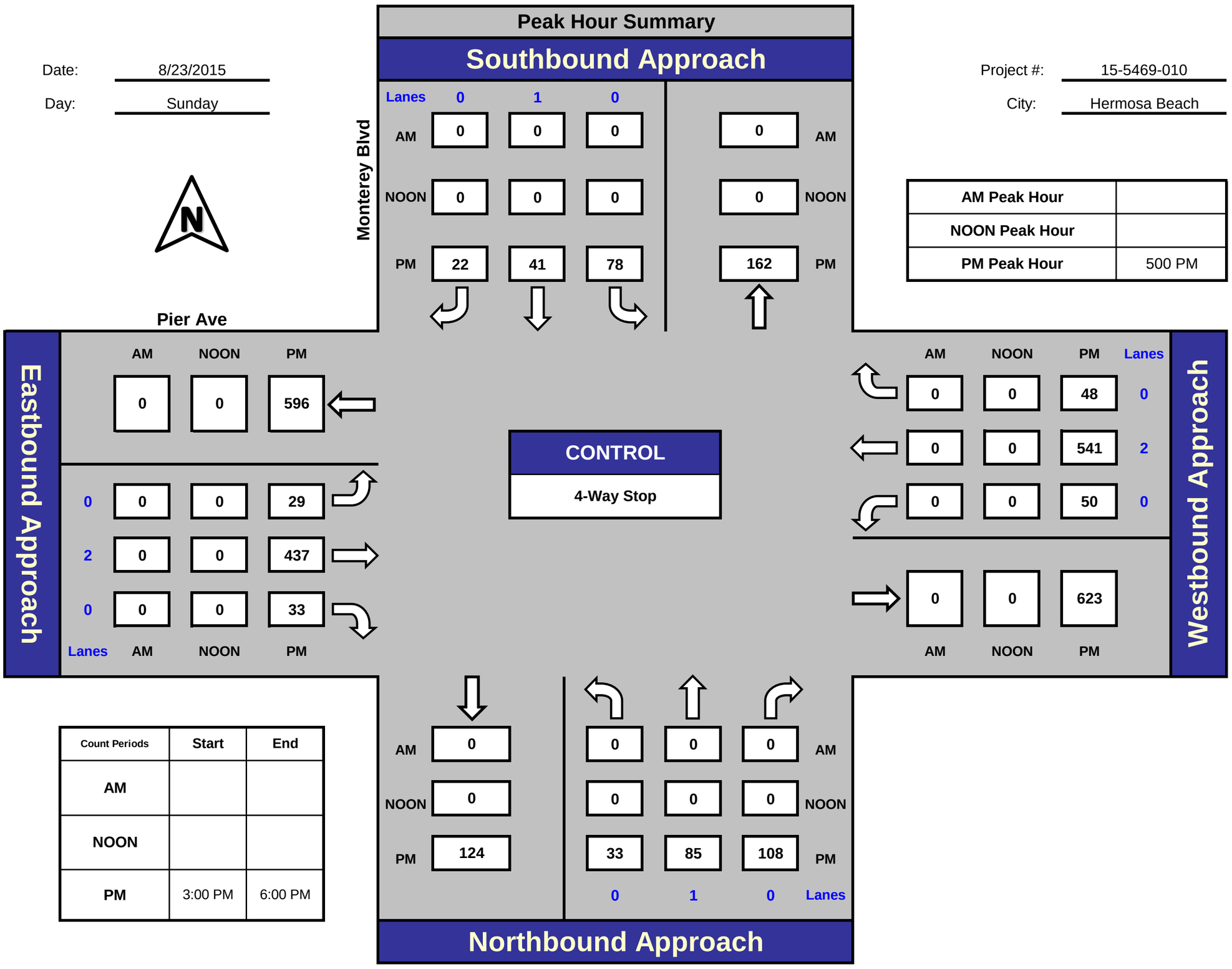
Monterey Blvd and Pier Ave , Hermosa Beach

Date: 8/23/2015

Day: Sunday

Project #: 15-5469-010

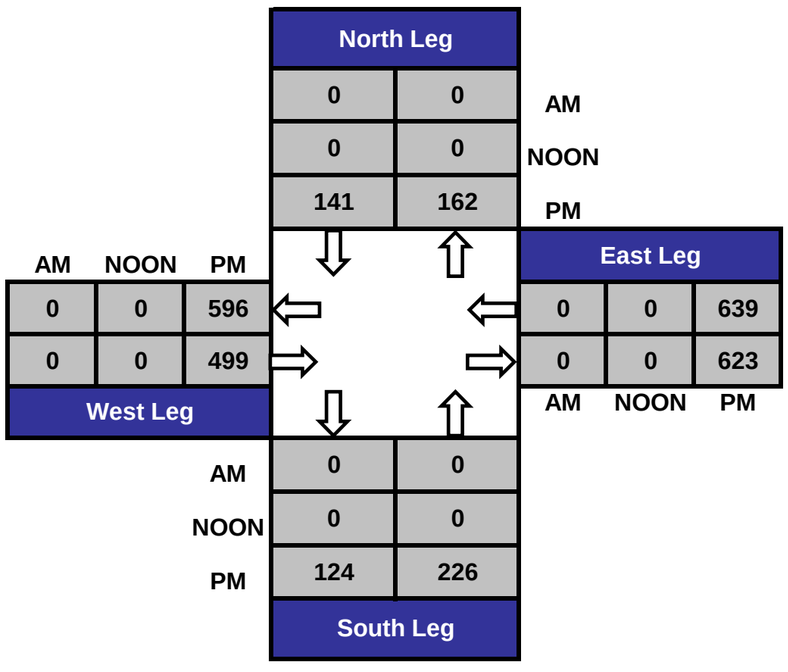
City: Hermosa Beach



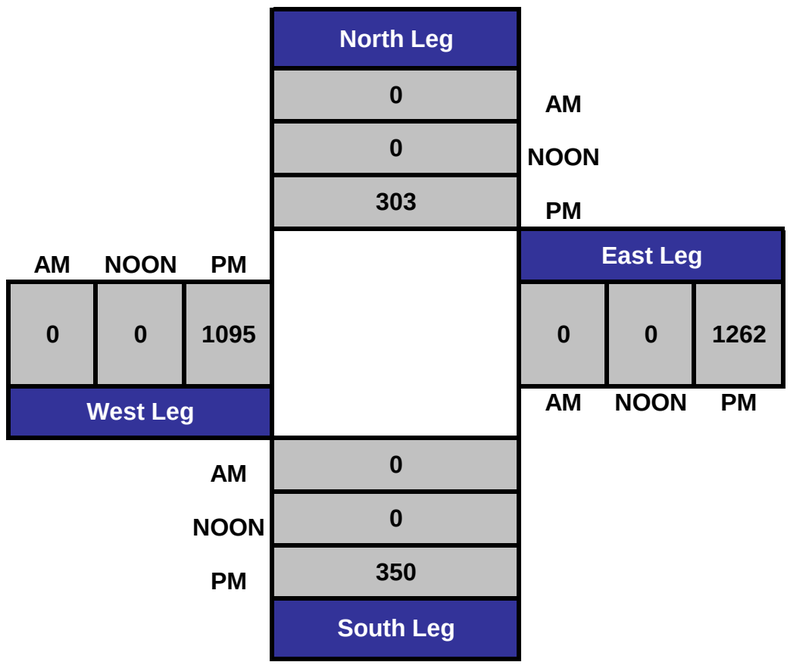
Peak Hour	
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM		
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

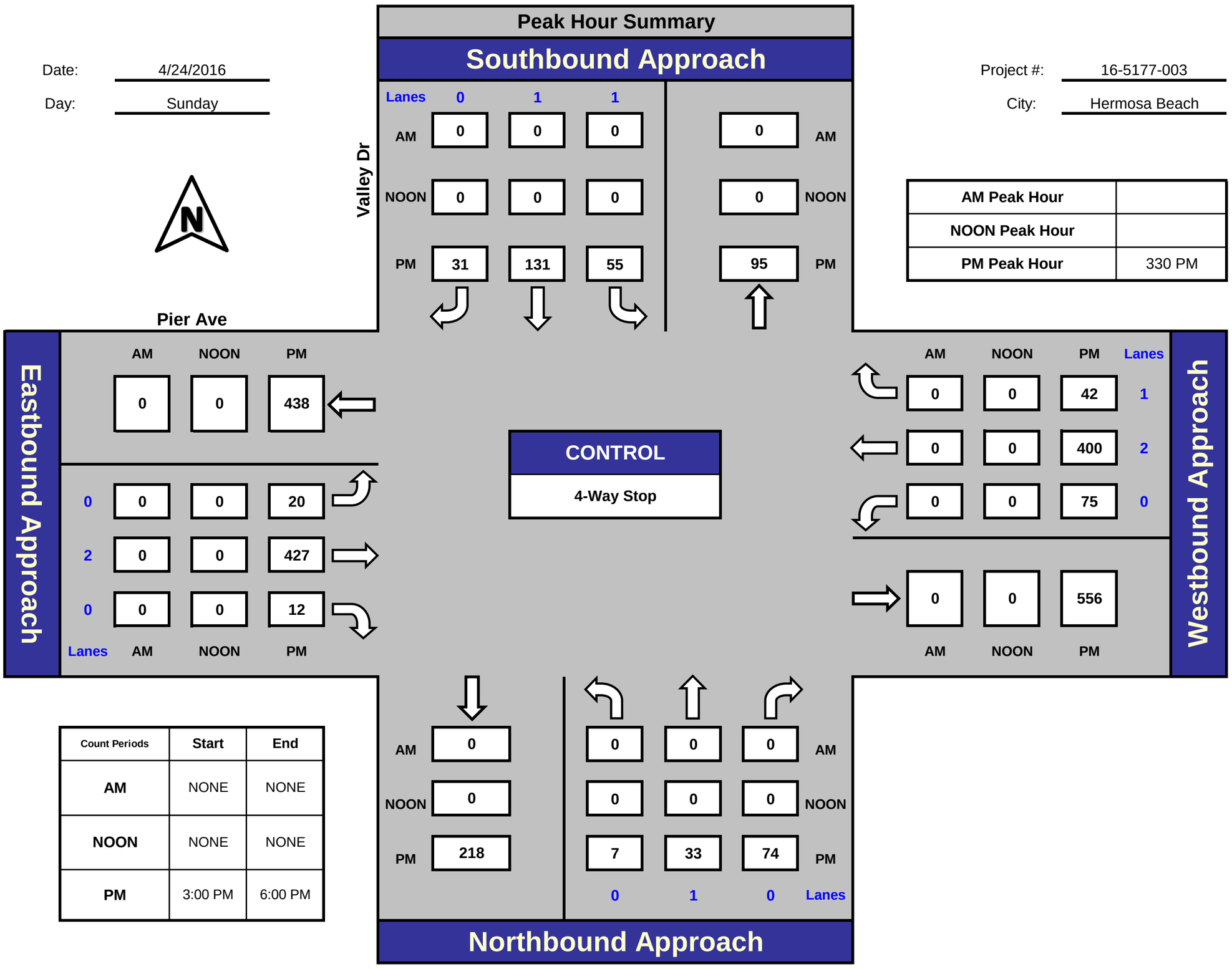
Valley Dr and Pier Ave , Hermosa Beach

Date: 4/24/2016

Day: Sunday

Project #: 16-5177-003

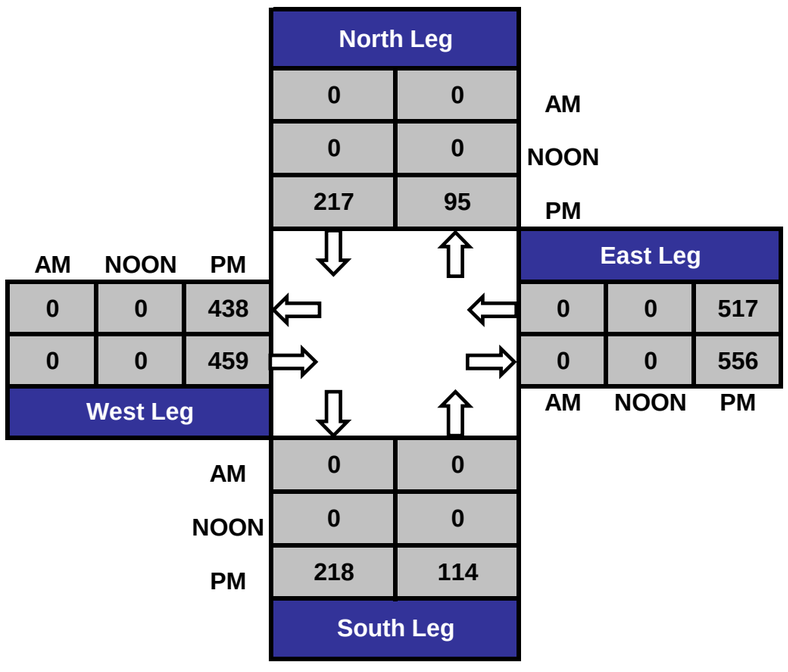
City: Hermosa Beach



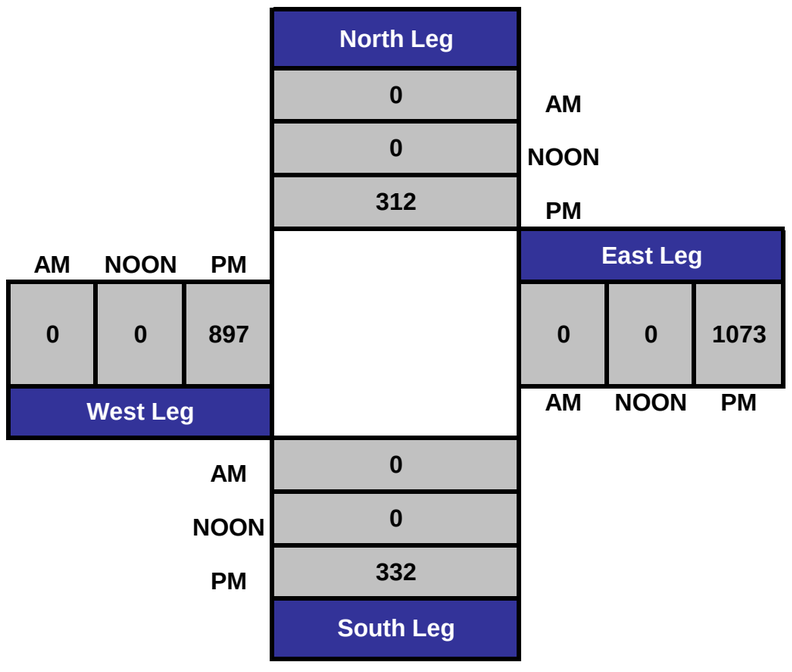
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	330 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

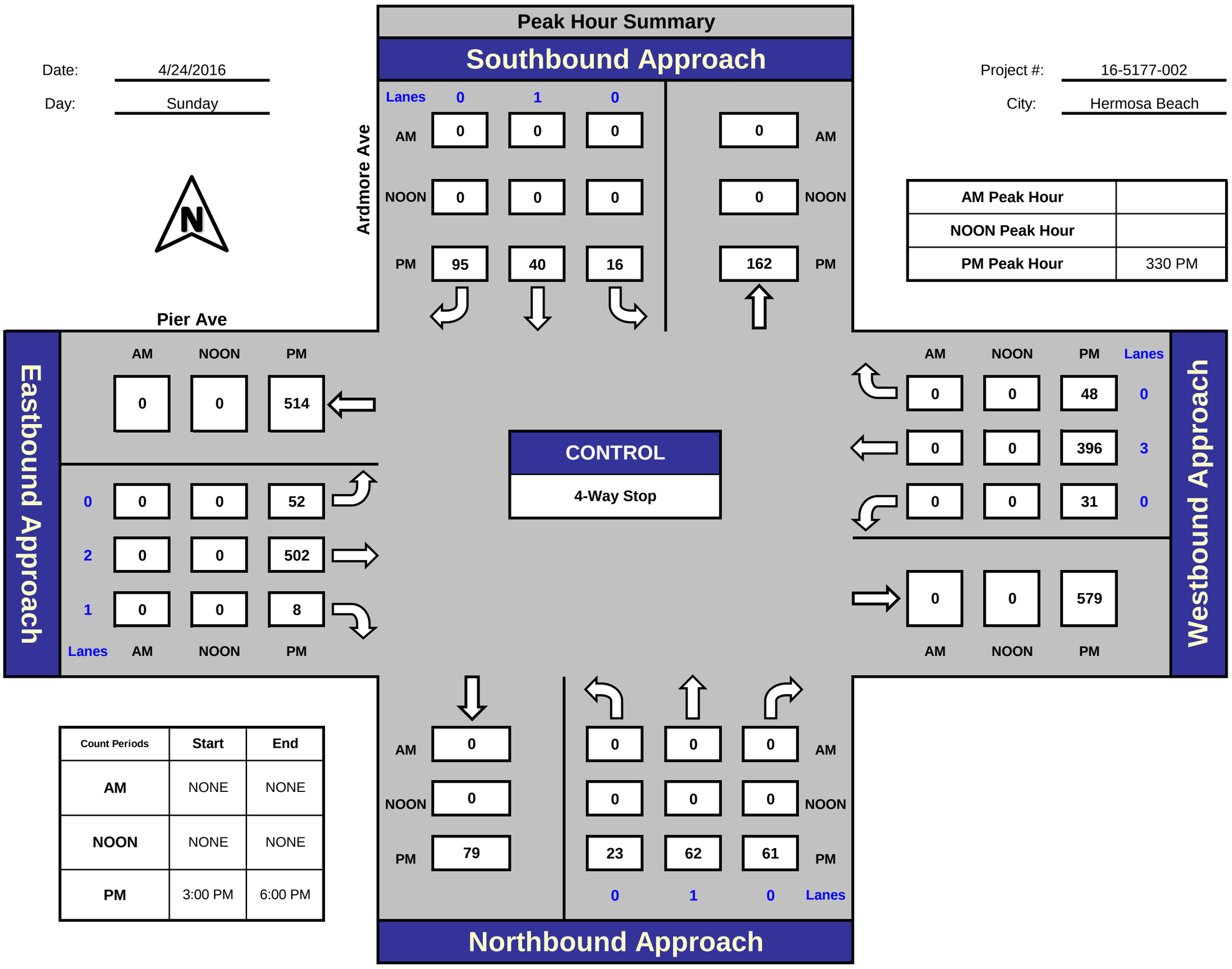
Ardmore Ave and Pier Ave , Hermosa Beach

Date: 4/24/2016

Day: Sunday

Project #: 16-5177-002

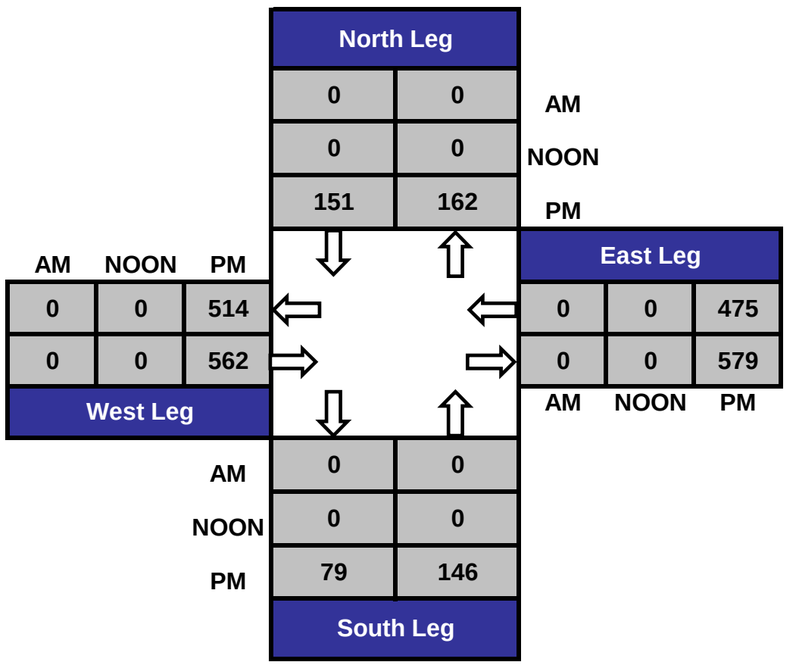
City: Hermosa Beach



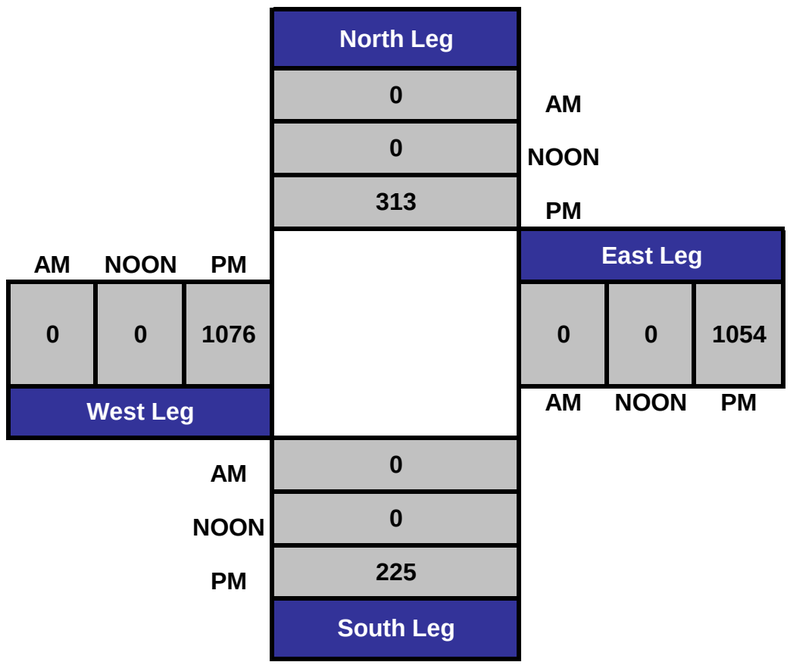
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	330 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

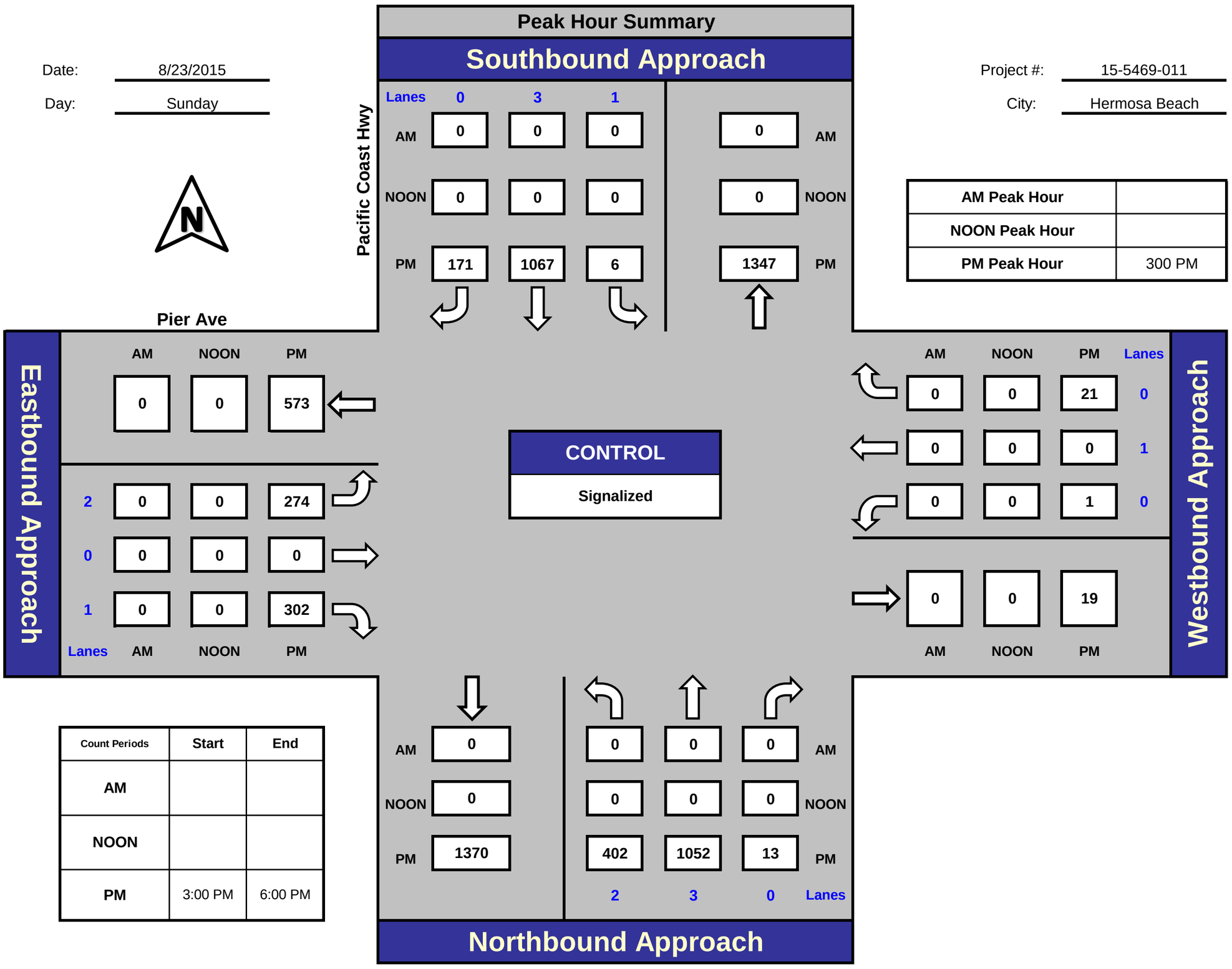
Pacific Coast Hwy and Pier Ave , Hermosa Beach

Date: 8/23/2015

Day: Sunday

Project #: 15-5469-011

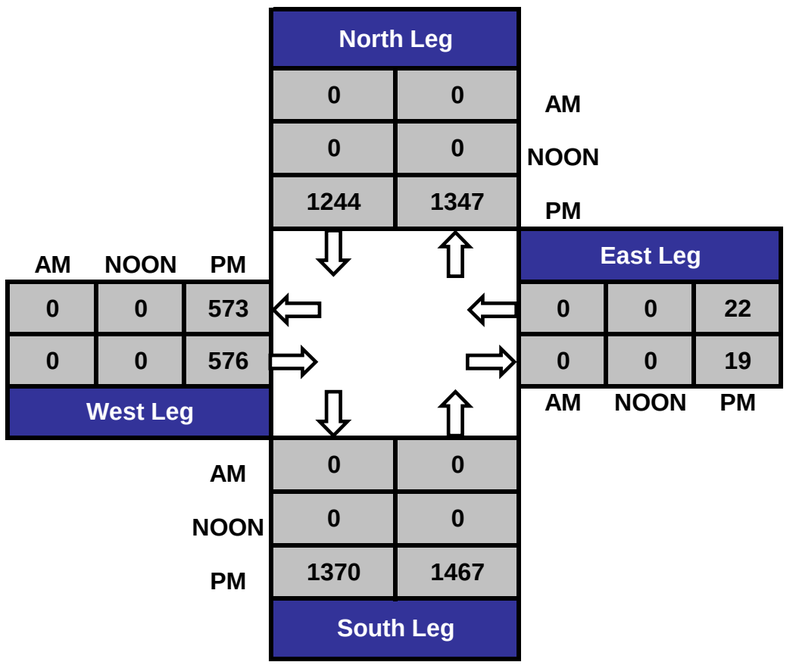
City: Hermosa Beach



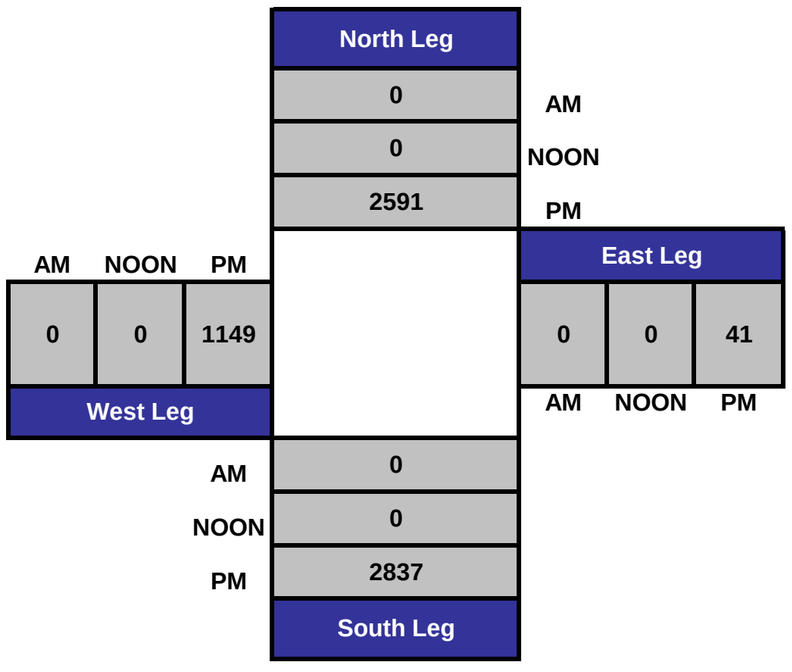
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	300 PM

Count Periods	Start	End
AM		
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

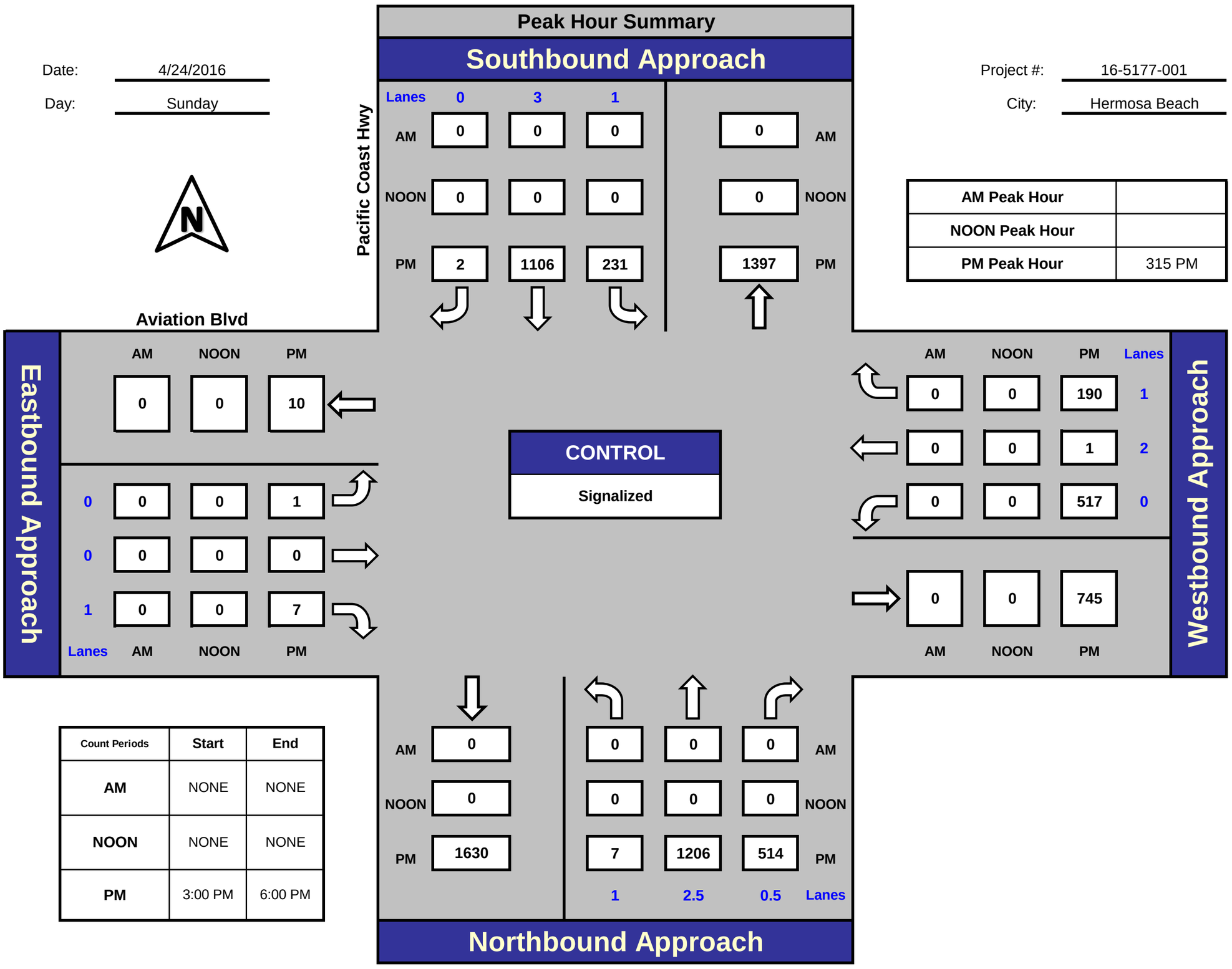
Pacific Coast Hwy and Aviation Blvd , Hermosa Beach

Date: 4/24/2016

Day: Sunday

Project #: 16-5177-001

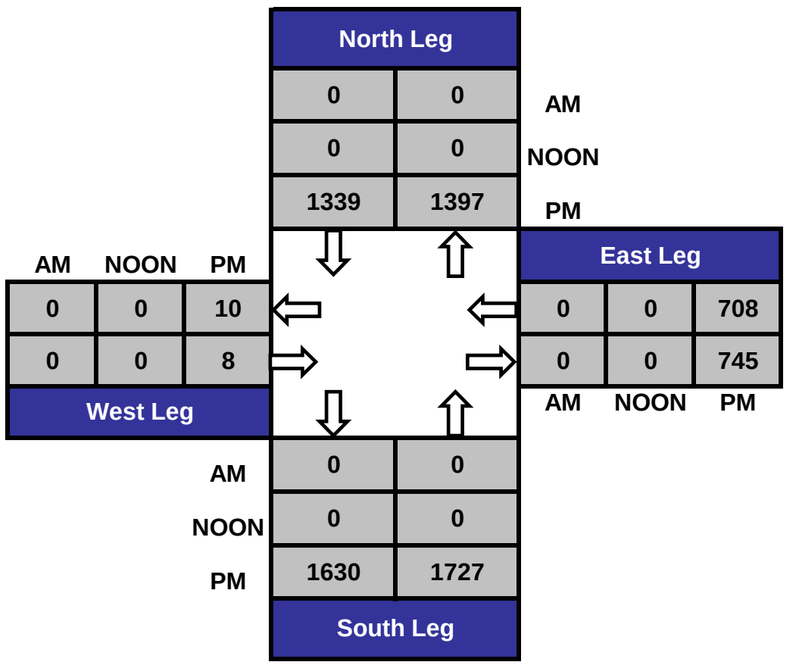
City: Hermosa Beach



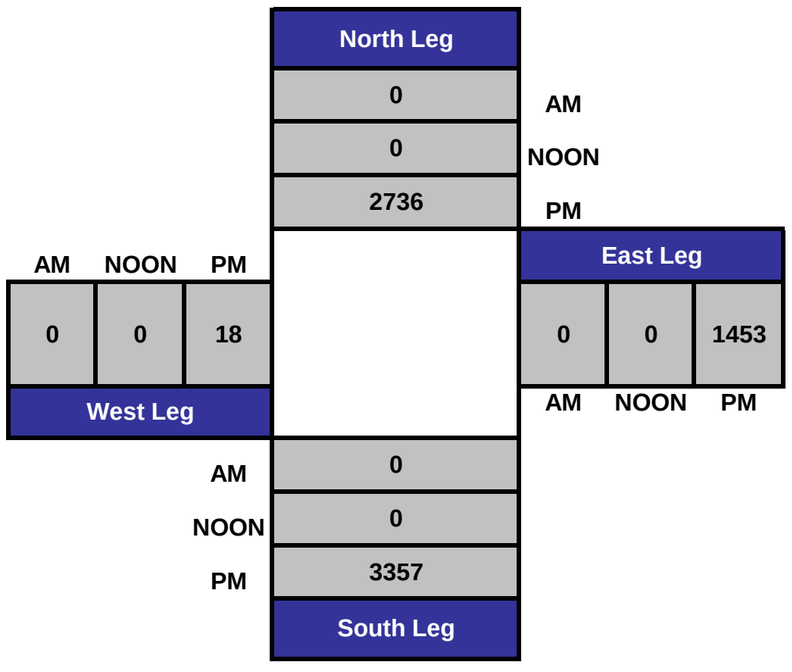
Peak Hour	
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	315 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

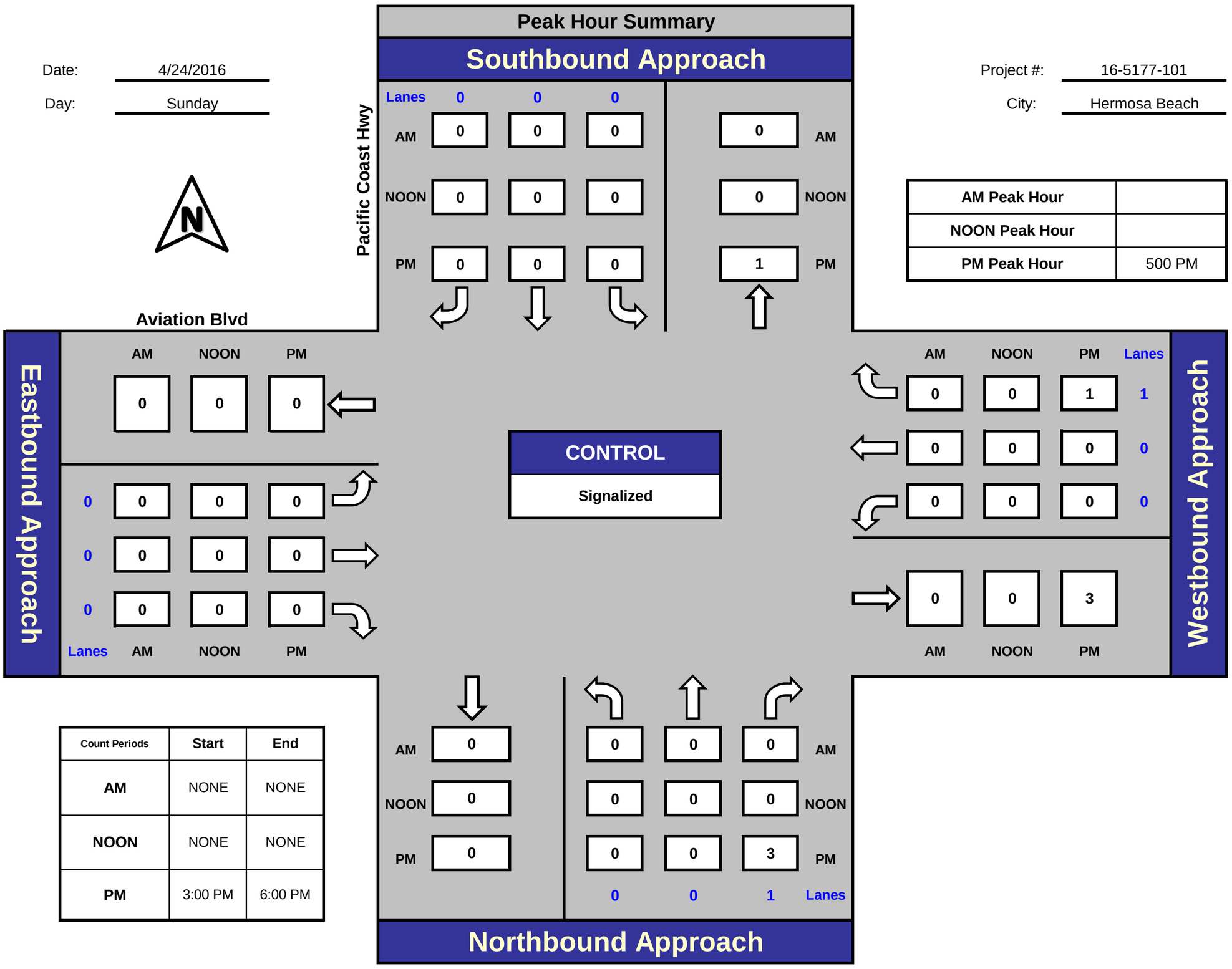
Pacific Coast Hwy and Aviation Blvd , Hermosa Beach

Date: 4/24/2016

Day: Sunday

Project #: 16-5177-101

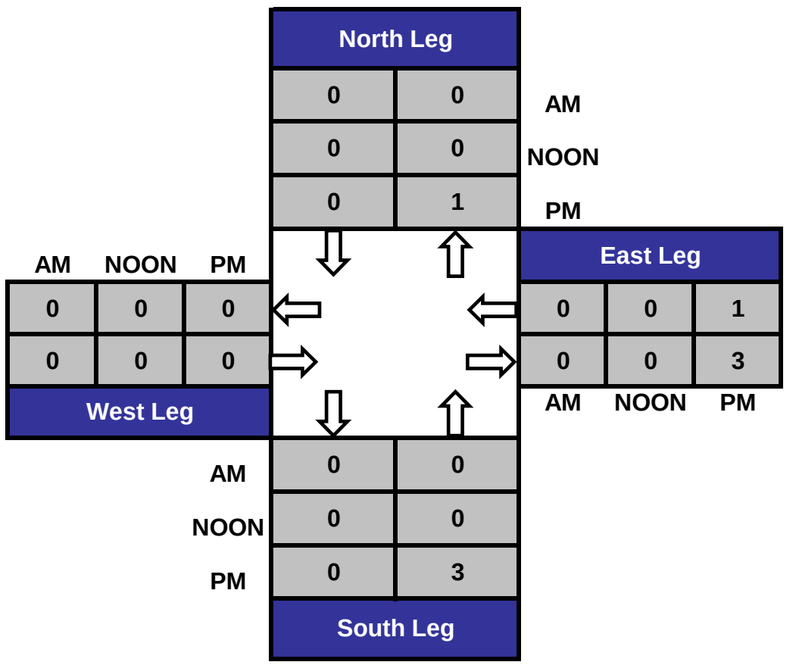
City: Hermosa Beach



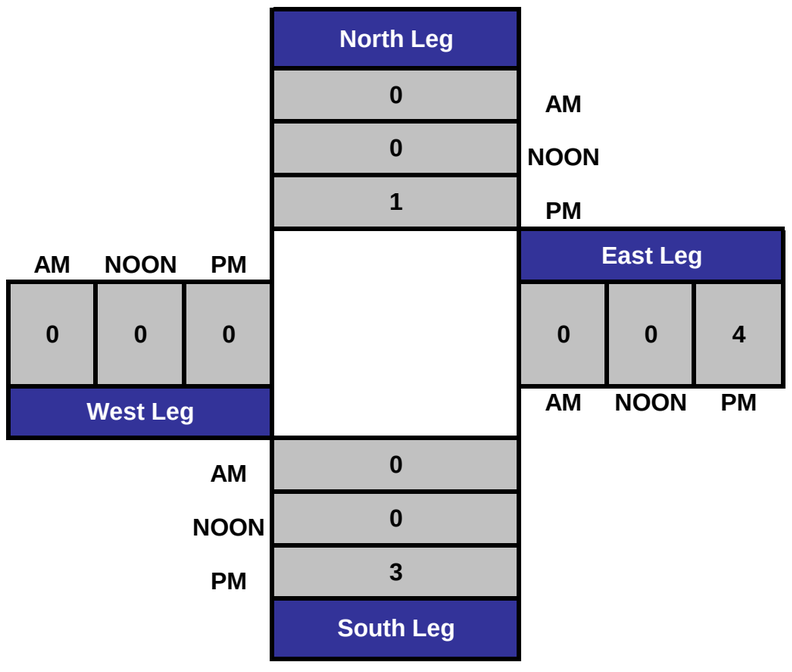
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	NONE	NONE
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Note: Volumes are for the intersection of Pacific Coast Highway & 10th Street East.

ITM Peak Hour Summary

Prepared by:

NDS

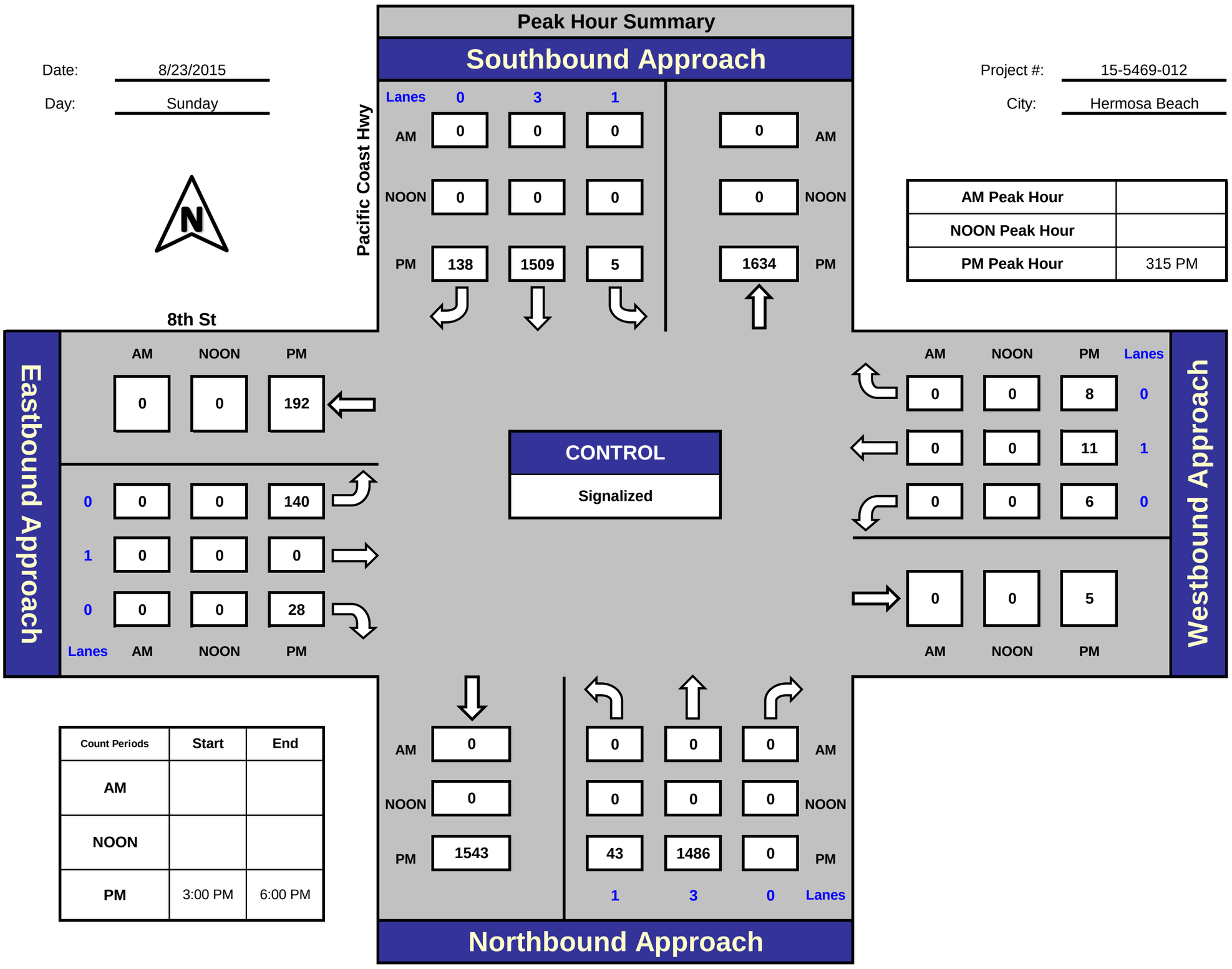
Pacific Coast Hwy and 8th St , Hermosa Beach

Date: 8/23/2015

Day: Sunday

Project #: 15-5469-012

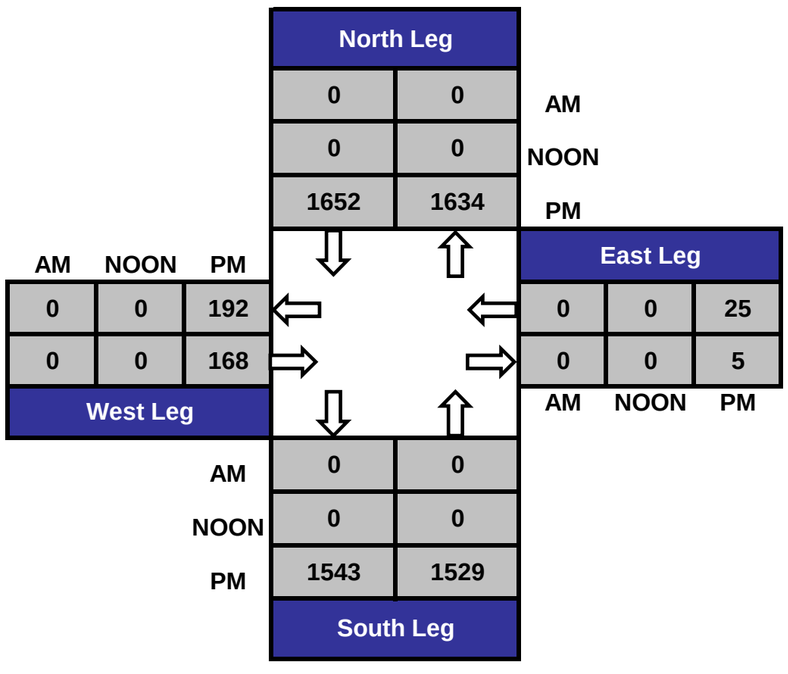
City: Hermosa Beach



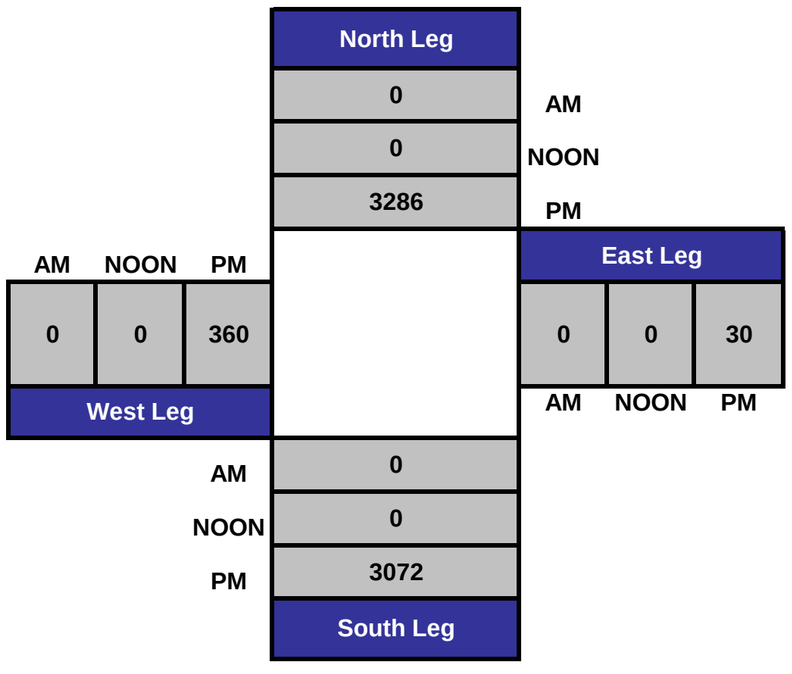
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	315 PM

Count Periods	Start	End
AM		
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Appendix B (Part 1 of 3)

Intersections LOS Sheets

Pier & Strand Hotel
Existing Weekday AM

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

****

Intersection #1 Hermosa Ave & 16th St

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.266
Loss Time (sec):	6	Average Delay (sec/veh):	8.8
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:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	398	6	12	190	0	0	0	0	1	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	398	6	12	190	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	398	6	12	190	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	0.12	1.88	0.00	0.00	1.00	0.00	0.08	0.00	0.92
Final Sat.:	8	1502	23	86	1377	0	0	647	0	55	0	665
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.26	0.14	0.14	xxxx	xxxx	0.00	xxxx	0.02	xxxx	0.02
Crit Moves:	****			****				****		****		
Delay/Veh:	9.1	9.0	9.0	8.4	8.3	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	9.0	9.0	8.4	8.3	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:		9.0			8.3			xxxxxx			7.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.0			8.3			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 Weekday AM

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

Intersection #2 Hermosa Ave & 14th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.255
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	382	20	12	166	17	12	5	14	4	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	382	20	12	166	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	382	20	12	166	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	0.12	1.71	0.17	0.39	0.16	0.45	0.17	0.44	0.39
Final Sat.:	1600	3041	159	197	2724	279	619	258	723	278	696	626
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.01	0.06	0.06	0.01	0.02	0.02	0.00	0.01	0.01
Crit Moves:		****		****			****				****	

Pier & Strand Hotel
Existing Weekday AM

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.237
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 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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	393	0	0	194	16	15	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	393	0	0	194	16	15	0	21	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	393	0	0	194	16	15	0	21	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	0.42	0.00	0.58	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2956	244	667	0	933	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.00	0.00	0.07	0.07	0.01	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
Existing Weekday AM

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

Intersection #4 Hermosa Ave & Pier Ave

Cycle (sec):	121	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	94	66	158	0	0	0	0	52	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	368	94	66	158	0	0	0	0	52	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	368	94	66	158	0	0	0	0	52	0	101
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	1.59	0.41	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2549	651	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.04	0.05	0.00	0.00	0.00	0.00	0.03	0.00	0.06
Crit Moves:		****		****								****

Pier & Strand Hotel
Existing Weekday AM

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.282
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	484	0	0	156	29	26	0	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	484	0	0	156	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	484	0	0	156	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	1.69	0.31	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2698	502	849	0	751	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	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 Weekday AM

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

Intersection #6 Hermosa Ave & 10th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.380
Loss Time (sec):	10	Average Delay (sec/veh):	9.7
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	485	36	18	157	4	5	5	6	11	8	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	485	36	18	157	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	485	36	18	157	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:	0.14	1.73	0.13	1.00	1.95	0.05	0.31	0.31	0.38	0.34	0.25	0.41
Final Sat.:	103	1300	98	630	1354	35	198	198	238	220	160	261
Capacity Analysis Module:												
Vol/Sat:	0.38	0.37	0.37	0.03	0.12	0.12	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****			****			****	
Delay/Veh:	10.4	10.2	10.0	8.5	8.4	8.4	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:	10.4	10.2	10.0	8.5	8.4	8.4	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:	10.2			8.4			8.4			8.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.2			8.4			8.4			8.5		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.6	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 Weekday AM

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
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 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	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	546	44	17	196	0	0	0	0	16	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	546	44	17	196	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	546	44	17	196	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	1.85	0.15	0.16	1.84	0.00	0.00	0.00	0.00	0.28	0.00	0.72
Final Sat.:	0	1384	113	108	1250	0	0	0	0	186	0	477
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.39	0.39	0.16	0.16	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.09
Crit Moves:		****		****						****		
Delay/Veh:	0.0	10.5	10.4	8.9	8.8	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	10.5	10.4	8.9	8.8	0.0	0.0	0.0	0.0	8.5	0.0	8.5
LOS by Move:	*	B	B	A	A	*	*	*	*	A	*	A
ApproachDel:		10.5			8.8			xxxxxx			8.5	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.5			8.8			xxxxxx			8.5	
LOS by Appr:		B			A			*			A	
AllWayAvgQ:	0.0	0.6	0.6	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 Weekday AM

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

Intersection #8 Manhattan Ave West & Pier Ave

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[9.5]

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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	150	9	55	153	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	93	0	0	0	0	150	9	55	153	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:	341	418	155	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	159	xxxx	xxxxx
Potent Cap.:	659	529	897	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1433	xxxx	xxxxx
Move Cap.:	639	508	897	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1433	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	889	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	9.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

Pier & Strand Hotel
Existing Weekday AM

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

Intersection #9 Manhattan Ave East & Pier Ave

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[11.5]

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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	184	0	0	173	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	52	0	35	66	184	0	0	173	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	431	523	120	240	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	558	462	915	1339	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	536	438	915	1339	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	7.8	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	644	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	11.5	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Pier & Strand Hotel
Existing Weekday AM

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

Intersection #10 Monterey Blvd & Pier Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.246
Loss Time (sec):	10	Average Delay (sec/veh):	9.4
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	219	37	8	178	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	57	1	19	95	52	18	219	37	8	178	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	219	37	8	178	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	1.60	0.27	0.08	1.81	0.11
Final Sat.:	284	338	6	77	386	211	83	1035	179	51	1137	71
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.25	0.25	0.25	0.22	0.21	0.21	0.16	0.16	0.15
Crit Moves:		****		****			****			****		
Delay/Veh:	9.3	9.3	9.3	9.5	9.5	9.5	9.6	9.4	9.2	9.2	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:	9.3	9.3	9.3	9.5	9.5	9.5	9.6	9.4	9.2	9.2	9.1	9.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.3			9.5			9.4			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			9.5			9.4			9.1	
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 Weekday AM

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.383
Loss Time (sec):	10	Average Delay (sec/veh):	13.7
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	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	316	15	35	324	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	116	59	169	123	66	21	316	15	35	324	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	316	15	35	324	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	0.19	1.81	1.00
Final Sat.:	13	303	154	453	326	175	58	882	42	92	855	523
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.37	0.38	0.38	0.36	0.36	0.36	0.38	0.38	0.23
Crit Moves:		****				****	****			****		
Delay/Veh:	14.3	14.3	14.3	14.5	13.4	13.4	13.5	13.3	13.2	14.4	14.3	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	14.3	14.5	13.4	13.4	13.5	13.3	13.2	14.4	14.3	11.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		14.3			14.0			13.4			13.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.3			14.0			13.4			13.5	
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	0.5	0.3

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

Pier & Strand Hotel
Existing Weekday AM

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	10	Average Delay (sec/veh):	14.3
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	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	443	10	11	380	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	175	78	25	61	67	93	443	10	11	380	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	443	10	11	380	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	0.35	1.65	1.00	0.07	2.57	0.36
Final Sat.:	75	319	142	81	196	216	180	870	589	38	1323	190
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.31	0.31	0.31	0.52	0.51	0.02	0.29	0.29	0.28
Crit Moves:	****				****		****			****		
Delay/Veh:	16.3	16.3	16.3	12.4	12.4	12.4	16.2	15.8	8.7	12.1	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:	16.3	16.3	16.3	12.4	12.4	12.4	16.2	15.8	8.7	12.1	12.0	11.6
LOS by Move:	C	C	C	B	B	B	C	C	A	B	B	B
ApproachDel:	16.3			12.4			15.7			11.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.3			12.4			15.7			11.9		
LOS by Appr:	C			B			C			B		
AllWayAvgQ:	1.0	1.0	1.0	0.4	0.4	0.4	1.0	0.9	0.0	0.4	0.4	0.3

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

Pier & Strand Hotel
Existing Weekday AM

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

****

Intersection #13 PCH & Pier Ave

****

Cycle (sec):	130	Critical Vol./Cap.(X):	0.657	
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	2309	5	3	733	102	233	0	164	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	2309	5	3	733	102	233	0	164	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:	201	2309	5	3	733	102	233	0	164	0	0	1
OvlAdjVol:									64			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	2.63	0.37	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4790	10	1600	4214	586	3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.48	0.48	0.00	0.17	0.17	0.07	0.00	0.10	0.00	0.00	0.00
OvlAdjV/S:									0.04			0.00
Crit Moves:		****			****			****			****	

****

Pier & Strand Hotel
Existing Weekday AM

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2192	591	165	817	1	0	0	2	486	3	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	2192	591	165	817	1	0	0	2	486	3	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	2192	591	165	817	1	0	0	2	486	3	270
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	3781	1019	1600	4794	6	0	0	1600	3180	20	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.58	0.10	0.17	0.17	0.00	0.00	0.00	0.15	0.15	0.17
Crit Moves:		****		****			****					****

Pier & Strand Hotel
Existing Weekday AM

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

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2781	0	1	1160	70	214	0	19	3	13	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	2781	0	1	1160	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	2781	0	1	1160	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 Weekday PM

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

Intersection #1 Hermosa Ave & 16th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.327
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:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	290	15	21	458	0	0	0	0	14	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	290	15	21	458	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	290	15	21	458	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:	0.07	1.84	0.09	0.09	1.91	0.00	0.00	1.00	0.00	0.47	0.00	0.53
Final Sat.:	49	1312	69	64	1406	0	0	598	0	295	0	338
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.33	0.33	xxxx	xxxx	0.00	xxxx	0.05	xxxx	0.05
Crit Moves:	****			****				****				****
Delay/Veh:	9.1	9.0	9.0	9.9	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:	9.1	9.0	9.0	9.9	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:		9.0			9.9			xxxxxx			8.5	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.0			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 Weekday PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base 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:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	313	49	15	445	24	19	7	16	12	6	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	313	49	15	445	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	313	49	15	445	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	1.73	0.27	0.06	1.84	0.10	0.45	0.17	0.38	0.41	0.21	0.38
Final Sat.:	1600	2767	433	99	2942	159	724	267	610	662	331	607
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.01	0.15	0.15	0.01	0.03	0.03	0.01	0.02	0.02
Crit Moves:	****				****			****			****	

Pier & Strand Hotel
Existing Weekday PM

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.383
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:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	362	0	0	444	28	36	0	86	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	362	0	0	444	28	36	0	86	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	362	0	0	444	28	36	0	86	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	0.11	0.00	0.00	0.15	0.15	0.02	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
Existing Weekday PM

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

Intersection #4 Hermosa Ave & Pier Ave

Cycle (sec):	121	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	295	123	117	447	0	0	0	0	139	0	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	295	123	117	447	0	0	0	0	139	0	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	295	123	117	447	0	0	0	0	139	0	170
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	1.41	0.59	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2258	942	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.07	0.14	0.00	0.00	0.00	0.00	0.09	0.00	0.11
Crit Moves:		****		****								****

Pier & Strand Hotel
Existing Weekday PM

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.465
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	358	0	2	519	69	63	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	358	0	2	519	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	358	0	2	519	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	1.76	0.23	0.57	0.00	0.43	0.00	0.00	0.00
Final Sat.:	1600	3200	0	11	2815	374	916	0	684	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.00	0.18	0.18	0.18	0.04	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
Existing Weekday PM

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

Intersection #6 Hermosa Ave & 10th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.348
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:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	350	26	67	485	11	4	10	4	12	6	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	350	26	67	485	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	350	26	67	485	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:	0.16	1.71	0.13	1.00	1.96	0.04	0.22	0.56	0.22	0.39	0.19	0.42
Final Sat.:	106	1180	89	645	1395	32	129	322	129	230	115	249
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.29	0.10	0.35	0.35	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****		****			****		
Delay/Veh:	10.1	10.0	9.8	8.8	10.3	10.2	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:	10.1	10.0	9.8	8.8	10.3	10.2	8.9	8.9	8.9	8.9	8.9	8.9
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
ApproachDel:		10.0			10.1			8.9			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			10.1			8.9			8.9	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.1	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 Weekday PM

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.370
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:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	324	21	38	472	0	0	0	0	39	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	324	21	38	472	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	324	21	38	472	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	0.15	1.85	0.00	0.00	0.00	0.00	0.41	0.00	0.59
Final Sat.:	23	1251	82	103	1286	0	0	0	0	262	0	370
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.37	0.37	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	0.15
Crit Moves:	****			****						****		
Delay/Veh:	9.8	9.7	9.6	10.8	10.7	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:	9.8	9.7	9.6	10.8	10.7	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:		9.7			10.7			xxxxxx			9.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.7			10.7			xxxxxx			9.2	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.3	0.3	0.3	0.6	0.5	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 Weekday PM

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

Intersection #8 Manhattan Ave West & Pier Ave

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[9.8]

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 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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	215	25	104	309	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	42	0	0	0	0	215	25	104	309	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:	590	745	228	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	240	xxxx	xxxxx
Potent Cap.:	474	345	817	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1339	xxxx	xxxxx
Move Cap.:	444	317	817	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1339	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	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	787	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	9.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

Pier & Strand Hotel
Existing Weekday PM

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

Intersection #9 Manhattan Ave East & Pier Ave

Average Delay (sec/veh): 3.2 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	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	231	0	0	309	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	76	0	108	31	231	0	0	309	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	519	635	187	374	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	491	399	830	1196	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	482	388	830	1196	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	639	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	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 Weekday PM

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

Intersection #10 Monterey Blvd & Pier Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.293				
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!	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	255	45	10	287	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	75	8	22	84	43	54	255	45	10	287	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	255	45	10	287	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	0.31	1.44	0.25	0.06	1.84	0.10
Final Sat.:	189	354	38	89	341	174	184	895	162	39	1125	63
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.25	0.25	0.25	0.29	0.28	0.28	0.26	0.26	0.25
Crit Moves:		****			****		****			****		
Delay/Veh:	10.1	10.1	10.1	10.2	10.2	10.2	10.8	10.4	10.1	10.3	10.2	10.1
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:	10.1	10.1	10.1	10.2	10.2	10.2	10.8	10.4	10.1	10.3	10.2	10.1
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		10.1			10.2			10.4			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			10.2			10.4			10.2	
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 Weekday PM

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	10	Average Delay (sec/veh):	19.2
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:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	400	25	120	395	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	62	72	109	276	58	14	400	25	120	395	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	400	25	120	395	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	0.47	1.53	1.00
Final Sat.:	37	178	207	430	388	81	29	842	53	202	679	483
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.25	0.71	0.71	0.48	0.48	0.47	0.59	0.58	0.14
Crit Moves:		****			****		****			****		
Delay/Veh:	14.9	14.9	14.9	13.5	25.7	25.7	16.7	16.5	16.3	21.5	20.7	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:	14.9	14.9	14.9	13.5	25.7	25.7	16.7	16.5	16.3	21.5	20.7	11.0
LOS by Move:	B	B	B	B	D	D	C	C	C	C	C	B
ApproachDel:		14.9			22.7			16.5			19.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.9			22.7			16.5			19.8	
LOS by Appr:		B			C			C			C	
AllWayAvgQ:	0.5	0.5	0.5	0.3	2.0	2.0	0.8	0.8	0.8	1.3	1.2	0.1

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

Pier & Strand Hotel
Existing Weekday PM

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	10	Average Delay (sec/veh):	18.5
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	459	38	44	417	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	79	72	38	217	128	83	459	38	44	417	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	459	38	44	417	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	0.31	1.69	1.00	0.25	2.39	0.36
Final Sat.:	86	189	172	51	291	171	144	804	525	116	1120	174
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.75	0.75	0.75	0.58	0.57	0.07	0.38	0.37	0.36
Crit Moves:	****			****			****			****		
Delay/Veh:	15.0	15.0	15.0	26.0	26.0	26.0	19.5	19.1	9.9	14.6	14.3	13.7
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:	15.0	15.0	15.0	26.0	26.0	26.0	19.5	19.1	9.9	14.6	14.3	13.7
LOS by Move:	C	C	C	D	D	D	C	C	A	B	B	B
ApproachDel:	15.0			26.0			18.6			14.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.0			26.0			18.6			14.2		
LOS by Appr:	C			D			C			B		
AllWayAvgQ:	0.6	0.6	0.6	2.3	2.3	2.3	1.2	1.2	0.1	0.6	0.5	0.5

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

Pier & Strand Hotel
Existing Weekday PM

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	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:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	969	3	12	1886	143	199	0	260	0	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	969	3	12	1886	143	199	0	260	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:	368	969	3	12	1886	143	199	0	260	0	0	18
OvlAdjVol:									76			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	2.79	0.21	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4785	15	1600	4462	338	3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.20	0.01	0.42	0.42	0.06	0.00	0.16	0.00	0.00	0.01
OvlAdjV/S:									0.05			0.00
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
Existing Weekday PM

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1134	567	246	1834	0	0	0	4	671	7	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1134	567	246	1834	0	0	0	4	671	7	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1134	567	246	1834	0	0	0	4	671	7	224
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	3200	1600	1600	4800	0	0	0	1600	3167	33	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.15	0.38	0.00	0.00	0.00	0.00	0.21	0.21	0.14
Crit Moves:		****		****				****		****		

Pier & Strand Hotel
Existing Weekday PM

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

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.758
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1485	3	5	2311	150	116	0	36	8	16	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1485	3	5	2311	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	1485	3	5	2311	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	4507	293	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 Friday PM

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

Intersection #1 Hermosa Ave & 16th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.308
Loss Time (sec):	6	Average Delay (sec/veh):	9.4
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	290	21	24	423	0	0	0	0	18	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	290	21	24	423	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	290	21	24	423	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	1.80	0.13	0.11	1.89	0.00	0.00	1.00	0.00	0.47	0.00	0.53
Final Sat.:	53	1288	94	78	1380	0	0	599	0	301	0	335
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.22	0.31	0.31	xxxx	xxxx	0.00	xxxx	0.06	xxxx	0.06
Crit Moves:	****			****				****		****		
Delay/Veh:	9.2	9.1	9.0	9.8	9.7	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:	9.2	9.1	9.0	9.8	9.7	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:		9.1			9.7			xxxxxx			8.5	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.1			9.7			xxxxxx			8.5	
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 Friday PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base 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:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	279	45	10	412	28	17	7	14	10	14	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	279	45	10	412	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	279	45	10	412	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	1.72	0.28	0.04	1.84	0.12	0.45	0.18	0.37	0.20	0.28	0.52
Final Sat.:	1600	2756	444	71	2930	199	716	295	589	320	448	832
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.01	0.14	0.14	0.01	0.02	0.02	0.01	0.03	0.03
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
Existing Friday PM

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.376
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:	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 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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	345	0	0	402	19	43	0	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	345	0	0	402	19	43	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:	108	345	0	0	402	19	43	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	1.91	0.09	0.35	0.00	0.65	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3056	144	559	0	1041	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.00	0.00	0.13	0.13	0.03	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
Existing Friday PM

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

Intersection #4 Hermosa Ave & Pier Ave

Cycle (sec):	121	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	269	123	127	413	0	0	0	0	124	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	269	123	127	413	0	0	0	0	124	0	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	269	123	127	413	0	0	0	0	124	0	150
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	1.37	0.63	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2196	1004	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.08	0.13	0.00	0.00	0.00	0.00	0.08	0.00	0.09
Crit Moves:		****		****								****

Pier & Strand Hotel
Existing Friday PM

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.370
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	330	0	0	465	66	60	0	48	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	330	0	0	465	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	330	0	0	465	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	1.75	0.25	0.56	0.00	0.44	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2802	398	889	0	711	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	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 Friday PM

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

Intersection #6 Hermosa Ave & 10th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.344
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 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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	311	45	61	436	23	26	6	28	32	8	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	311	45	61	436	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	311	45	61	436	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	1.90	0.10	0.43	0.10	0.47	0.35	0.09	0.56
Final Sat.:	110	1030	153	605	1266	67	249	58	269	207	52	336
Capacity Analysis Module:												
Vol/Sat:	0.31	0.30	0.29	0.10	0.34	0.34	0.10	0.10	0.10	0.15	0.15	0.15
Crit Moves:	****				****			****			****	
Delay/Veh:	10.6	10.4	10.1	9.2	10.7	10.6	9.3	9.3	9.3	9.5	9.5	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:	10.6	10.4	10.1	9.2	10.7	10.6	9.3	9.3	9.3	9.5	9.5	9.5
LOS by Move:	B	B	B	A	B	B	A	A	A	A	A	A
ApproachDel:		10.4			10.5			9.3			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.4			10.5			9.3			9.5	
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 Friday PM

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	10	Average Delay (sec/veh):	10.1
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	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	332	19	35	465	0	0	0	0	39	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	332	19	35	465	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	332	19	35	465	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	0.14	1.86	0.00	0.00	0.00	0.00	0.39	0.00	0.61
Final Sat.:	0	1282	74	96	1288	0	0	0	0	250	0	385
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.26	0.26	0.36	0.36	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	0.16
Crit Moves:		****		****						****		
Delay/Veh:	0.0	9.7	9.6	10.7	10.6	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	9.7	9.6	10.7	10.6	0.0	0.0	0.0	0.0	9.2	0.0	9.2
LOS by Move:	*	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		9.7			10.6			xxxxxx			9.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.7			10.6			xxxxxx			9.2	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.0	0.3	0.3	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
Existing Friday PM

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

****

Intersection #8 Manhattan Ave West & Pier Ave

****

Average Delay (sec/veh): 1.8 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:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	227	21	82	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	49	0	0	0	0	227	21	82	297	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:	550	699	238	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	248	xxxx	xxxxx
Potent Cap.:	500	367	806	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1330	xxxx	xxxxx
Move Cap.:	475	343	806	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1330	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	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	749	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	10.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.2			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

****

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

****

Pier & Strand Hotel
Existing Friday PM

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

****

Intersection #9 Manhattan Ave East & Pier Ave

****

Average Delay (sec/veh): 2.7 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 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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	251	0	0	294	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	71	0	84	29	251	0	0	294	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	521	647	191	381	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	490	393	825	1189	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	481	383	825	1189	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	621	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	12.7	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

****

Pier & Strand Hotel
Existing Friday PM

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

Intersection #10 Monterey Blvd & Pier Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
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:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	278	28	64	346	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	67	61	49	69	15	15	278	28	64	346	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	278	28	64	346	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	1.74	0.17	0.27	1.47	0.26
Final Sat.:	95	254	231	204	288	63	54	1022	104	162	903	163
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.24	0.24	0.24	0.28	0.27	0.27	0.39	0.38	0.37
Crit Moves:	****			****			****			****		
Delay/Veh:	10.6	10.6	10.6	10.7	10.7	10.7	10.8	10.6	10.5	12.2	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:	10.6	10.6	10.6	10.7	10.7	10.7	10.8	10.6	10.5	12.2	11.8	11.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	10.6			10.7			10.6			11.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.6			10.7			10.6			11.8		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.6	0.5	0.5

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

Pier & Strand Hotel
Existing Friday PM

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	10	Average Delay (sec/veh):	19.5
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	370	25	122	448	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	56	67	119	272	51	15	370	25	122	448	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	370	25	122	448	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	1.81	0.12	0.43	1.57	1.00
Final Sat.:	26	180	216	426	391	73	33	823	56	190	710	494
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.28	0.70	0.70	0.45	0.45	0.45	0.64	0.63	0.25
Crit Moves:			****		****		****			****		
Delay/Veh:	14.3	14.3	14.3	13.9	25.0	25.0	16.2	16.1	15.9	23.4	22.6	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:	14.3	14.3	14.3	13.9	25.0	25.0	16.2	16.1	15.9	23.4	22.6	12.0
LOS by Move:	B	B	B	B	C	C	C	C	C	C	C	B
ApproachDel:	14.3			22.0			16.1			20.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.3			22.0			16.1			20.9		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.4	0.4	0.4	0.4	1.9	1.9	0.7	0.7	0.7	1.6	1.5	0.3

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

Pier & Strand Hotel
Existing Friday PM

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	10	Average Delay (sec/veh):	17.0
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	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	440	45	26	455	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	97	75	31	187	135	71	440	45	26	455	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	440	45	26	455	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	0.28	1.72	1.00	0.14	2.54	0.32
Final Sat.:	68	220	170	45	271	196	131	823	529	68	1211	156
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.69	0.69	0.69	0.54	0.53	0.09	0.38	0.38	0.37
Crit Moves:	****			****			****			****		
Delay/Veh:	15.2	15.2	15.2	22.4	22.4	22.4	18.1	17.8	9.9	14.4	14.1	13.7
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:	15.2	15.2	15.2	22.4	22.4	22.4	18.1	17.8	9.9	14.4	14.1	13.7
LOS by Move:	C	C	C	C	C	C	C	C	A	B	B	B
ApproachDel:		15.2			22.4			17.2			14.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.2			22.4			17.2			14.1	
LOS by Appr:		C			C			C			B	
AllWayAvgQ:	0.6	0.6	0.6	1.8	1.8	1.8	1.0	1.0	0.1	0.6	0.5	0.5

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

Pier & Strand Hotel
Existing Friday PM

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	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	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	1078	9	5	1861	157	228	2	216	0	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	1078	9	5	1861	157	228	2	216	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:	304	1078	9	5	1861	157	228	2	216	0	0	23
OvlAdjVol:									64			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	2.77	0.23	1.98	0.02	1.00	0.00	0.00	1.00
Final Sat.:	3200	4760	40	1600	4427	373	3172	28	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.00	0.42	0.42	0.07	0.07	0.14	0.00	0.00	0.01
OvlAdjV/S:									0.04			0.01
Crit Moves:	****				****		****					****

Pier & Strand Hotel
Existing Friday PM

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1111	517	259	1756	1	0	0	0	693	16	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1111	517	259	1756	1	0	0	0	693	16	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:	14	1111	517	259	1756	1	0	0	0	693	16	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	2.05	0.95	1.00	2.99	0.01	0.00	0.00	1.00	1.95	0.05	1.00
Final Sat.:	1600	3276	1524	1600	4797	3	0	0	1600	3128	72	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.16	0.37	0.37	0.00	0.00	0.00	0.22	0.22	0.15
Crit Moves:		****		****						****		

Pier & Strand Hotel
Existing Friday PM

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

****

Intersection #15 PCH & 8th St

****

Cycle (sec):	114	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1546	1	1	2410	143	141	1	34	10	17	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1546	1	1	2410	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	1546	1	1	2410	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	4531	269	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 Saturday

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

Intersection #1 Hermosa Ave & 16th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.258
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:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	300	29	35	335	0	0	0	0	11	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	300	29	35	335	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	300	29	35	335	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:	0.10	1.73	0.17	0.19	1.81	0.00	0.00	1.00	0.00	0.31	0.00	0.69
Final Sat.:	71	1268	125	136	1313	0	0	610	0	203	0	461
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.23	0.26	0.26	xxxx	xxxx	0.00	xxxx	0.05	xxxx	0.05
Crit Moves:	****			****				****		****		
Delay/Veh:	9.2	9.0	8.9	9.4	9.3	0.0	0.0	0.0	0.0	8.2	0.0	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.0	8.9	9.4	9.3	0.0	0.0	0.0	0.0	8.2	0.0	8.2
LOS by Move:	A	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:	9.0			9.3			xxxxxx			8.2		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	9.0			9.3			xxxxxx			8.2		
LOS by Appr:	A			A			*			A		
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0

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

Pier & Strand Hotel
Existing Saturday

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

Intersection #2 Hermosa Ave & 14th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.281
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	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	322	48	15	301	35	14	7	17	16	14	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	322	48	15	301	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	322	48	15	301	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	1.74	0.26	0.09	1.71	0.20	0.37	0.18	0.45	0.39	0.34	0.27
Final Sat.:	1600	2785	415	137	2744	319	589	295	716	624	546	429
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.01	0.11	0.11	0.01	0.02	0.02	0.01	0.03	0.03
Crit Moves:	****			****			****			****		

Pier & Strand Hotel
Existing Saturday

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.405
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:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	366	0	0	320	43	66	0	122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	366	0	0	320	43	66	0	122	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	366	0	0	320	43	66	0	122	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	0.35	0.00	0.65	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2821	379	562	0	1038	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.00	0.00	0.11	0.11	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
Existing Saturday

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

****

Intersection #4 Hermosa Ave & Pier Ave

****

Cycle (sec):	121	Critical Vol./Cap.(X):	0.689
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	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	317	129	113	348	0	0	0	0	135	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	317	129	113	348	0	0	0	0	135	0	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	317	129	113	348	0	0	0	0	135	0	172
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	2274	926	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.07	0.11	0.00	0.00	0.00	0.00	0.08	0.00	0.11
Crit Moves:		****		****								****

****

Pier & Strand Hotel
Existing Saturday

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

Intersection #5 Hermosa Ave & 11th 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:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	362	0	3	370	97	94	0	68	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	362	0	3	370	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	362	0	3	370	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	1.58	0.41	0.58	0.00	0.42	0.00	0.00	0.00
Final Sat.:	1600	3200	0	20	2519	660	928	0	672	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	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 Saturday

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

Intersection #6 Hermosa Ave & 10th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.303
Loss Time (sec):	10	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	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	354	35	62	368	23	11	10	16	13	9	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	354	35	62	368	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	354	35	62	368	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:	0.12	1.71	0.17	1.00	1.88	0.12	0.30	0.27	0.43	0.32	0.22	0.46
Final Sat.:	79	1189	120	634	1320	83	179	163	260	192	133	281
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.29	0.10	0.28	0.28	0.06	0.06	0.06	0.07	0.07	0.07
Crit Moves:	****				****			****			****	
Delay/Veh:	10.1	9.9	9.7	8.9	9.7	9.6	8.8	8.8	8.8	8.8	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	9.9	9.7	8.9	9.7	9.6	8.8	8.8	8.8	8.8	8.8	8.8
LOS by Move:	B	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.9			9.5			8.8			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			9.5			8.8			8.8	
LOS by Appr:		A			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 Saturday

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.312
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	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	356	49	43	373	0	0	0	0	36	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	356	49	43	373	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	356	49	43	373	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	1.68	0.23	0.21	1.79	0.00	0.00	0.00	0.00	0.36	0.00	0.64
Final Sat.:	61	1163	163	139	1220	0	0	0	0	230	0	409
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.30	0.31	0.31	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	0.16
Crit Moves:	****			****						****		
Delay/Veh:	10.2	10.0	9.8	10.2	10.1	0.0	0.0	0.0	0.0	9.1	0.0	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:	10.2	10.0	9.8	10.2	10.1	0.0	0.0	0.0	0.0	9.1	0.0	9.1
LOS by Move:	B	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		10.0			10.1			xxxxxx			9.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.0			10.1			xxxxxx			9.1	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.4	0.4	0.4	0.4	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 Saturday

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

Intersection #8 Manhattan Ave West & Pier Ave

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[10.9]

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 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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	257	24	77	303	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	0	55	0	0	0	0	257	24	77	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:	575	726	269	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	281	xxxx	xxxxx
Potent Cap.:	483	354	775	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1293	xxxx	xxxxx
Move Cap.:	460	332	775	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1293	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	680	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	10.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

Pier & Strand Hotel
Existing Saturday

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

Intersection #9 Manhattan Ave East & Pier Ave

Average Delay (sec/veh): 2.5 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 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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	271	0	0	330	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	82	0	47	32	271	0	0	330	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	564	700	200	399	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	460	366	814	1171	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	451	356	814	1171	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.18	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	538	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	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.

Pier & Strand Hotel
Existing Saturday

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

****

Intersection #10 Monterey Blvd & Pier Ave

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.370
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:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	319	21	31	358	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	62	53	68	34	13	13	319	21	31	358	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	319	21	31	358	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	1.81	0.12	0.14	1.58	0.28
Final Sat.:	97	261	223	327	163	62	44	1096	73	84	989	181
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.21	0.21	0.21	0.29	0.29	0.29	0.37	0.36	0.35
Crit Moves:	****				****		****			****		
Delay/Veh:	10.3	10.3	10.3	10.4	10.4	10.4	10.8	10.7	10.6	11.6	11.3	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:	10.3	10.3	10.3	10.4	10.4	10.4	10.8	10.7	10.6	11.6	11.3	11.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	10.3			10.4			10.7			11.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			10.4			10.7			11.3		
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	0.5	0.5	0.5

****

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

****

Pier & Strand Hotel
Existing Saturday

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	10	Average Delay (sec/veh):	17.0
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:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	468	31	77	480	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	51	80	62	145	59	32	468	31	77	480	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	468	31	77	480	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	1.76	0.12	0.28	1.72	1.00
Final Sat.:	37	159	250	418	326	133	60	892	60	130	818	520
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.15	0.44	0.44	0.53	0.52	0.52	0.59	0.59	0.10
Crit Moves:		****			****		****			****		
Delay/Veh:	13.8	13.8	13.8	12.2	15.6	15.6	17.0	16.7	16.4	20.2	19.8	10.1
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:	13.8	13.8	13.8	12.2	15.6	15.6	17.0	16.7	16.4	20.2	19.8	10.1
LOS by Move:	B	B	B	B	C	C	C	C	C	C	C	B
ApproachDel:		13.8			14.8			16.7			19.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.8			14.8			16.7			19.0	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.7	0.7	1.0	1.0	1.0	1.3	1.2	0.1

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

Pier & Strand Hotel
Existing Saturday

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

Intersection #12 Admore Ave. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	10	Average Delay (sec/veh):	14.4
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:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	513	24	19	446	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	111	63	27	50	119	75	513	24	19	446	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	513	24	19	446	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	0.26	1.74	1.00	0.11	2.59	0.30
Final Sat.:	78	272	154	71	131	311	134	930	595	57	1353	162
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.38	0.38	0.38	0.56	0.55	0.04	0.33	0.33	0.32
Crit Moves:	****			****			****			****		
Delay/Veh:	13.8	13.8	13.8	13.1	13.1	13.1	17.2	16.9	8.8	12.7	12.5	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:	13.8	13.8	13.8	13.1	13.1	13.1	17.2	16.9	8.8	12.7	12.5	12.1
LOS by Move:	B	B	B	B	B	B	C	C	A	B	B	B
ApproachDel:	13.8			13.1			16.6			12.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.8			13.1			16.6			12.4		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.6	0.6	0.6	0.5	0.5	0.5	1.1	1.1	0.0	0.5	0.5	0.4

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

Pier & Strand Hotel
Existing Saturday

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	1100	6	8	1216	132	258	0	270	0	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	1100	6	8	1216	132	258	0	270	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:	334	1100	6	8	1216	132	258	0	270	0	0	21
OvlAdjVol:									103			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	2.71	0.29	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4774	26	1600	4330	470	3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.01	0.28	0.28	0.08	0.00	0.17	0.00	0.00	0.01
OvlAdjV/S:									0.06			0.01
Crit Moves:	****				****		****					****

Pier & Strand Hotel
Existing Saturday

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1225	522	253	1247	3	0	0	0	634	3	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1225	522	253	1247	3	0	0	0	634	3	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1225	522	253	1247	3	0	0	0	634	3	228
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	0.00	0.00	1.00	1.99	0.01	1.00
Final Sat.:	1600	3366	1434	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	0.14
Crit Moves:		****		****						****		

Pier & Strand Hotel
Existing Saturday

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base 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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1661	3	4	1706	95	127	2	40	10	13	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1661	3	4	1706	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	1661	3	4	1706	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 Sunday

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

Intersection #1 Hermosa Ave & 16th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.387
Loss Time (sec):	6	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	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	373	74	40	495	0	0	0	0	29	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	373	74	40	495	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	373	74	40	495	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	1.57	0.31	0.15	1.85	0.00	0.00	1.00	0.00	0.57	0.00	0.43
Final Sat.:	80	1097	224	103	1288	0	0	554	0	335	0	254
Capacity Analysis Module:												
Vol/Sat:	0.35	0.34	0.33	0.39	0.38	xxxx	xxxx	0.00	xxxx	0.09	xxxx	0.09
Crit Moves:	****			****				****		****		
Delay/Veh:	10.6	10.3	10.0	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:	10.6	10.3	10.0	11.0	10.9	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:		10.3			10.9			xxxxxx			9.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.3			10.9			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 Sunday

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

Intersection #2 Hermosa Ave & 14th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.439
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	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	453	90	23	463	67	22	10	21	32	22	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	453	90	23	463	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	453	90	23	463	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	2670	530	133	2679	388	664	302	634	640	440	520
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.17	0.01	0.17	0.17	0.01	0.03	0.03	0.02	0.05	0.05
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
Existing Sunday

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

Intersection #3 Hermosa Ave & 13th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.431
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	692	0	0	526	1	65	0	118	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	692	0	0	526	1	65	0	118	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	692	0	0	526	1	65	0	118	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	0.36	0.00	0.64	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3194	6	568	0	1032	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.16	0.16	0.04	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
Existing Sunday

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

Intersection #4 Hermosa Ave & Pier Ave

Cycle (sec):	121	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	451	201	161	471	0	0	0	0	220	0	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	451	201	161	471	0	0	0	0	220	0	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	451	201	161	471	0	0	0	0	220	0	249
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	2213	987	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.10	0.15	0.00	0.00	0.00	0.00	0.14	0.00	0.16
Crit Moves:		****		****								****

Pier & Strand Hotel
Existing Sunday

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

Intersection #5 Hermosa Ave & 11th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.398
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	593	0	0	672	13	57	0	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	593	0	0	672	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	593	0	0	672	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	3139	61	686	0	914	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.21	0.21	0.04	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
Existing Sunday

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

Intersection #6 Hermosa Ave & 10th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.587
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 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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	489	76	138	476	102	11	19	26	20	30	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	489	76	138	476	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	489	76	138	476	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:	0.37	1.41	0.22	1.00	1.65	0.35	0.20	0.34	0.46	0.20	0.30	0.50
Final Sat.:	218	859	137	558	1017	224	102	176	241	107	160	273
Capacity Analysis Module:												
Vol/Sat:	0.59	0.57	0.56	0.25	0.47	0.46	0.11	0.11	0.11	0.19	0.19	0.19
Crit Moves:	****				****			****				****
Delay/Veh:	16.7	15.7	15.0	11.0	13.2	12.7	10.2	10.2	10.2	10.6	10.6	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:	16.7	15.7	15.0	11.0	13.2	12.7	10.2	10.2	10.2	10.6	10.6	10.6
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:		15.8			12.7			10.2			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.8			12.7			10.2			10.6	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	1.3	1.1	1.1	0.3	0.8	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 Sunday

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

Intersection #7 Hermosa Ave & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	10	Average Delay (sec/veh):	13.2
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:	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	546	68	101	475	0	0	0	0	42	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	546	68	101	475	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	546	68	101	475	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:	0.07	1.72	0.21	0.35	1.65	0.00	0.00	0.00	0.00	0.25	0.00	0.75
Final Sat.:	41	1086	138	211	1010	0	0	0	0	148	0	448
Capacity Analysis Module:												
Vol/Sat:	0.51	0.50	0.49	0.48	0.47	xxxx	xxxx	xxxx	xxxx	0.28	xxxx	0.28
Crit Moves:	****			****								****
Delay/Veh:	14.0	13.7	13.3	13.7	13.4	0.0	0.0	0.0	0.0	10.8	0.0	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:	14.0	13.7	13.3	13.7	13.4	0.0	0.0	0.0	0.0	10.8	0.0	10.8
LOS by Move:	B	B	B	B	B	*	*	*	*	B	*	B
ApproachDel:	13.7			13.4			xxxxxx			10.8		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	13.7			13.4			xxxxxx			10.8		
LOS by Appr:	B			B			*			B		
AllWayAvgQ:	1.0	0.9	0.9	0.9	0.8	0.0	0.0	0.0	0.0	0.3	0.3	0.3

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

Pier & Strand Hotel
Existing Sunday

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

Intersection #8 Manhattan Ave West & Pier Ave

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[12.5]

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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	331	45	129	512	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	0	114	0	0	0	0	331	45	129	512	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:	868	1124	354	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	376	xxxx	xxxxx
Potent Cap.:	326	207	695	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1194	xxxx	xxxxx
Move Cap.:	297	183	695	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1194	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.16	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	606	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	12.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		12.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

Pier & Strand Hotel
Existing Sunday

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

Intersection #9 Manhattan Ave East & Pier Ave

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: C[23.1]

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:	1.00	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	412	0	0	509	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	100	0	85	61	412	0	0	509	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	885	1091	302	604	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	288	217	700	984	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	274	203	700	984	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.36	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	8.9	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	381	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.6	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	23.1	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			23.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Pier & Strand Hotel
Existing Sunday

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

Intersection #10 Monterey Blvd & Pier Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
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 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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	441	33	51	546	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	86	109	79	41	22	29	441	33	51	546	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	441	33	51	546	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	0.12	1.75	0.13	0.16	1.69	0.15
Final Sat.:	75	196	249	263	136	73	60	925	70	85	926	83
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.30	0.30	0.30	0.48	0.48	0.47	0.60	0.59	0.58
Crit Moves:			****		****		****			****		
Delay/Veh:	14.1	14.1	14.1	12.7	12.7	12.7	15.2	14.9	14.7	18.2	17.7	17.2
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:	14.1	14.1	14.1	12.7	12.7	12.7	15.2	14.9	14.7	18.2	17.7	17.2
LOS by Move:	B	B	B	B	B	B	C	B	B	C	C	C
ApproachDel:	14.1			12.7			14.9			17.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.1			12.7			14.9			17.7		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.7	0.7	0.7	0.4	0.4	0.4	0.8	0.8	0.8	1.3	1.3	1.3

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

Pier & Strand Hotel
Existing Sunday

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

Intersection #11 Valley Dr. & Pier Ave.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	10	Average Delay (sec/veh):	13.6
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	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	427	12	75	400	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	33	74	55	131	31	20	427	12	75	400	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	427	12	75	400	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	0.09	1.86	0.05	0.32	1.68	1.00
Final Sat.:	30	140	313	445	392	93	47	1017	29	160	863	569
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.12	0.33	0.33	0.42	0.42	0.42	0.47	0.46	0.07
Crit Moves:	****				****		****			****		
Delay/Veh:	11.9	11.9	11.9	11.3	12.9	12.9	13.5	13.4	13.3	15.4	15.1	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:	11.9	11.9	11.9	11.3	12.9	12.9	13.5	13.4	13.3	15.4	15.1	9.2
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	A
ApproachDel:	11.9			12.5			13.4			14.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.9			12.5			13.4			14.6		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.4	0.4	0.7	0.6	0.6	0.8	0.8	0.1

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

Pier & Strand Hotel
Existing Sunday

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

****

Intersection #12 Admore Ave. & Pier Ave.

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	10	Average Delay (sec/veh):	12.3
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	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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	502	8	31	396	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	62	61	16	40	95	52	502	8	31	396	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	502	8	31	396	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	0.19	1.81	1.00	0.20	2.50	0.30
Final Sat.:	85	228	225	58	146	346	108	1054	656	110	1429	179
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.27	0.27	0.27	0.48	0.48	0.01	0.28	0.28	0.27
Crit Moves:		****				****	****			****		
Delay/Veh:	11.3	11.3	11.3	11.1	11.1	11.1	14.1	13.9	8.1	11.3	11.0	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:	11.3	11.3	11.3	11.1	11.1	11.1	14.1	13.9	8.1	11.3	11.0	10.7
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	B
ApproachDel:		11.3			11.1			13.9			11.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.3			11.1			13.9			11.0	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.9	0.8	0.0	0.4	0.4	0.3

****

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

****

Pier & Strand Hotel
Existing Sunday

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

Intersection #13 PCH & Pier Ave

Cycle (sec):	130	Critical Vol./Cap.(X):	0.583
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	406	1063	13	6	1078	173	277	0	305	0	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	1063	13	6	1078	173	277	0	305	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:	406	1063	13	6	1078	173	277	0	305	0	0	21
OvlAdjVol:									102			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	2.59	0.41	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4742	58	1600	4136	664	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	0.19	0.00	0.00	0.01
OvlAdjV/S:									0.06			0.01
Crit Moves:	****				****		****					****

Pier & Strand Hotel
Existing Sunday

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1206	517	231	1106	2	1	0	7	517	1	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1206	517	231	1106	2	1	0	7	517	1	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1206	517	231	1106	2	1	0	7	517	1	190
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	3360	1440	1600	4791	9	200	0	1400	3194	6	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.14	0.23	0.23	0.00	0.00	0.01	0.16	0.16	0.12
Crit Moves:		****		****				****		****		

Pier & Strand Hotel
Existing Sunday

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base 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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1501	0	5	1524	139	141	0	28	6	11	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1501	0	5	1524	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	1501	0	5	1524	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
FWOP Weekday AM - 13th Street

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):	0.292
Loss Time (sec):	6	Average Delay (sec/veh):	9.0
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	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	18	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	436	6	13	209	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	436	6	13	209	0	0	0	0	1	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	436	6	13	209	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	436	6	13	209	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	0.11	1.89	0.00	0.00	1.00	0.00	0.08	0.00	0.92
Final Sat.:	7	1497	22	82	1369	0	0	633	0	54	0	650
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.15	0.15	xxxx	xxxx	0.00	xxxx	0.02	xxxx	0.02
Crit Moves:	****			****				****		****		
Delay/Veh:	9.3	9.3	9.3	8.5	8.5	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:	9.3	9.3	9.3	8.5	8.5	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:	9.3			8.5			xxxxxx			7.8		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	9.3			8.5			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.

Pier & Strand Hotel
FWOP Weekday AM - 13th Street

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):	0.269
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:	0	21	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	422	21	13	182	18	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:	44	422	21	13	182	18	13	5	15	4	11	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	422	21	13	182	18	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:	44	422	21	13	182	18	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	0.12	1.71	0.17	0.39	0.16	0.45	0.17	0.44	0.39
Final Sat.:	1600	3048	152	190	2742	268	619	258	723	278	696	626
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.01	0.07	0.07	0.01	0.02	0.02	0.00	0.02	0.02
Crit Moves:		****			****			****			****	

Pier & Strand Hotel
FWOP Weekday AM - 13th Street

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):	0.259
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	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	21	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	434	0	0	212	17	16	0	22	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	434	0	0	212	17	16	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	434	0	0	212	17	16	0	22	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	434	0	0	212	17	16	0	22	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	0.42	0.00	0.58	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2965	235	667	0	933	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.00	0.00	0.07	0.07	0.01	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
FWOP Weekday AM - 13th Street

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):	0.643
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	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	17	2	3	6	0	0	0	0	7	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	403	101	72	172	0	0	0	0	62	0	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	403	101	72	172	0	0	0	0	62	0	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	403	101	72	172	0	0	0	0	62	0	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	403	101	72	172	0	0	0	0	62	0	110
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	1.60	0.40	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2561	639	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.05	0.05	0.00	0.00	0.00	0.00	0.04	0.00	0.07
Crit Moves:		****		****								****

Pier & Strand Hotel
FWOP Weekday AM - 13th Street

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):	0.297
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	18	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:	33	526	0	0	176	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	526	0	0	176	30	27	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	526	0	0	176	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	526	0	0	176	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	1.70	0.30	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2728	472	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
FWOP Weekday AM - 13th Street

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):	0.413
Loss Time (sec):	10	Average Delay (sec/veh):	10.1
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:	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	18	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:	41	527	38	19	177	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	527	38	19	177	4	5	5	6	12	8	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	527	38	19	177	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	527	38	19	177	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:	0.14	1.74	0.12	1.00	1.95	0.05	0.31	0.31	0.38	0.34	0.25	0.41
Final Sat.:	99	1298	95	622	1338	32	194	194	233	216	157	255
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.40	0.03	0.13	0.13	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****			****		****		
Delay/Veh:	10.9	10.7	10.5	8.5	8.6	8.6	8.5	8.5	8.5	8.6	8.6	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:	10.9	10.7	10.5	8.5	8.6	8.6	8.5	8.5	8.5	8.6	8.6	8.6
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	10.7			8.6			8.5			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.7			8.6			8.5			8.6		
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
FWOP Weekday AM - 13th Street

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):	10.4
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	1	0	0	1 1	0 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	22	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	595	46	18	212	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	595	46	18	212	0	0	0	0	17	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	595	46	18	212	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	595	46	18	212	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	0.16	1.84	0.00	0.00	0.00	0.00	0.28	0.00	0.72
Final Sat.:	0	1378	108	103	1235	0	0	0	0	183	0	468
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.43	0.43	0.17	0.17	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.09
Crit Moves:		****		****						****		
Delay/Veh:	0.0	11.1	10.9	9.1	9.0	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:	0.0	11.1	10.9	9.1	9.0	0.0	0.0	0.0	0.0	8.6	0.0	8.6
LOS by Move:	*	B	B	A	A	*	*	*	*	A	*	A
ApproachDel:		11.1			9.0			xxxxxx			8.6	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		11.1			9.0			xxxxxx			8.6	
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
FWOP Weekday AM - 13th Street

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

****

Intersection #8 Manhattan Ave West & Pier Ave

****

Average Delay (sec/veh): 2.8 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:	1.05	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	4	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	98	0	0	0	0	162	9	58	172	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	162	9	58	172	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	98	0	0	0	0	162	9	58	172	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:	368	453	166	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	171	xxxx	xxxxx
Potent Cap.:	636	505	883	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1418	xxxx	xxxxx
Move Cap.:	616	484	883	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1418	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	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	875	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
FWOP Weekday AM - 13th Street

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[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:	1.05	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	4	0		0	11	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	0	0	0	55	0	37	69	197	0		0	193	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	197	0		0	193	70	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
FinalVolume:	0	0	0	55	0	37	69	197	0		0	193	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	465	564	132	263	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx	531	438	900	1313	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx	509	414	900	1313	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	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	617	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
FWOP Weekday AM - 13th Street

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):	0.264
Loss Time (sec):	10	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 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	4	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	60	1	20	100	55	19	234	39	8	198	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	234	39	8	198	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	60	1	20	100	55	19	234	39	8	198	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	234	39	8	198	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	1.60	0.27	0.08	1.82	0.10
Final Sat.:	278	330	6	75	377	206	81	1022	174	47	1126	66
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.26	0.26	0.26	0.23	0.23	0.22	0.18	0.18	0.17
Crit Moves:		****			****		****			****		
Delay/Veh:	9.6	9.6	9.6	9.8	9.8	9.8	9.9	9.7	9.5	9.5	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:	9.6	9.6	9.6	9.8	9.8	9.8	9.9	9.7	9.5	9.5	9.4	9.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.6			9.8			9.7			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.6			9.8			9.7			9.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2

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

Pier & Strand Hotel
FWOP Weekday AM - 13th Street

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):	0.423
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	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	4	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	122	62	177	129	69	22	336	16	37	351	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	336	16	37	351	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	122	62	177	129	69	22	336	16	37	351	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	336	16	37	351	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	0.19	1.81	1.00
Final Sat.:	13	295	150	443	317	170	56	860	41	87	836	508
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.40	0.41	0.41	0.39	0.39	0.39	0.42	0.42	0.25
Crit Moves:		****			****		****			****		
Delay/Veh:	15.2	15.2	15.2	15.4	14.3	14.3	14.3	14.2	14.0	15.5	15.4	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:	15.2	15.2	15.2	15.4	14.3	14.3	14.3	14.2	14.0	15.5	15.4	11.6
LOS by Move:	C	C	C	C	B	B	B	B	B	C	C	B
ApproachDel:		15.2			14.8			14.2			14.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.2			14.8			14.2			14.5	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.7	0.6	0.3

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

Pier & Strand Hotel
FWOP Weekday AM - 13th Street

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):	0.589
Loss Time (sec):	10	Average Delay (sec/veh):	15.5
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:	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	4	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	184	82	26	64	70	98	469	11	12	410	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	469	11	12	410	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	184	82	26	64	70	98	469	11	12	410	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	469	11	12	410	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	2.58	0.35
Final Sat.:	73	312	139	78	190	209	174	849	572	36	1297	181
Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.34	0.34	0.34	0.56	0.55	0.02	0.32	0.32	0.31
Crit Moves:	****				****		****			****		
Delay/Veh:	17.8	17.8	17.8	13.0	13.0	13.0	17.8	17.4	8.9	12.8	12.6	12.2
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:	17.8	17.8	17.8	13.0	13.0	13.0	17.8	17.4	8.9	12.8	12.6	12.2
LOS by Move:	C	C	C	B	B	B	C	C	A	B	B	B
ApproachDel:	17.8			13.0			17.3			12.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.8			13.0			17.3			12.6		
LOS by Appr:	C			B			C			B		
AllWayAvgQ:	1.2	1.2	1.2	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
FWOP Weekday AM - 13th Street

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):	0.717
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:	7	154	0	0	90	4	1	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	2578	5	3	860	111	246	0	175	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:	218	2578	5	3	860	111	246	0	175	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	2578	5	3	860	111	246	0	175	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:	218	2578	5	3	860	111	246	0	175	0	0	1
OvlAdjVol:									66			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	2.66	0.34	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4790	10	1600	4251	549	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
FWOP Weekday AM - 13th Street

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):	1.031
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:	0 156	0		2 92	0		0	0	0	0	0	5
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	6 2458	621		175 950	1		0	0	2	510	3	289
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 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 2458	621		175 950	1		0	0	2	510	3	289
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	6 2458	621		175 950	1		0	0	2	510	3	289
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6 2458	621		175 950	1		0	0	2	510	3	289
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 3832	968		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	0.18
Crit Moves:	****			****			****					****

****

Pier & Strand Hotel
FWOP Weekday AM - 13th Street

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):	0.915
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	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	156	0	0	92	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	3076	0	1	1310	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	3076	0	1	1310	74	225	0	20	3	14	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	3076	0	1	1310	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	3076	0	1	1310	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
FWOP Weekday PM

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):	0.359
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:	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	11	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:	12	316	16	22	500	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	316	16	22	500	0	0	0	0	15	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	316	16	22	500	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	316	16	22	500	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:	0.07	1.84	0.09	0.08	1.92	0.00	0.00	1.00	0.00	0.47	0.00	0.53
Final Sat.:	47	1301	66	61	1398	0	0	585	0	289	0	331
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.36	0.36	xxxx	xxxx	0.00	xxxx	0.05	xxxx	0.05
Crit Moves:	****			****				****		****		
Delay/Veh:	9.4	9.3	9.2	10.3	10.3	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:	9.4	9.3	9.2	10.3	10.3	0.0	0.0	0.0	0.0	8.6	0.0	8.6
LOS by Move:	A	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		9.3			10.3			xxxxxx			8.6	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.3			10.3			xxxxxx			8.6	
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	0.0	0.0	0.0

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

Pier & Strand Hotel
FWOP Weekday PM

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):	0.331
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:	0	12	0	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	341	51	16	487	25	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:	49	341	51	16	487	25	20	7	17	13	6	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	341	51	16	487	25	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:	49	341	51	16	487	25	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	1.74	0.26	0.06	1.84	0.10	0.45	0.17	0.38	0.41	0.21	0.38
Final Sat.:	1600	2780	420	95	2952	153	724	267	610	662	331	607
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.01	0.17	0.17	0.01	0.03	0.03	0.01	0.02	0.02
Crit Moves:	****				****			****			****	

****

Pier & Strand Hotel
FWOP Weekday PM

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):	0.404
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:	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	12	0	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	392	0	0	486	29	38	0	90	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	392	0	0	486	29	38	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	392	0	0	486	29	38	0	90	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	392	0	0	486	29	38	0	90	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	0.12	0.00	0.00	0.16	0.16	0.02	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
FWOP Weekday PM

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):	0.708
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	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	8	10	4	17	0	0	0	0	5	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	318	139	127	486	0	0	0	0	151	0	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	318	139	127	486	0	0	0	0	151	0	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	318	139	127	486	0	0	0	0	151	0	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	318	139	127	486	0	0	0	0	151	0	183
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	1.39	0.61	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2225	975	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.08	0.15	0.00	0.00	0.00	0.00	0.09	0.00	0.11
Crit Moves:		****		****								****

****

Pier & Strand Hotel
FWOP Weekday PM

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):	0.496
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	19	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	395	0	2	567	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	395	0	2	567	72	66	0	49	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	395	0	2	567	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	395	0	2	567	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	1.77	0.22	0.57	0.00	0.43	0.00	0.00	0.00
Final Sat.:	1600	3200	0	10	2828	361	916	0	684	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.00	0.20	0.20	0.20	0.04	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
FWOP Weekday PM

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):	0.385
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:	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	19	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	387	27	70	531	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	387	27	70	531	12	4	11	4	13	6	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	387	27	70	531	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	387	27	70	531	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.:	100	1173	84	638	1379	30	126	315	126	225	112	244
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.32	0.11	0.39	0.38	0.03	0.03	0.03	0.06	0.06	0.06
Crit Moves:	****				****			****			****	
Delay/Veh:	10.6	10.4	10.2	8.9	10.8	10.8	9.0	9.0	9.0	9.0	9.0	9.0
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:	10.6	10.4	10.2	8.9	10.8	10.8	9.0	9.0	9.0	9.0	9.0	9.0
LOS by Move:	B	B	B	A	B	B	A	A	A	A	A	A
ApproachDel:		10.4			10.6			9.0			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.4			10.6			9.0			9.0	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.5	0.5	0.5	0.1	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
FWOP Weekday PM

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):	0.411
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 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	13	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:	6	353	22	40	521	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	353	22	40	521	0	0	0	0	41	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	353	22	40	521	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	353	22	40	521	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	1.85	0.12	0.14	1.86	0.00	0.00	0.00	0.00	0.41	0.00	0.59
Final Sat.:	22	1235	78	97	1275	0	0	0	0	257	0	362
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.28	0.41	0.41	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	0.16
Crit Moves:	****			****						****		
Delay/Veh:	10.1	10.0	9.9	11.4	11.3	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:	10.1	10.0	9.9	11.4	11.3	0.0	0.0	0.0	0.0	9.4	0.0	9.4
LOS by Move:	B	B	A	B	B	*	*	*	*	A	*	A
ApproachDel:	10.0			11.3			xxxxxx			9.4		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	10.0			11.3			xxxxxx			9.4		
LOS by Appr:	B			B			*			A		
AllWayAvgQ:	0.4	0.4	0.4	0.7	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
FWOP Weekday PM

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[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:	1.05	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	14	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	44	0	0	0	0	240	26	109	333	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	240	26	109	333	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	44	0	0	0	0	240	26	109	333	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:	638	805	253	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	266	xxxx	xxxxx
Potent Cap.:	444	318	791	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1310	xxxx	xxxxx
Move Cap.:	414	290	791	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1310	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.06	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	759	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
FWOP Weekday PM

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

Intersection #9 Manhattan Ave East & Pier Ave

Average Delay (sec/veh): 3.3 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 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	14	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	113	33	257	0	0	333	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	257	0	0	333	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	80	0	113	33	257	0	0	333	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	561	689	201	402	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	463	371	813	1168	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	452	361	813	1168	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	612	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	13.6	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.

Pier & Strand Hotel
FWOP Weekday PM

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):	0.325
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! 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	14	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	79	8	23	88	45	57	282	47	11	310	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	282	47	11	310	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	79	8	23	88	45	57	282	47	11	310	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	282	47	11	310	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	0.29	1.46	0.25	0.06	1.84	0.10
Final Sat.:	184	344	37	87	332	170	174	892	154	37	1106	60
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.27	0.27	0.27	0.33	0.32	0.31	0.28	0.28	0.28
Crit Moves:		****		****			****			****		
Delay/Veh:	10.5	10.5	10.5	10.5	10.5	10.5	11.2	10.9	10.6	10.7	10.6	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:	10.5	10.5	10.5	10.5	10.5	10.5	11.2	10.9	10.6	10.7	10.6	10.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	10.5			10.5			10.9			10.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.5			10.5			10.9			10.6		
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	0.4	0.4	0.4

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

Pier & Strand Hotel
FWOP Weekday PM

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):	0.768
Loss Time (sec):	10	Average Delay (sec/veh):	22.0
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:	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	14	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	65	76	114	290	61	15	434	26	126	424	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	434	26	126	424	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	65	76	114	290	61	15	434	26	126	424	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	434	26	126	424	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	1.83	0.11	0.46	1.54	1.00
Final Sat.:	36	173	201	419	377	79	28	822	50	193	662	466
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.27	0.77	0.77	0.53	0.53	0.52	0.65	0.64	0.15
Crit Moves:	****				****		****			****		
Delay/Veh:	15.8	15.8	15.8	14.1	30.6	30.6	18.6	18.4	18.2	24.9	24.0	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:	15.8	15.8	15.8	14.1	30.6	30.6	18.6	18.4	18.2	24.9	24.0	11.4
LOS by Move:	C	C	C	B	D	D	C	C	C	C	C	B
ApproachDel:	15.8			26.5			18.4			22.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.8			26.5			18.4			22.8		
LOS by Appr:	C			D			C			C		
AllWayAvgQ:	0.5	0.5	0.5	0.4	2.6	2.6	1.0	1.0	1.0	1.6	1.5	0.2

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

Pier & Strand Hotel
FWOP Weekday PM

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):	0.804
Loss Time (sec):	10	Average Delay (sec/veh):	21.2
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:	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	14	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	83	76	40	228	134	87	496	40	46	447	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	496	40	46	447	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	83	76	40	228	134	87	496	40	46	447	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	496	40	46	447	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	0.30	1.70	1.00	0.25	2.40	0.35
Final Sat.:	83	183	167	50	283	167	136	785	509	111	1091	166
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.80	0.80	0.80	0.64	0.63	0.08	0.42	0.41	0.40
Crit Moves:		****			****		****			****		
Delay/Veh:	16.3	16.3	16.3	31.5	31.5	31.5	22.7	22.2	10.2	15.8	15.4	14.8
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:	16.3	16.3	16.3	31.5	31.5	31.5	22.7	22.2	10.2	15.8	15.4	14.8
LOS by Move:	C	C	C	D	D	D	C	C	B	C	C	B
ApproachDel:		16.3			31.5			21.5			15.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.3			31.5			21.5			15.4	
LOS by Appr:		C			D			C			C	
AllWayAvgQ:	0.7	0.7	0.7	3.0	3.0	3.0	1.6	1.5	0.1	0.7	0.6	0.6

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

Pier & Strand Hotel
FWOP Weekday PM

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):	0.782
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	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:	4	142	0	0	227	5	8	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	1159	3	13	2207	155	217	0	280	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:	390	1159	3	13	2207	155	217	0	280	0	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	1159	3	13	2207	155	217	0	280	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:	390	1159	3	13	2207	155	217	0	280	0	0	19
OvlAdjVol:									85			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	4485	315	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	0.17	0.00	0.00	0.01
OvlAdjV/S:									0.05			0.00
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
FWOP Weekday PM

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):	0.888
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	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	144	0	4	230	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1335	595	262	2156	0	0	0	4	705	7	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:	28	1335	595	262	2156	0	0	0	4	705	7	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1335	595	262	2156	0	0	0	4	705	7	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:	28	1335	595	262	2156	0	0	0	4	705	7	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	2.07	0.93	1.00	3.00	0.00	0.00	0.00	1.00	1.98	0.02	1.00
Final Sat.:	1600	3319	1481	1600	4800	0	0	0	1600	3167	33	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.40	0.16	0.45	0.00	0.00	0.00	0.00	0.22	0.22	0.15
Crit Moves:		****		****				****		****		

****

Pier & Strand Hotel
FWOP Weekday PM

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):	0.839
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	144	0	0	230	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1703	3	5	2657	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	1703	3	5	2657	158	122	0	38	8	17	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1703	3	5	2657	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	1703	3	5	2657	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	4531	269	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
FWOP Friday PM

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):	0.339
Loss Time (sec):	6	Average Delay (sec/veh):	9.7
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	11	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:	13	316	22	25	463	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	316	22	25	463	0	0	0	0	19	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	316	22	25	463	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	316	22	25	463	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	1.80	0.13	0.10	1.90	0.00	0.00	1.00	0.00	0.47	0.00	0.53
Final Sat.:	50	1277	90	74	1372	0	0	586	0	295	0	328
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.24	0.34	0.34	xxxx	xxxx	0.00	xxxx	0.06	xxxx	0.06
Crit Moves:	****			****				****				****
Delay/Veh:	9.4	9.3	9.2	10.1	10.1	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:	9.4	9.3	9.2	10.1	10.1	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:		9.3			10.1			xxxxxx			8.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.3			10.1			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
FWOP Friday PM

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):	0.333
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:	1.05	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:	0	12	0	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	305	47	11	453	29	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:	56	305	47	11	453	29	18	7	15	11	15	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	305	47	11	453	29	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:	56	305	47	11	453	29	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	1.73	0.27	0.04	1.84	0.12	0.45	0.18	0.37	0.20	0.28	0.52
Final Sat.:	1600	2771	429	68	2941	191	716	295	589	320	448	832
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.01	0.15	0.15	0.01	0.02	0.02	0.01	0.03	0.03
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
FWOP Friday PM

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):	0.396
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:	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	12	0	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	374	0	0	442	20	45	0	84	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	374	0	0	442	20	45	0	84	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	374	0	0	442	20	45	0	84	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	374	0	0	442	20	45	0	84	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	0.35	0.00	0.65	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3062	138	559	0	1041	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.00	0.00	0.14	0.14	0.03	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
FWOP Friday PM

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):	0.693
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	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:	1.05	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	8	10	4	17	0	0	0	0	5	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	290	139	137	451	0	0	0	0	135	0	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	290	139	137	451	0	0	0	0	135	0	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	290	139	137	451	0	0	0	0	135	0	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	290	139	137	451	0	0	0	0	135	0	162
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	1.35	0.65	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2164	1036	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.09	0.14	0.00	0.00	0.00	0.00	0.08	0.00	0.10
Crit Moves:		****		****								****

Pier & Strand Hotel
FWOP Friday PM

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):	0.391
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:	1.05	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	19	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	366	0	0	510	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	366	0	0	510	69	63	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	366	0	0	510	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	366	0	0	510	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	1.76	0.24	0.56	0.00	0.44	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2817	383	889	0	711	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.00	0.00	0.18	0.18	0.04	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
FWOP Friday PM

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):	0.384
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 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	19	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	346	47	64	480	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	346	47	64	480	24	27	6	29	34	8	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	346	47	64	480	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	346	47	64	480	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:	0.17	1.61	0.22	1.00	1.90	0.10	0.43	0.10	0.47	0.35	0.09	0.56
Final Sat.:	104	1024	143	596	1248	63	243	56	261	202	50	328
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.33	0.11	0.38	0.38	0.11	0.11	0.11	0.17	0.17	0.17
Crit Moves:	****				****		****				****	
Delay/Veh:	11.2	10.9	10.7	9.3	11.3	11.2	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:	11.2	10.9	10.7	9.3	11.3	11.2	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:	10.9			11.1			9.6			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.9			11.1			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
FWOP Friday PM

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):	0.404
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 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:	1.05	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	13	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:	0	362	20	37	513	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	362	20	37	513	0	0	0	0	41	0	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	362	20	37	513	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	362	20	37	513	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	1264	70	91	1278	0	0	0	0	245	0	377
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.29	0.28	0.40	0.40	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.17
Crit Moves:		****		****						****		
Delay/Veh:	0.0	10.0	10.0	11.3	11.2	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:	0.0	10.0	10.0	11.3	11.2	0.0	0.0	0.0	0.0	9.4	0.0	9.4
LOS by Move:	*	B	A	B	B	*	*	*	*	A	*	A
ApproachDel:		10.0			11.2			xxxxxx			9.4	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.0			11.2			xxxxxx			9.4	
LOS by Appr:		B			B			*			A	
AllWayAvgQ:	0.0	0.4	0.4	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
FWOP Friday PM

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[10.4]

****

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:	1.05	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	14	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	51	0	0	0	0	252	22	86	321	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	252	22	86	321	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	51	0	0	0	0	252	22	86	321	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:	596	756	263	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	274	xxxx	xxxxx
Potent Cap.:	470	340	780	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1300	xxxx	xxxxx
Move Cap.:	445	316	780	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1300	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	721	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	10.4	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
FWOP Friday PM

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

****

Intersection #9 Manhattan Ave East & Pier Ave

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[13.3]

****

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:	1.05	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	14	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	88	30	278	0	0	318	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	278	0	0	318	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	75	0	88	30	278	0	0	318	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	563	702	205	409	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	461	365	808	1161	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	452	355	808	1161	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	594	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	13.3	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			13.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

****

Pier & Strand Hotel
FWOP Friday PM

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):	0.429
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	1!	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	14	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	70	64	51	72	16	16	306	29	67	372	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	306	29	67	372	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	70	64	51	72	16	16	306	29	67	372	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	306	29	67	372	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	0.09	1.74	0.17	0.27	1.48	0.25
Final Sat.:	92	247	225	199	280	61	51	1008	98	157	891	157
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.26	0.26	0.26	0.31	0.30	0.30	0.43	0.42	0.41
Crit Moves:		****		****			****			****		
Delay/Veh:	11.0	11.0	11.0	11.1	11.1	11.1	11.3	11.2	11.0	12.9	12.5	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:	11.0	11.0	11.0	11.1	11.1	11.1	11.3	11.2	11.0	12.9	12.5	12.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		11.0			11.1			11.1			12.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			11.1			11.1			12.5	
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	0.7	0.6	0.6

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

Pier & Strand Hotel
FWOP Friday PM

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):	0.750
Loss Time (sec):	10	Average Delay (sec/veh):	22.3
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	14	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	59	70	125	286	54	16	403	26	128	479	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	403	26	128	479	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	59	70	125	286	54	16	403	26	128	479	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	403	26	128	479	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	1.81	0.12	0.42	1.58	1.00
Final Sat.:	25	176	210	415	381	71	31	804	53	182	692	477
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.30	0.75	0.75	0.50	0.50	0.50	0.70	0.69	0.27
Crit Moves:	****					****	****			****		
Delay/Veh:	15.1	15.1	15.1	14.6	29.4	29.4	18.0	17.8	17.6	27.8	26.7	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:	15.1	15.1	15.1	14.6	29.4	29.4	18.0	17.8	17.6	27.8	26.7	12.6
LOS by Move:	C	C	C	B	D	D	C	C	C	D	D	B
ApproachDel:	15.1			25.4			17.8			24.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.1			25.4			17.8			24.4		
LOS by Appr:	C			D			C			C		
AllWayAvgQ:	0.4	0.4	0.4	0.4	2.4	2.4	0.9	0.9	0.9	2.0	1.9	0.3

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

Pier & Strand Hotel
FWOP Friday PM

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):	0.744
Loss Time (sec):	10	Average Delay (sec/veh):	19.2
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:	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	14	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	102	79	33	196	142	75	476	47	27	487	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	476	47	27	487	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	102	79	33	196	142	75	476	47	27	487	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	476	47	27	487	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	0.27	1.73	1.00	0.14	2.55	0.31
Final Sat.:	66	213	165	44	264	190	125	804	512	65	1179	148
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.48	0.74	0.74	0.74	0.60	0.59	0.09	0.42	0.41	0.40
Crit Moves:	****				****		****			****		
Delay/Veh:	16.5	16.5	16.5	26.3	26.3	26.3	20.7	20.3	10.2	15.5	15.2	14.7
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:	16.5	16.5	16.5	26.3	26.3	26.3	20.7	20.3	10.2	15.5	15.2	14.7
LOS by Move:	C	C	C	D	D	D	C	C	B	C	C	B
ApproachDel:	16.5			26.3			19.5			15.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.5			26.3			19.5			15.2		
LOS by Appr:	C			D			C			C		
AllWayAvgQ:	0.7	0.7	0.7	2.2	2.2	2.2	1.3	1.3	0.1	0.7	0.6	0.6

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

Pier & Strand Hotel
FWOP Friday PM

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):	0.781
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	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:	4	142	0	0	227	5	8	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	323	1274	9	5	2181	170	247	2	234	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:	323	1274	9	5	2181	170	247	2	234	0	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	1274	9	5	2181	170	247	2	234	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:	323	1274	9	5	2181	170	247	2	234	0	0	24
OvlAdjVol:									72			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	4453	347	3173	27	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	0.15	0.00	0.00	0.02
OvlAdjV/S:									0.05			0.01
Crit Moves:	****				****		****					****

Pier & Strand Hotel
FWOP Friday PM

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):	0.891
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	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	144	0	4	230	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1311	543	276	2074	1	0	0	0	728	17	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1311	543	276	2074	1	0	0	0	728	17	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1311	543	276	2074	1	0	0	0	728	17	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1311	543	276	2074	1	0	0	0	728	17	254
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	3394	1406	1600	4798	2	0	0	1600	3128	72	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.39	0.17	0.43	0.43	0.00	0.00	0.00	0.23	0.23	0.16
Crit Moves:		****		****						****		

Pier & Strand Hotel
FWOP Friday PM

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):	0.875
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	144	0	0	230	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1767	1	1	2761	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	1767	1	1	2761	150	148	1	36	11	18	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1767	1	1	2761	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	1767	1	1	2761	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	4552	248	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
FWOP Saturday

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):	0.280
Loss Time (sec):	6	Average Delay (sec/veh):	9.3
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	9	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	324	30	37	363	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	324	30	37	363	0	0	0	0	12	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	324	30	37	363	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	324	30	37	363	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:	0.10	1.74	0.16	0.18	1.82	0.00	0.00	1.00	0.00	0.31	0.00	0.69
Final Sat.:	69	1263	121	131	1307	0	0	598	0	199	0	452
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.25	0.28	0.28	xxxx	xxxx	0.00	xxxx	0.06	xxxx	0.06
Crit Moves:	****			****				****		****		
Delay/Veh:	9.4	9.3	9.1	9.6	9.5	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:	9.4	9.3	9.1	9.6	9.5	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:		9.3			9.5			xxxxxx			8.4	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.3			9.5			xxxxxx			8.4	
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
FWOP Saturday

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):	0.293
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:	1.05	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:	0	13	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	351	50	16	327	37	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:	62	351	50	16	327	37	15	7	18	17	15	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	351	50	16	327	37	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:	62	351	50	16	327	37	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	1.75	0.25	0.08	1.73	0.19	0.37	0.18	0.45	0.39	0.34	0.27
Final Sat.:	1600	2798	402	133	2757	310	589	295	716	624	546	429
Capacity Analysis Module:												
Vol/Sat:	0.04	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
FWOP Saturday

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):	0.423
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:	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	13	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	397	0	0	347	45	69	0	128	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	397	0	0	347	45	69	0	128	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	397	0	0	347	45	69	0	128	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	397	0	0	347	45	69	0	128	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	0.35	0.00	0.65	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2832	368	562	0	1038	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.00	0.00	0.12	0.12	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
FWOP Saturday

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):	0.716
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	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	7	8	4	7	0	0	0	0	8	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	340	143	123	372	0	0	0	0	150	0	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	340	143	123	372	0	0	0	0	150	0	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	340	143	123	372	0	0	0	0	150	0	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	340	143	123	372	0	0	0	0	150	0	186
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	1.41	0.59	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2250	950	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.08	0.12	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:		****		****								****

Pier & Strand Hotel
FWOP Saturday

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):	0.489
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	15	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	395	0	3	404	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	395	0	3	404	102	99	0	71	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	395	0	3	404	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	395	0	3	404	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	1.59	0.40	0.58	0.01	0.41	0.00	0.00	0.00
Final Sat.:	1600	3200	0	20	2539	641	928	0	672	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	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
FWOP Saturday

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):	0.333	
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:	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	15	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	387	37	65	401	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	387	37	65	401	24	12	11	17	14	9	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	387	37	65	401	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	387	37	65	401	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	1.73	0.16	1.00	1.89	0.11	0.30	0.27	0.43	0.32	0.22	0.46
Final Sat.:	76	1181	114	626	1306	79	175	159	255	188	130	275
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.32	0.10	0.31	0.30	0.07	0.07	0.07	0.07	0.07	0.07
Crit Moves:	****				****			****			****	
Delay/Veh:	10.5	10.3	10.1	9.0	10.0	9.9	9.0	9.0	9.0	9.0	9.0	9.0
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:	10.5	10.3	10.1	9.0	10.0	9.9	9.0	9.0	9.0	9.0	9.0	9.0
LOS by Move:	B	B	B	A	B	A	A	A	A	A	A	A
ApproachDel:		10.3			9.9			9.0			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			9.9			9.0			9.0	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.5	0.5	0.5	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
FWOP Saturday

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):	0.343
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:	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	15	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:	20	389	51	45	406	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	389	51	45	406	0	0	0	0	38	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	389	51	45	406	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	389	51	45	406	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:	0.09	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	1155	156	133	1209	0	0	0	0	225	0	401
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.33	0.34	0.34	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.17
Crit Moves:	****			****								****
Delay/Veh:	10.6	10.4	10.2	10.7	10.5	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:	10.6	10.4	10.2	10.7	10.5	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:	10.4			10.6			xxxxxx			9.3		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	10.4			10.6			xxxxxx			9.3		
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
FWOP Saturday

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[11.2]

****

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:	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	12	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	58	0	0	0	0	282	25	81	331	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	282	25	81	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	58	0	0	0	0	282	25	81	331	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:	622	787	294	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	307	xxxx	xxxxx
Potent Cap.:	454	326	750	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1265	xxxx	xxxxx
Move Cap.:	431	304	750	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1265	xxxx	xxxxx
Volume/Cap:	0.03	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	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	652	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	11.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.2			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

****

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

****

Pier & Strand Hotel
FWOP Saturday

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[14.7]

****

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 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	12	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	86	0	49	34	297	0	0	360	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	297	0	0	360	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	86	0	49	34	297	0	0	360	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	611	759	216	432	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	430	338	795	1138	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	420	328	795	1138	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.20	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	507	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	14.7	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			14.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

****

Pier & Strand Hotel
FWOP Saturday

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):	0.406
Loss Time (sec):	10	Average Delay (sec/veh):	11.4
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	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	12	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	65	56	71	36	14	14	347	22	33	389	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	347	22	33	389	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	65	56	71	36	14	14	347	22	33	389	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	347	22	33	389	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	1.81	0.12	0.13	1.59	0.28
Final Sat.:	94	254	217	318	159	61	42	1078	69	80	978	173
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.22	0.22	0.22	0.32	0.32	0.32	0.41	0.40	0.39
Crit Moves:	****				****		****			****		
Delay/Veh:	10.7	10.7	10.7	10.8	10.8	10.8	11.3	11.2	11.1	12.3	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	11.3	11.2	11.1	12.3	12.0	11.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	10.7			10.8			11.2			12.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.7			10.8			11.2			12.0		
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	0.6	0.6

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

Pier & Strand Hotel
FWOP Saturday

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):	0.653
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	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	12	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	54	84	65	152	62	34	503	33	81	517	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	503	33	81	517	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	54	84	65	152	62	34	503	33	81	517	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	503	33	81	517	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	0.12	1.77	0.11	0.27	1.73	1.00
Final Sat.:	37	156	244	408	318	129	58	871	57	124	800	503
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.16	0.48	0.48	0.58	0.58	0.57	0.65	0.65	0.11
Crit Moves:		****			****		****			****		
Delay/Veh:	14.6	14.6	14.6	12.6	16.7	16.7	19.1	18.8	18.4	23.4	22.9	10.4
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:	14.6	14.6	14.6	12.6	16.7	16.7	19.1	18.8	18.4	23.4	22.9	10.4
LOS by Move:	B	B	B	B	C	C	C	C	C	C	C	B
ApproachDel:		14.6			15.8			18.8			21.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.6			15.8			18.8			21.9	
LOS by Appr:		B			C			C			C	
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.8	0.8	1.2	1.2	1.2	1.6	1.6	0.1

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

Pier & Strand Hotel
FWOP Saturday

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):	0.612
Loss Time (sec):	10	Average Delay (sec/veh):	15.7
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	12	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	117	66	28	53	125	79	551	25	20	481	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	551	25	20	481	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	117	66	28	53	125	79	551	25	20	481	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	551	25	20	481	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	0.25	1.75	1.00	0.11	2.60	0.29
Final Sat.:	76	265	151	69	127	303	129	910	578	54	1324	154
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.41	0.41	0.41	0.61	0.61	0.04	0.37	0.36	0.36
Crit Moves:	****			****			****			****		
Delay/Veh:	14.7	14.7	14.7	14.0	14.0	14.0	19.5	19.1	9.0	13.5	13.3	12.9
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:	14.7	14.7	14.7	14.0	14.0	14.0	19.5	19.1	9.0	13.5	13.3	12.9
LOS by Move:	B	B	B	B	B	B	C	C	A	B	B	B
ApproachDel:	14.7			14.0			18.7			13.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.7			14.0			18.7			13.2		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.7	0.7	0.7	0.6	0.6	0.6	1.4	1.4	0.0	0.5	0.5	0.5

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

Pier & Strand Hotel
FWOP Saturday

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):	0.655
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	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:	6	218	0	0	247	7	8	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	357	1373	6	8	1524	146	279	0	288	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:	357	1373	6	8	1524	146	279	0	288	0	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	1373	6	8	1524	146	279	0	288	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:	357	1373	6	8	1524	146	279	0	288	0	0	22
OvlAdjVol:									109			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	2.74	0.26	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4778	22	1600	4381	419	3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.29	0.01	0.35	0.35	0.09	0.00	0.18	0.00	0.00	0.01
OvlAdjV/S:									0.07			0.01
Crit Moves:	****				****		****					****

Pier & Strand Hotel
FWOP Saturday

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):	0.904
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	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	221	0	2	249	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1507	548	268	1558	3	0	0	0	666	3	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1507	548	268	1558	3	0	0	0	666	3	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1507	548	268	1558	3	0	0	0	666	3	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	1507	548	268	1558	3	0	0	0	666	3	242
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	3520	1280	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	0.15
Crit Moves:		****		****						****		

Pier & Strand Hotel
FWOP Saturday

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	221	0	0	249	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1965	3	4	2040	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	1965	3	4	2040	100	133	2	42	11	14	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1965	3	4	2040	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	1965	3	4	2040	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
FWOP Sunday

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):	0.420
Loss Time (sec):	6	Average Delay (sec/veh):	11.0
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	10	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:	29	402	78	42	532	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	402	78	42	532	0	0	0	0	30	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	402	78	42	532	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	402	78	42	532	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:	0.12	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	1089	217	100	1275	0	0	544	0	329	0	250
Capacity Analysis Module:												
Vol/Sat:	0.38	0.37	0.36	0.42	0.42	xxxx	xxxx	0.00	xxxx	0.09	xxxx	0.09
Crit Moves:	****			****				****		****		
Delay/Veh:	11.0	10.7	10.4	11.5	11.4	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:	11.0	10.7	10.4	11.5	11.4	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:	10.7			11.4			xxxxxx			9.3		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	10.7			11.4			xxxxxx			9.3		
LOS by Appr:	B			B			*			A		
AllWayAvgQ:	0.6	0.5	0.5	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
FWOP Sunday

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):	0.459
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:	1.05	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	13	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	489	95	24	497	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	489	95	24	497	70	23	11	22	34	23	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	489	95	24	497	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	489	95	24	497	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	1.68	0.24	0.41	0.19	0.40	0.41	0.27	0.32
Final Sat.:	1600	2681	519	131	2689	380	664	302	634	640	440	520
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.02	0.18	0.18	0.01	0.03	0.03	0.02	0.05	0.05
Crit Moves:	****				****		****				****	

Pier & Strand Hotel
FWOP Sunday

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:	1.05	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	13	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	740	0	0	563	1	68	0	124	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	740	0	0	563	1	68	0	124	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	740	0	0	563	1	68	0	124	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	740	0	0	563	1	68	0	124	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	0.36	0.00	0.64	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3194	6	568	0	1032	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.18	0.18	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****					****			

Pier & Strand Hotel
FWOP Sunday

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):	0.867
Loss Time (sec):	45	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	137	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	8	13	4	8	0	0	0	0	13	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	482	224	173	503	0	0	0	0	244	0	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	482	224	173	503	0	0	0	0	244	0	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	482	224	173	503	0	0	0	0	244	0	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	482	224	173	503	0	0	0	0	244	0	266
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	2184	1016	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.11	0.16	0.00	0.00	0.00	0.00	0.15	0.00	0.17
Crit Moves:		****		****								****

Pier & Strand Hotel
FWOP Sunday

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):	0.420
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	21	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	644	0	0	727	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	644	0	0	727	14	60	0	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	644	0	0	727	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	644	0	0	727	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	3141	59	686	0	914	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.23	0.23	0.04	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
FWOP Sunday

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):	0.646	
Loss Time (sec):	10	Average Delay (sec/veh):	15.4	
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 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	21	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	534	80	145	521	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	534	80	145	521	107	12	20	27	21	32	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	534	80	145	521	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	534	80	145	521	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:	0.36	1.43	0.21	1.00	1.66	0.34	0.20	0.34	0.46	0.20	0.30	0.50
Final Sat.:	208	852	130	546	1002	211	100	173	237	105	158	268
Capacity Analysis Module:												
Vol/Sat:	0.65	0.63	0.61	0.27	0.52	0.51	0.12	0.12	0.12	0.20	0.20	0.20
Crit Moves:	****				****			****			****	
Delay/Veh:	19.1	17.9	17.0	11.4	14.6	14.0	10.4	10.4	10.4	10.9	10.9	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:	19.1	17.9	17.0	11.4	14.6	14.0	10.4	10.4	10.4	10.9	10.9	10.9
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:		18.0			13.9			10.4			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.0			13.9			10.4			10.9	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	1.6	1.4	1.4	0.3	1.0	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
FWOP Sunday

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):	0.564
Loss Time (sec):	10	Average Delay (sec/veh):	14.5
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:	1.05	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	22	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	595	71	106	520	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	595	71	106	520	0	0	0	0	44	0	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	595	71	106	520	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	595	71	106	520	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	1.73	0.21	0.34	1.66	0.00	0.00	0.00	0.00	0.25	0.00	0.75
Final Sat.:	39	1070	130	200	996	0	0	0	0	146	0	441
Capacity Analysis Module:												
Vol/Sat:	0.56	0.56	0.55	0.53	0.52	xxxx	xxxx	xxxx	xxxx	0.30	xxxx	0.30
Crit Moves:	****			****						****		
Delay/Veh:	15.6	15.2	14.7	15.1	14.7	0.0	0.0	0.0	0.0	11.2	0.0	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	15.2	14.7	15.1	14.7	0.0	0.0	0.0	0.0	11.2	0.0	11.2
LOS by Move:	C	C	B	C	B	*	*	*	*	B	*	B
ApproachDel:	15.1			14.7			xxxxxx			11.2		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	15.1			14.7			xxxxxx			11.2		
LOS by Appr:	C			B			*			B		
AllWayAvgQ:	1.2	1.1	1.1	1.0	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
FWOP Sunday

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

Intersection #8 Manhattan Ave West & Pier Ave

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[13.2]

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:	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	17	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	120	0	0	0	0	365	47	135	556	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	365	47	135	556	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	120	0	0	0	0	365	47	135	556	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:	937	1215	388	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	412	xxxx	xxxxx
Potent Cap.:	296	183	664	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1158	xxxx	xxxxx
Move Cap.:	268	160	664	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1158	xxxx	xxxxx
Volume/Cap:	0.05	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	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	572	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	13.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		13.2		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

Pier & Strand Hotel
FWOP Sunday

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

****

Intersection #9 Manhattan Ave East & Pier Ave

****

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: D[27.7]

****

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 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	17	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	0	89	64	450	0	0	552	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	450	0	0	552	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	105	0	89	64	450	0	0	552	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	955	1180	326	652	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	260	192	676	944	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	246	178	676	944	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.43	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	9.1	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	347	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	3.3	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	27.7	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			27.7			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

****

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

****

Pier & Strand Hotel
FWOP Sunday

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):	0.661
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	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	17	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	90	114	83	43	23	30	480	35	54	591	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	480	35	54	591	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	90	114	83	43	23	30	480	35	54	591	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	480	35	54	591	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	1.76	0.13	0.15	1.71	0.14
Final Sat.:	73	191	243	255	132	71	57	906	66	81	907	78
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.32	0.32	0.32	0.54	0.53	0.52	0.66	0.65	0.64
Crit Moves:		****			****		****			****		
Delay/Veh:	15.1	15.1	15.1	13.4	13.4	13.4	17.0	16.7	16.4	21.2	20.6	20.0
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:	15.1	15.1	15.1	13.4	13.4	13.4	17.0	16.7	16.4	21.2	20.6	20.0
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
ApproachDel:	15.1			13.4			16.7			20.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.1			13.4			16.7			20.6		
LOS by Appr:	C			B			C			C		
AllWayAvgQ:	0.8	0.8	0.8	0.4	0.4	0.4	1.0	1.0	1.0	1.7	1.6	1.6

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

Pier & Strand Hotel
FWOP Sunday

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):	0.523
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	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	17	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	35	78	58	138	33	21	465	13	79	438	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	465	13	79	438	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	35	78	58	138	33	21	465	13	79	438	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	465	13	79	438	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	136	304	433	381	90	45	995	27	150	848	552
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.13	0.36	0.36	0.47	0.47	0.47	0.52	0.52	0.08
Crit Moves:		****			****		****			****		
Delay/Veh:	12.4	12.4	12.4	11.7	13.6	13.6	14.7	14.6	14.5	17.1	16.7	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:	12.4	12.4	12.4	11.7	13.6	13.6	14.7	14.6	14.5	17.1	16.7	9.5
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	A
ApproachDel:		12.4			13.1			14.6			16.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.4			13.1			14.6			16.2	
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	1.0	1.0	0.1

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

Pier & Strand Hotel
FWOP Sunday

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):	0.530	
Loss Time (sec):	10	Average Delay (sec/veh):	13.2	
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!	0	0	0 1!	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	17	0				0	18	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	24	65	64	17	42	100	55	544	8				33	434	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	544	8				33	434	50			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	24	65	64	17	42	100	55	544	8				33	434	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	544	8				33	434	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				0.19	2.52	0.29			
Final Sat.:	82	222	218	57	142	337	103	1034	640				104	1405	168			
Capacity Analysis Module:																		
Vol/Sat:	0.29	0.29	0.29	0.30	0.30	0.30	0.53	0.53	0.01				0.31	0.31	0.30			
Crit Moves:			****	****			****						****					
Delay/Veh:	11.8	11.8	11.8	11.6	11.6	11.6	15.5	15.3	8.2				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:	11.8	11.8	11.8	11.6	11.6	11.6	15.5	15.3	8.2				11.9	11.6	11.3			
LOS by Move:	B	B	B	B	B	B	C	C	A				B	B	B			
ApproachDel:	11.8			11.6			15.3						11.6					
Delay Adj:	1.00			1.00			1.00						1.00					
ApprAdjDel:	11.8			11.6			15.3						11.6					
LOS by Appr:	B			B			C						B					
AllWayAvgQ:	0.3	0.3	0.3	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
FWOP Sunday

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):	0.667
Loss Time (sec):	13	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	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:	5	216	0	0	243	13	13	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	431	1332	14	6	1375	195	304	0	324	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:	431	1332	14	6	1375	195	304	0	324	0	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	1332	14	6	1375	195	304	0	324	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:	431	1332	14	6	1375	195	304	0	324	0	0	22
OvlAdjVol:									109			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	2.63	0.37	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3200	4751	49	1600	4205	595	3200	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.28	0.00	0.33	0.33	0.09	0.00	0.20	0.00	0.00	0.01
OvlAdjV/S:									0.07			0.01
Crit Moves:	****				****		****					****

Pier & Strand Hotel
FWOP Sunday

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):	0.851
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	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:	0 219		0	2 245		0	0	0	0	0	0	2
PasserByVol:	0 0		0	0 0		0	0	0	0	0	0	0
Initial Fut:	7 1485		543	245 1406		2	1	0	7	543	1	202
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 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 1485		543	245 1406		2	1	0	7	543	1	202
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	7 1485		543	245 1406		2	1	0	7	543	1	202
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7 1485		543	245 1406		2	1	0	7	543	1	202
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 3515		1285	1600 4793		7	200	0	1400	3194	6	1600
Capacity Analysis Module:												
Vol/Sat:	0.00 0.42		0.42	0.15 0.29		0.29	0.00	0.00	0.01	0.17	0.17	0.13
Crit Moves:	****			****					****	****		

****

Pier & Strand Hotel
FWOP Sunday

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	219	0	0	245	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1795	0	5	1845	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	1795	0	5	1845	146	148	0	29	6	12	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1795	0	5	1845	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	1795	0	5	1845	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	0.41	0.41	0.11	0.00	0.11	0.02	0.02	0.02
Crit Moves:	****				****		****				****	

****

Appendix B (Part 2 of 3)

Intersections LOS Sheets

Pier & Strand Hotel
FWP 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):	0.297
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.

Pier & Strand Hotel
FWP 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):	0.271
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:	1.05	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:	0	27	0	0	36	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	428	21	13	210	18	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:	44	428	21	13	210	18	13	5	15	4	11	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	428	21	13	210	18	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:	44	428	21	13	210	18	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	1.75	0.15	0.39	0.16	0.45	0.17	0.44	0.39
Final Sat.:	1600	3050	150	167	2795	237	619	258	723	278	696	626
Capacity Analysis Module:												
Vol/Sat:	0.03	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 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):	0.308
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:	65	21	0	0	8	28	6	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	434	0	0	212	45	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:	147	434	0	0	212	45	22	0	36	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	434	0	0	212	45	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:	147	434	0	0	212	45	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	1.65	0.35	0.38	0.00	0.62	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2641	559	602	0	998	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.00	0.00	0.08	0.08	0.01	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****				****			

Pier & Strand Hotel
FWP 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):	0.678
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 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):	0.307
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 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):	0.436	
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 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):	0.455
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 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 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[9.7]

****

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 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[12.2]

****

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	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.

****

Pier & Strand Hotel
FWP 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):	0.270
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 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):	0.459
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 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):	0.595
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 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:	1.05	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 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):	0.718
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 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):	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 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):	0.916
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 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):	0.365
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 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):	0.333
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:	0	35	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	364	51	16	493	25	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:	49	364	51	16	493	25	20	7	17	13	6	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	364	51	16	493	25	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:	49	364	51	16	493	25	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	1.85	0.09	0.45	0.17	0.38	0.41	0.21	0.38
Final Sat.:	1600	2803	397	94	2955	151	724	267	610	662	331	607
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.01	0.17	0.17	0.01	0.03	0.03	0.01	0.02	0.02
Crit Moves:	****				****			****			****	

Pier & Strand Hotel
FWP 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):	0.462
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:	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:	13	12	0	0	20	5	23	0	55	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	392	0	0	486	34	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:	113	392	0	0	486	34	61	0	145	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	392	0	0	486	34	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:	113	392	0	0	486	34	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	1.87	0.13	0.30	0.00	0.70	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2989	211	472	0	1128	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	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 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):	0.731	
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 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):	0.506
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 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):	0.405
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 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):	0.432	
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 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 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[10.2]

****

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.

****

Pier & Strand Hotel
FWP 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): 3.2 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 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.

****

Pier & Strand Hotel
FWP 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):	0.348	
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

****

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

****

Pier & Strand Hotel
FWP 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):	0.776
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 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):	0.810
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 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):	0.787
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 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):	0.896
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 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):	0.840
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 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):	0.345
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 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):	0.335
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:	1.05	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:	0	35	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	328	47	11	459	29	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:	56	328	47	11	459	29	18	7	15	11	15	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	328	47	11	459	29	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:	56	328	47	11	459	29	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	1.84	0.12	0.45	0.18	0.37	0.20	0.28	0.52
Final Sat.:	1600	2797	403	67	2944	189	716	295	589	320	448	832
Capacity Analysis Module:												
Vol/Sat:	0.03	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 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):	0.454
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:	13	12	0	0	20	5	23	0	55	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	374	0	0	442	25	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:	126	374	0	0	442	25	68	0	139	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	374	0	0	442	25	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:	126	374	0	0	442	25	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	1.89	0.11	0.33	0.00	0.67	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3029	171	526	0	1074	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	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
FWP 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):	0.715
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 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):	0.399
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 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):	0.406
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 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):	0.425
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 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[10.7]

****

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 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): 2.7 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 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.

****

Pier & Strand Hotel
FWP 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):	0.438
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

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

Pier & Strand Hotel
FWP Friday 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):	0.758
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 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):	0.749
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 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):	0.786
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 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):	0.899
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 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):	0.876
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 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):	0.294
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 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):	0.299
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	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:	0	26	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:	62	364	50	16	346	37	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:	62	364	50	16	346	37	15	7	18	17	15	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	364	50	16	346	37	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:	62	364	50	16	346	37	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	1.74	0.18	0.37	0.18	0.45	0.39	0.34	0.27
Final Sat.:	1600	2811	389	126	2778	295	589	295	716	624	546	429
Capacity Analysis Module:												
Vol/Sat:	0.04	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 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):	0.486
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:	1.05	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:	44	13	0	0	11	19	14	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	397	0	0	347	64	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:	168	397	0	0	347	64	83	0	160	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	397	0	0	347	64	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:	168	397	0	0	347	64	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	1.69	0.31	0.34	0.00	0.66	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	2701	499	548	0	1052	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.00	0.00	0.13	0.13	0.05	0.00	0.15	0.00	0.00	0.00
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 #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:		****		****								****