OCEANAIRE APARTMENTS
TRAFFIC IMPACT ANALYSIS

City of Long Beach

Prepared for

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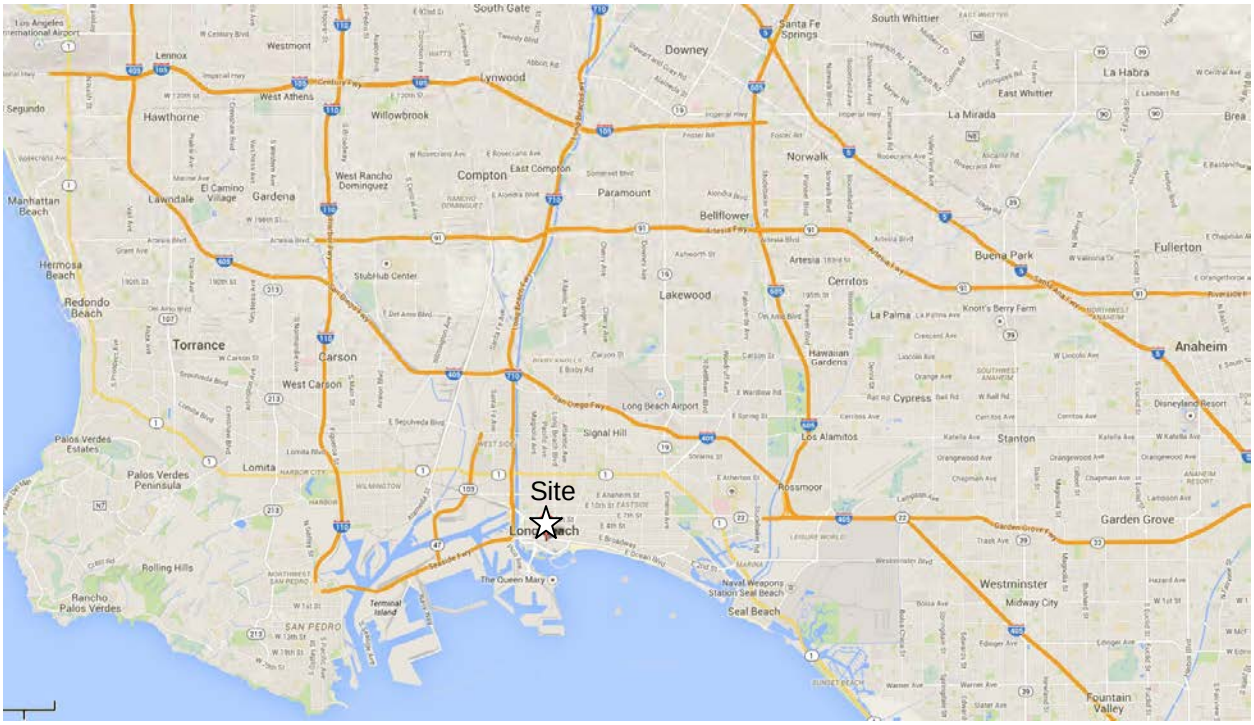
1.0 INTRODUCTION

This traffic impact analysis report addresses the potential traffic impact and circulation needs associated with the proposed Oceanaire Apartments located at 150 West Ocean Boulevard in City of Long Beach. The project site is currently being used as a paid-per-use parking lot with a right-in/right-out access driveway on Ocean Boulevard west of Pine Avenue. The project site is located in the Downtown Shoreline Planned Development Direct (PD-6). The project site is located west of Pine Avenue between Ocean Boulevard and Seaside Way. Exhibit 1 shows the regional location of the project site.

Exhibit 1 – Regional Study Area



This traffic impact analysis report is prepared based on the traffic study requirements of the City of Long Beach and is consistent with the Congestion Management Program (CMP) for Los Angeles County. This traffic study analyzes existing and future (near-term) weekday AM and PM peak hour conditions for existing and Year 2017 Cumulative conditions without and with the proposed project. The 2017 Cumulative conditions is forecasted based on annual growth rate of 1% as well as adding traffic generated by other cumulative projects in the study area.

1.1 Proposed Project

The proposed Oceanaire Apartments is consists of 216 dwelling units of multi-family residential apartments. Exhibit 2 shows the project site plan. Two access driveways are provided on Seaside Way for the project site via an entrance and an exit to the parking garage. The existing right-in/right-out only access driveway on Ocean Boulevard will become a pedestrian paseo, and the proposed project will not have vehicular access on Ocean Boulevard. The project is planned to open in Year 2017.

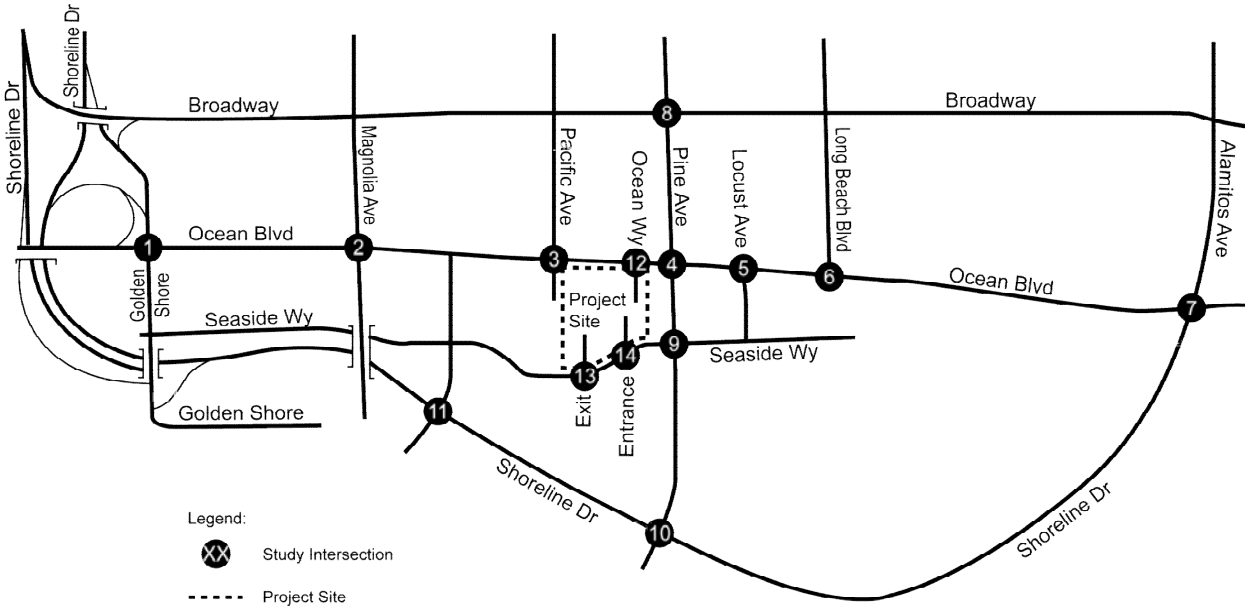
Exhibit 2 – Project Site Plan

1.2 Study Area

Exhibit 3 shows the project study area. The study area consists of the following fourteen (14) study intersections:

1. Golden Shore / Ocean Boulevard
2. Magnolia Avenue-Queens Way / Ocean Boulevard
3. Pacific Avenue / Ocean Boulevard
4. Pine Avenue / Ocean Boulevard
5. Locust Avenue / Ocean Boulevard
6. Long Beach Boulevard / Ocean Boulevard
7. Alamitos Avenue-Shoreline Drive / Ocean Boulevard
8. Pine Avenue / Broadway
9. Pine Avenue / Seaside Way
10. Pine Avenue / Shoreline Drive
11. Chestnut Place / Shoreline Drive
12. Existing Driveway / Ocean Boulevard – Existing driveway to be closed
13. Parking Exit / Seaside Way – Future intersection
14. Parking Entrance / Seaside Way – Future intersection

Exhibit 3 – Project Study Area



1.3 Analysis Timeframe

The study intersections are analyzed for the following study scenarios:

- Existing (E) Conditions;
- Existing Plus Project (E+P) Conditions;
- 2017 Cumulative No Project (2017C) Conditions; and
- 2017 Cumulative Plus Project (2017C+P) Conditions.

1.4 Intersection Analysis Methodology

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The Intersection Capacity Utilization (ICU) analysis methodology is utilized to determine the operating LOS of the signalized intersections. For unsignalized intersections, the Highway Capacity Manual (HCM) analysis methodology is utilized to determine the operating.

1.4.1 Intersection Capacity Utilization (ICU) Method for Signalized Intersection

The signalized intersections are analyzed using the Intersection Capacity Utilization (ICU) method. The ICU technique estimates the volume-to-capacity (V/C) ratio for an intersection based on the individual V/C ratios for the conflicting traffic movements. The ICU value represents the percent signal green time or capacity of the intersection movements. It should be noted that the ICU method assumes uniform traffic distribution per intersection approach lane and optimal signal timing.

ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through and right-turn lanes, and a dual left-turn capacity of 2,880 vph. A clearance internal is included in the analysis calculations based on City of Long Beach requirements as shown in Table 1.

Table 1 – City of Long Beach Clearance Interval

Number of Signal Phases	Left-Turn Phasing Type	Clearance Interval (%)
2	Permitted	10%
3	Protected and Permitted	12%
3	Fully Protected	15%
4	Protected and Permitted	14%
4	Fully Protected	18%

The ICU value translates to a LOS estimate, which is a relative measure of the intersection performance. The grade scales of LOS have been defined with the corresponding ICU value range as shown in Table 2. The ICU value is the sum of the critical volume-to-capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements.

Table 2 – Level of Service for Signalized Intersections

Level of Service	Intersection Capacity Utilization (ICU)	
	Volume/Capacity (V/C)	Description
A	≤ 0.600	Excellent
B	> 0.601 ≤ 0.700	Very Good
C	> 0.700 to ≤ 0.800	Good
D	> 0.800 to ≤ 0.900	Fair
E	> 0.900 to ≤ 1.000	Poor
F	> 1.000	Failure

1.4.2 Highway Capacity Manual (HCM) Method for Unsignalized Intersection

The *2000 HCM* analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding ranges of stopped delay experienced per vehicle for signalized and unsignalized intersections shown in Table 3. HCM analysis methodology is utilized in this study for City of Calimesa, City of Beaumont, County of Riverside, and State Highway study intersections.

Table 3 – Level of Service for Unsignalized Intersections

Level of Service	Highway Capacity Manual (HCM)	
	Delay (seconds/vehicle)	**Description**
A	≤ 10.0	Little or no delay
B	> 10.0 to ≤ 15.0	Short traffic delay
C	> 15.0 to ≤ 25.0	Average traffic delay
D	> 25.0 to ≤ 35.0	Long traffic delay
E	> 35.0 to ≤ 50.0	Very long traffic delay
F	> 50.0	Severe congestion

Source: *2000 Highway Capacity Manual (HCM)*

Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections and all-way stop-controlled intersections; for one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled approach.

1.5 Traffic Impact Criteria and Thresholds

The relative impact of the added Project traffic volumes was evaluated based on the existing and future 2017 cumulative conditions. The significance of the potential impacts of the Project was evaluated using the City's LOS standards and impact criteria defined below:

- An unacceptable peak hour LOS (E or F) at any of the key intersection is projected. The City of Long Beach considers LOS D to be the minimum acceptable LOS for all intersections. The current LOS, if worse than LOS D (E or F), should also be maintained; and

- The project increases traffic demand at the study intersection by 2% of the capacity (ICU increase ≥ 0.020), causing or worsening LOS E or F (ICU ≥ 0.901). At unsignalized intersections, a significant impact is defined as a project that adds 2% or more traffic delay (seconds per vehicle) at an intersection operating at LOS E or F.

2.0 EXISTING CONDITIONS

This section describes the existing conditions of the study area including the existing roadway description, intersection geometry and traffic volumes.

2.1 Roadway Description

Exhibit 4 illustrates the existing intersection and roadway geometry for the study area. The characteristics of the roadway system in the vicinity of the project site are described below:

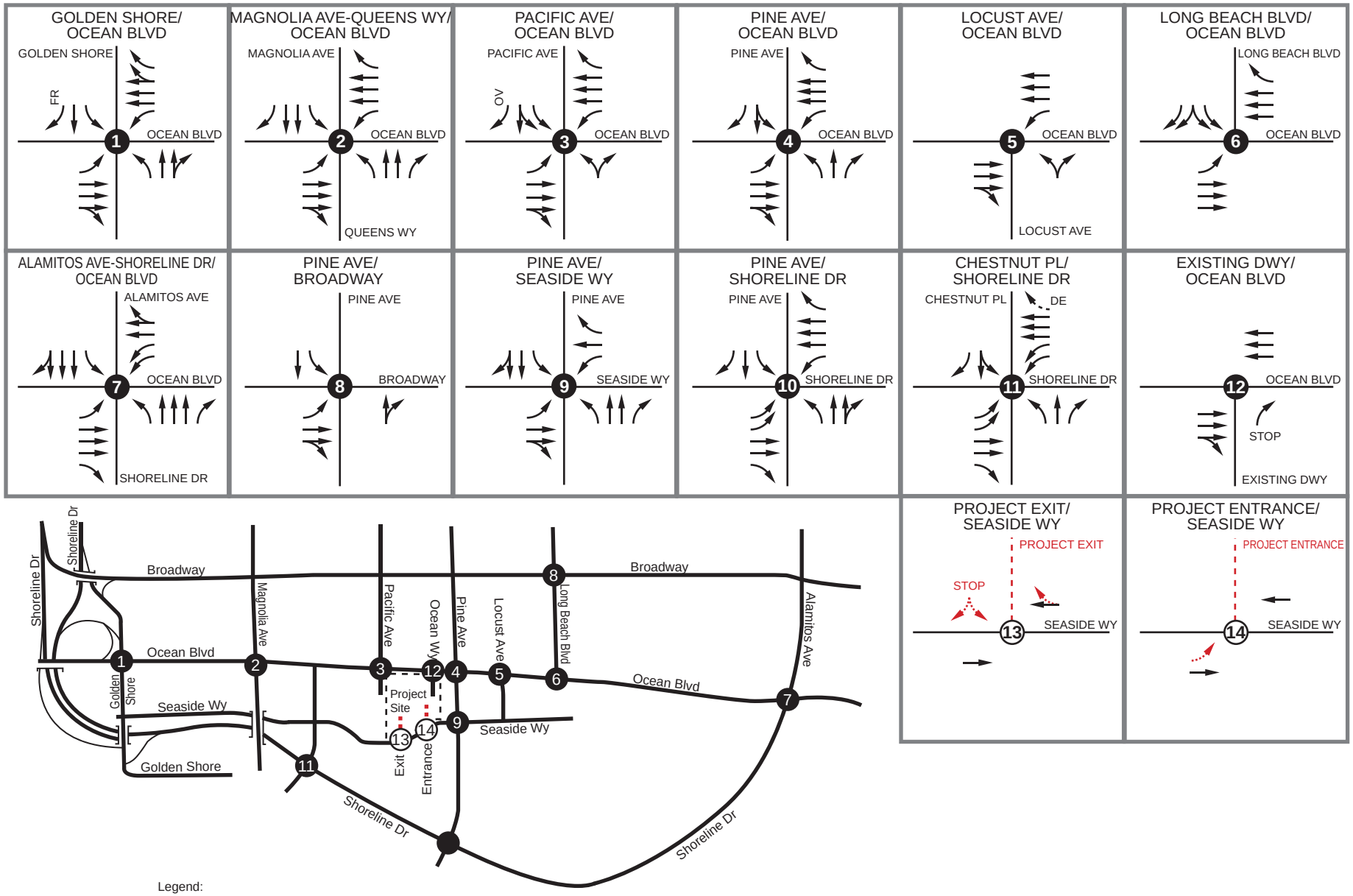
Ocean Boulevard is a seven-lane divided roadway between Golden Shore and Magnolia Avenue, and a six-lane divided roadway east of Magnolia Avenue, traversing in an east-west direction. The posted speed along Ocean Boulevard is 30 miles per hour (mph) in the vicinity of the project site. On street parking is generally permitted along Ocean Boulevard except on the north side west of Magnolia Avenue and on the north side of the street between Pacific Avenue and Pine Avenue. Key signalized intersections are located along Ocean Boulevard at Golden Shore, Magnolia Avenue, Pacific Avenue, Pine Avenue, Locust Avenue, Long Beach Boulevard and Alamitos Avenue-Shoreline Drive.

Seaside Way is a three-lane divided roadway west of the Queens Way Bridge, a four-lane divided roadway between Queens Way Bridge and Chestnut Place, a two-lane divided roadway between Chestnut Place and Pine Avenue, a four-lane divided roadway between Pine Avenue and Collins Way, and a three-lane divided roadway east of Collins Way, trending in an east-west direction. Seaside Way borders the project site to the south where the project access will be located. The posted speed limit along Seaside Way is 25 mph. On-street parking is generally prohibited along Seaside Way west of the Queens Way Bridge and generally permitted between the Queens Way Bridge and Pine Avenue. On-street parking is generally prohibited east of Pine Avenue except on the north side of the street east of Collins Way. A signalized intersection is located on Seaside Way at Pine Avenue.

Pine Avenue is a four-lane divided roadway south of Ocean Boulevard and a two-lane divided roadway north of Ocean Boulevard, trending in a north-south direction. On-street parking is permitted between Ocean Boulevard and Seaside Way. On-street parking is prohibited north of Ocean Boulevard and south of Seaside Way.

2.2 Existing Conditions Traffic Volumes

To determine the existing operation of the study intersections, AM and PM peak hour intersection movement counts were collected. Available count data conducted in various months (January, March, and November) of 2014 was compiled. AM peak period intersection counts were collected from 7:00 AM to 9:00 AM, and PM peak period intersection counts were collected from 4:00 PM to 6:00 PM. The counts used in this analysis were taken from the highest hour within the peak period counted. Exhibit 5 shows existing conditions AM and PM peak hour volumes at the study intersections. It should be noted that the project site is currently being used as a paid-per-use parking lot with a right-in/right-out access driveway on Ocean Boulevard west of Pine Avenue. Traffic count data sheets are included in Appendix A of this report.



Not to Scale

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Existing Intersection Geometry

Exhibit 4

Intersection	Leg	Left	Through	Right
1 Golden Shore / Ocean Blvd	Ocean Blvd (EB)	385/417	1054/888	102/43
	Golden Shore (NB)	9/5	8/4	99/44
	Ocean Blvd (WB)	65/158	686/1314	147/167
	Golden Shore (SB)	56/187	66/370	108/112
2 Magnolia Ave-Queens Wy / Ocean Blvd	Ocean Blvd (EB)	145/90	1348/932	65/48
	Magnolia Ave (NB)	114/118	81/71	263/306
	Ocean Blvd (WB)	129/170	572/1333	33/21
	Queens Wy (SB)	13/42	10/86	18/45
3 Pacific Ave / Ocean Blvd	Ocean Blvd (EB)	133/129	1249/958	11/3
	Pacific Ave (NB)	206/115	3/3	219/164
	Ocean Blvd (WB)	138/199	638/1380	7/5
	Pacific Ave (SB)	2/0	0/2	0/2
4 Pine Ave / Ocean Blvd	Ocean Blvd (EB)	87/47	1283/978	85/83
	Pine Ave (NB)	18/87	49/70	53/102
	Ocean Blvd (WB)	29/64	597/1242	79/110
	Pine Ave (SB)	54/143	32/160	104/163
5 Locust Ave / Ocean Blvd	Ocean Blvd (EB)	0/0	1469/1015	52/16
	Locust Ave (NB)	0/0	0/0	0/0
	Ocean Blvd (WB)	0/0	604/1454	14/16
	Locust Ave (SB)	2/8	0/0	1/2
6 Long Beach Blvd / Ocean Blvd	Ocean Blvd (EB)	97/103	1368/861	0/0
	Long Beach Blvd (NB)	57/104	0/0	188/209
	Ocean Blvd (WB)	85/124	525/1427	0/0
		0/0	0/0	0/0
7 Alamitos Ave-Shoreline Dr / Ocean Blvd	Ocean Blvd (EB)	59/54	1392/623	305/134
	Alamitos Ave (NB)	52/76	300/113	385/185
	Ocean Blvd (WB)	106/319	440/1587	17/10
	Shoreline Dr (SB)	109/336	80/541	40/43
8 Pine Ave / Broadway	Broadway (EB)	0/0	0/0	0/0
	Pine Ave (NB)	36/79	136/132	0/0
	Broadway (WB)	27/35	566/1077	95/64
	Pine Ave (SB)	47/105	62/183	0/0
9 Pine Ave / Seaside Wy	Seaside Wy (EB)	25/48	126/105	13/17
	Pine Ave (NB)	57/19	77/136	52/49
	Seaside Wy (WB)	65/35	70/121	6/6
	Pine Ave (SB)	19/62	108/245	10/41
10 Pine Ave / Shoreline Dr	Shoreline Dr (EB)	36/65	618/192	2/15
	Pine Ave (NB)	27/91	4/22	68/52
	Shoreline Dr (WB)	89/86	205/841	2/22
	Pine Ave (SB)	4/12	1/14	0/15
11 Chestnut Pl / Shoreline Dr	Shoreline Dr (EB)	153/37	345/167	134/44
	Chestnut Pl (NB)	8/61	4/3	97/60
	Shoreline Dr (WB)	142/94	270/560	38/21
	Chestnut Pl (SB)	34/247	3/16	5/67
12 Existing Dwy-Ocean Wy / Ocean Blvd	Ocean Blvd (EB)	0/0	1440/1243	0/0
	Existing Dwy-Ocean Wy (NB)	3/11	0/0	0/0
	Ocean Blvd (WB)	0/0	702/1405	8/13
		0/0	0/0	0/0
13 Project Exit / Seaside Wy	Seaside Wy (EB)	0/0	184/160	0/0
	Project Exit (NB)	0/0	0/0	0/0
	Seaside Wy (WB)	0/0	137/348	0/0
		0/0	0/0	0/0
14 Project Entrance / Seaside Wy	Seaside Wy (EB)	0/0	184/160	0/0
	Project Entrance (NB)	0/0	0/0	0/0
	Seaside Wy (WB)	0/0	137/348	0/0
		0/0	0/0	0/0

XX/XX = AM/PM peak hour traffic volumes

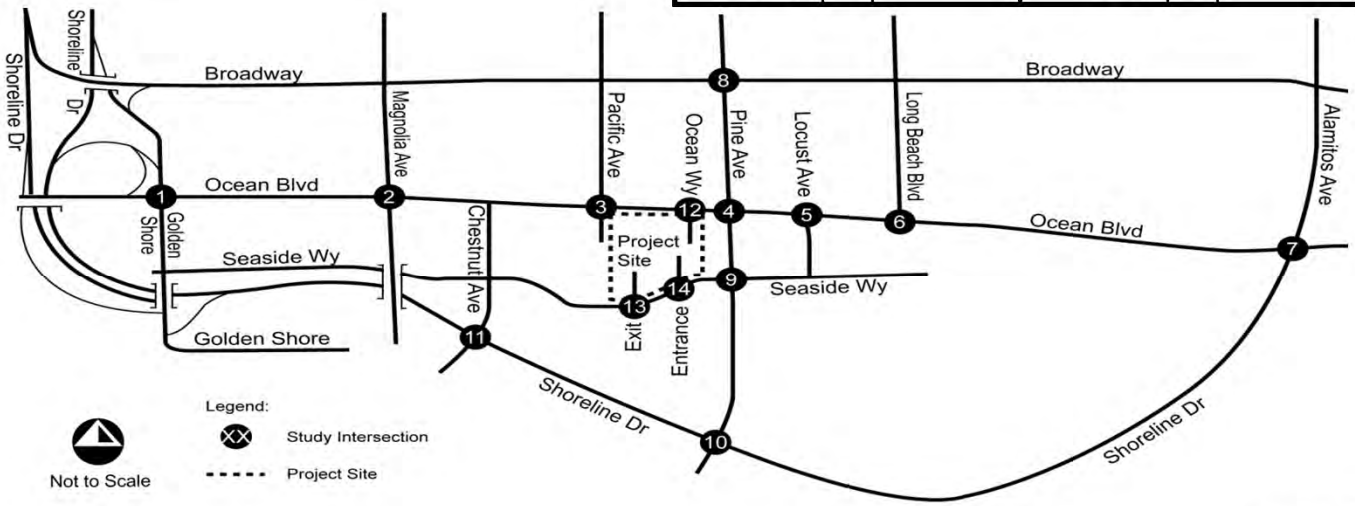


Exhibit 5

Existing Intersection Volumes

2.3 Existing Conditions Peak Hour Intersection Level of Service

Table 4 summarizes the intersection operations analysis results for existing AM and PM peak hour conditions. Appendix B includes the existing conditions intersection operations analysis worksheets. As shown in Table 4, all twelve existing study intersections are operating at LOS D or better, except for the following intersection:

- Alamitos Avenue-Shoreline Drive at Ocean Boulevard – LOS E (AM)

Table 4

Existing Conditions Intersection Analysis Summary

Intersection			Existing Conditoins			
			AM Peak		PM Peak	
No.	Name	Type[1]	ICU/HCM[2]	LOS	ICU/HCM[2]	LOS
1	Golden Shore / Ocean Blvd	TS	0.517	A	0.632	B
2	Magnolia Ave / Ocean Blvd	TS	0.654	B	0.650	B
3	Pacific Ave / Ocean Blvd	TS	0.553	A	0.503	A
4	Pine Ave / Ocean Blvd	TS	0.532	A	0.674	B
5	Locust Ave / Ocean Blvd	TS	0.458	A	0.473	A
6	Long Beach Blvd / Ocean Blvd	TS	0.517	A	0.483	A
7	Alamitos Ave / Ocean Blvd	TS	0.965	E	0.848	D
8	Pine Ave / Broadway	TS	0.437	A	0.726	C
9	Pine Ave / Seaside Wy	TS	0.287	A	0.286	A
10	Pine Ave / Shoreline Dr	TS	0.342	A	0.477	A
11	Chestnut Pl / Shoreline Dr	TS	0.407	A	0.565	A
12	Existing Dwy / Ocean Blvd	NBS	9.7	A	11.8	B

Note

[1] Intersection Type: TS = Traffic Signal; CS = Cross-Street Stop; NBS = Northbound Stop

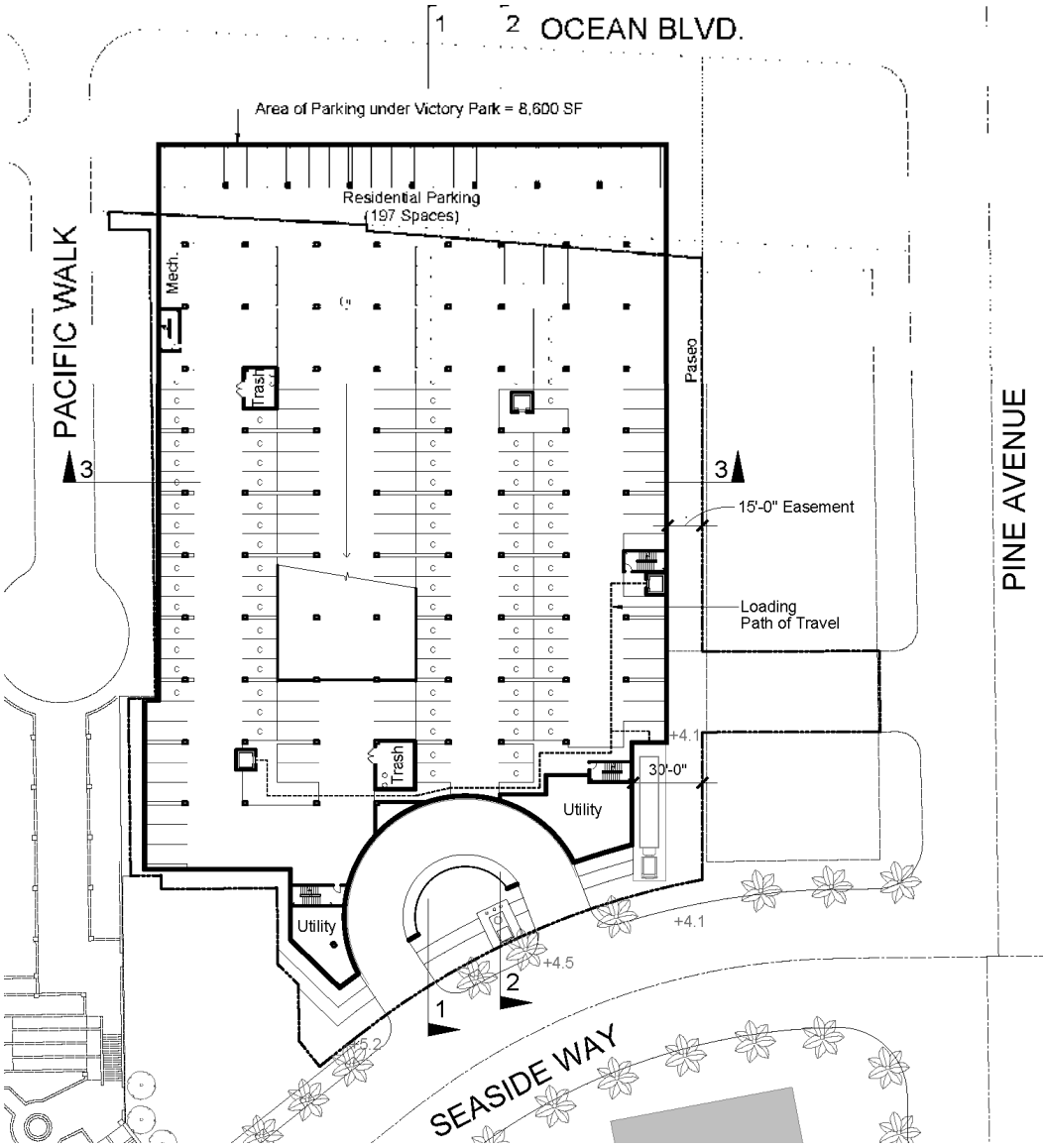
[2] Signalized: Intersection Capacity Utilization (ICU) Analysis Method, Volume/Capacity (V/C) Ratio

Unsignalized: 2000 Highway Capacity Manual (HCM) Analysis Method, Average Delay in Seconds.

3.0 PROPOSED PROJECT

The proposed Oceanaire Apartments is consists of 216 dwelling units of multi-family residential apartments. Two access driveways are provided on Seaside Way for the project site via an entrance and an exit to the parking garage. The project site is currently being used as a paid-per-use parking lot with a right-in/right-out access driveway on Ocean Boulevard west of Pine Avenue, and this right-in/right-out only access driveway will become a pedestrian paseo such that the proposed project will not have vehicular access on Ocean Boulevard. The project is planned to open in Year 2017. Exhibit 2 shows the project circulation plan.

Exhibit 6 – Project Circulation Plan



3.1 Project Trip Generation

Table 5 summarizes the project trip generation summary. Trip rates published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition, 2012)* are used to calculate the number of trips that will be generated by the project. As shown in Table 5, the new project-only trips will be approximately 1,436 daily trips with 111 AM peak hour trips and 134 PM peak hour trips.

The project site is currently being used as a paid-per-use parking lot with a right-in/right-out access driveway on Ocean Boulevard west of Pine Avenue, and this right-in/right-out only access driveway will become a pedestrian paseo such that the proposed project will not have vehicular access on Ocean Boulevard. The current site traffic is 185 daily trips with 11 AM peak hour trips and 24 PM peak hour trips, which is based on the existing traffic count collected at the right-in/right-out access driveway on Ocean Boulevard west of Pine Avenue. No existing trip credit is adjusted for the current site traffic at the off-site study intersections.

3.2 Project Project Trip Distribution

Exhibit 7 shows the project trip distribution percentages for the proposed Oceanaire Apartments.

3.3 Project Traffic Assignment

Exhibit 8 shows the corresponding assignment of new project-only AM and PM peak hour intersection traffic volumes assuming the trip percent distribution shown in Exhibit 7.

Table 5

Project Traffic Generation Summary

Trip Rates										
Project				Daily	AM Peak			PM Peak		
No.	Land Use	Code[1]	Unit[2]		Total	In%	Out%	Total	In%	Out%
1	Apartments	ITE 220	DU	***6.65***	***0.51***	*20%*	*80%*	***0.62***	*65%*	*35%*

Traffic Generation									
Project			Daily	AM Peak			PM Peak		
No.	Land Use	Quantity[2]		Total	In	Out	Total	In	Out
1	Apartments	216 DU	**1,436**	**111**	22	89	**134**	86	48

Note

[1] Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, 2012

[2] DU = dwelling unit

Intersection	Leg	Left	Through	Right
1 Golden Shore / Ocean Blvd	Golden Shore	0 : 10	0 : 10	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Golden Shore	0 : 0	10 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
2 Magnolia Ave-Queens Wy / Ocean Blvd	Magnolia Ave	0 : 0	0 : 20	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Queens Wy	0 : 0	10 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
3 Pacific Ave / Ocean Blvd	Pacific Ave	0 : 0	0 : 20	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Pacific Ave	0 : 0	10 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
4 Pine Ave / Ocean Blvd	Pine Ave	0 : 0	0 : 0	30 : 0
	Ocean Blvd	0 : 0	20 : 0	0 : 0
	Pine Ave	0 : 0	0 : 0	10 : 0
	Ocean Blvd	0 : 20	0 : 10	0 : 45
5 Locust Ave / Ocean Blvd	Locust Ave	0 : 0	30 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Locust Ave	0 : 0	45 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
6 Long Beach Blvd / Ocean Blvd	Long Beach Blvd	0 : 0	20 : 0	0 : 0
	Ocean Blvd	10 : 0	0 : 0	0 : 0
		0 : 10	0 : 35	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
7 Alamitos Ave-Shoreline Dr / Ocean Blvd	Alamitos Ave	0 : 0	5 : 0	0 : 0
	Ocean Blvd	15 : 0	15 : 0	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 30	0 : 5	0 : 0
8 Pine Ave / Broadway	Pine Ave	0 : 0	0 : 0	0 : 0
	Broadway	0 : 0	10 : 0	0 : 0
	Pine Ave	0 : 0	0 : 0	10 : 0
	Broadway	0 : 0	0 : 10	0 : 0
9 Pine Ave / Seaside Wy	Pine Ave	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	60 : 0
	Pine Ave	40 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0
10 Pine Ave / Shoreline Dr	Pine Ave	15 : 0	0 : 0	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 25
	Pine Ave	0 : 0	0 : 0	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0
11 Chestnut Pl / Shoreline Dr	Chestnut Pl	0 : 0	0 : 25	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0
	Chestnut Pl	0 : 0	25 : 0	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0
12 Existing Dwy-Ocean Wy / Ocean Blvd		0 : 0	0 : 20	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Existing Dwy-Ocean Wy	0 : 0	10 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
13 Project Exit / Seaside Wy	Project Exit	0 : 0	0 : 0	0 : 100
	Seaside Wy	0 : 0	0 : 0	0 : 0
	Project Exit	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0
14 Project Entrance / Seaside Wy	Project Entrance	100 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0
	Project Entrance	0 : 0	0 : 100	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0

XX : XX = Inbound : Outbound Trip Distribution Percentage (%)

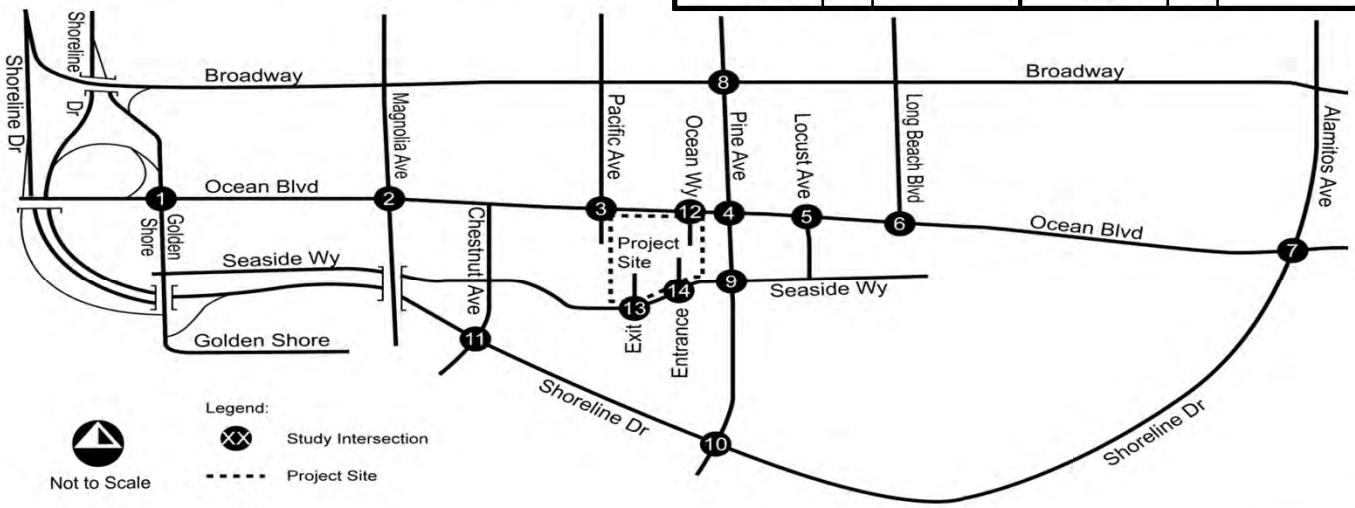


Exhibit 7

Project Trip Distribution Percentages

Intersection	Ocean Blvd	Ocean Blvd	Golden Shore	Golden Shore
1 Golden Shore / Ocean Blvd	0/0 ↖ 9/5	0/0 ↑ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0
	0/0 ← 9/5	0/0 → 2/9	0/0 ↓ 0/0	0/0 ↙ 0/0
	0/0 ↙ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0	0/0 ↖ 0/0
2 Magnolia Ave-Queens Wy / Ocean Blvd	0/0 ↖ 0/0	0/0 ↑ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0
	0/0 ← 18/10	0/0 → 2/9	0/0 ↓ 0/0	0/0 ↙ 0/0
	0/0 ↙ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0	0/0 ↖ 0/0
3 Pacific Ave / Ocean Blvd	0/0 ↖ 0/0	0/0 ↑ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0
	0/0 ← 18/10	0/0 → 2/9	0/0 ↓ 0/0	0/0 ↙ 0/0
	0/0 ↙ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0	0/0 ↖ 0/0
4 Pine Ave / Ocean Blvd	0/0 ↖ 0/0	18/10 ↑ 9/5	40/22 ↗	0/0 ↘ 0/0
	0/0 ← 0/0	0/0 → 0/0	0/0 ↓ 4/17	0/0 ↙ 0/0
	0/0 ↙ 7/26	0/0 ↗ 0/0	0/0 ↘ 0/0	0/0 ↖ 0/0
5 Locust Ave / Ocean Blvd	0/0 ↖ 0/0	0/0 ↑ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0
	0/0 ← 7/26	0/0 → 40/22	0/0 ↓ 0/0	0/0 ↙ 0/0
	0/0 ↙ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0	0/0 ↖ 0/0
6 Long Beach Blvd / Ocean Blvd	0/0 ↖ 0/0	0/0 ↑ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0
	0/0 ← 4/17	0/0 → 31/17	0/0 ↓ 0/0	2/9 ↙ 0/0
	0/0 ↙ 0/0	0/0 ↗ 9/5	0/0 ↘ 0/0	0/0 ↖ 0/0
7 Alamitos Ave-Shoreline Dr / Ocean Blvd	0/0 ↖ 0/0	0/0 ↑ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0
	0/0 ← 1/4	0/0 → 4/2	0/0 ↓ 3/13	3/13 ↙ 0/0
	0/0 ↙ 0/0	0/0 ↗ 27/14	0/0 ↘ 0/0	0/0 ↖ 0/0
8 Pine Ave / Broadway	0/0 ↖ 0/0	0/0 ↑ 9/5	0/0 ↗ 0/0	0/0 ↘ 0/0
	0/0 ← 0/0	0/0 → 0/0	0/0 ↓ 2/9	0/0 ↙ 0/0
	0/0 ↙ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0	0/0 ↖ 0/0
9 Pine Ave / Seaside Wy	0/0 ↖ 0/0	9/34 ↑ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0
	0/0 ← 0/0	0/0 → 0/0	0/0 ↓ 0/0	13/52 ↙ 0/0
	0/0 ↙ 0/0	0/0 ↗ 67/36	0/0 ↘ 22/12	0/0 ↖ 0/0
10 Pine Ave / Shoreline Dr	0/0 ↖ 3/13	0/0 ↑ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0
	0/0 ← 0/0	0/0 → 0/0	0/0 ↓ 0/0	22/12 ↙ 0/0
	0/0 ↙ 0/0	0/0 ↗ 6/22	0/0 ↘ 0/0	0/0 ↖ 0/0
11 Chestnut Pl / Shoreline Dr	0/0 ↖ 0/0	0/0 ↑ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0
	0/0 ← 22/12	0/0 → 6/22	0/0 ↓ 0/0	0/0 ↙ 0/0
	0/0 ↙ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0	0/0 ↖ 0/0
12 Existing Dwy-Ocean Wy / Ocean Blvd	0/0 ↖ 0/0	0/0 ↑ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0
	0/0 ← 18/10	0/0 → 2/9	0/0 ↓ 0/0	0/0 ↙ 0/0
	0/0 ↙ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0	0/0 ↖ 0/0
13 Project Exit / Seaside Wy	0/0 ↖ 0/0	0/0 ↑ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0
	0/0 ← 0/0	0/0 → 0/0	0/0 ↓ 0/0	89/48 ↙ 0/0
	0/0 ↙ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0	0/0 ↖ 0/0
14 Project Entrance / Seaside Wy	0/0 ↖ 22/86	0/0 ↑ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0
	0/0 ← 0/0	0/0 → 89/48	0/0 ↓ 0/0	0/0 ↙ 0/0
	0/0 ↙ 0/0	0/0 ↗ 0/0	0/0 ↘ 0/0	0/0 ↖ 0/0

XX/XX = AM/PM peak hour traffic volumes

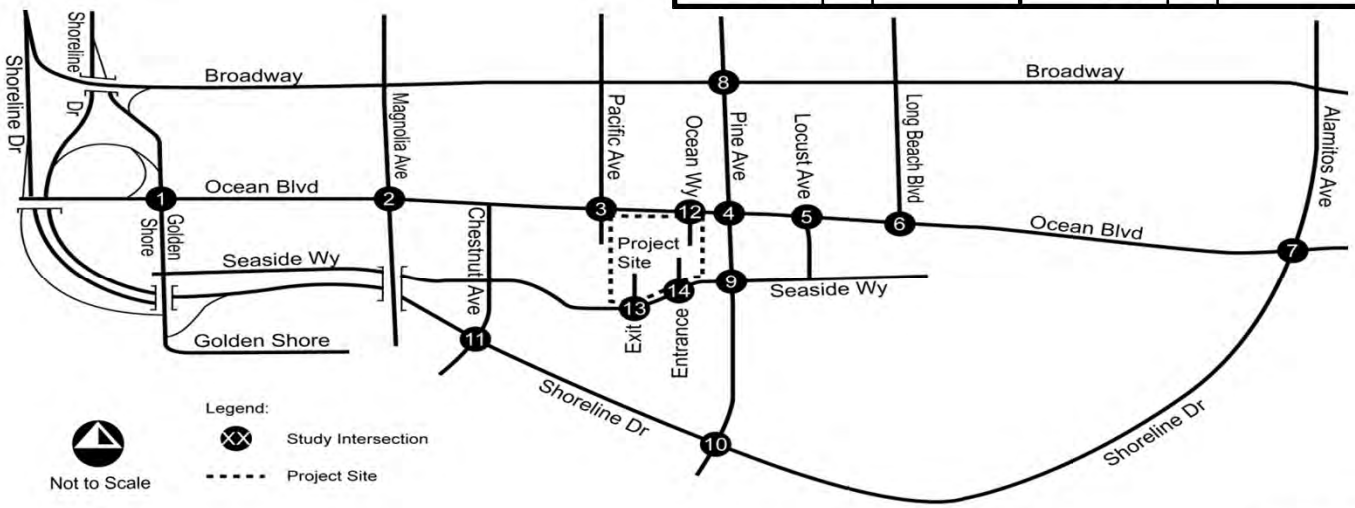


Exhibit 8

New Project-Only Intersection Volumes

4.0 FUTURE TRAFFIC FORECAST

This section presents the future traffic forecast with the addition of trips generated by the proposed project on the existing conditions including the background ambient growth. Future conditions with other cumulative developments are also considered. The following future conditions are presented:

- Existing Plus Project (E+P);
- 2017 Cumulative No Project (2017C) conditions; and
- 2017 Cumulative Plus Project (2017C+P) conditions.

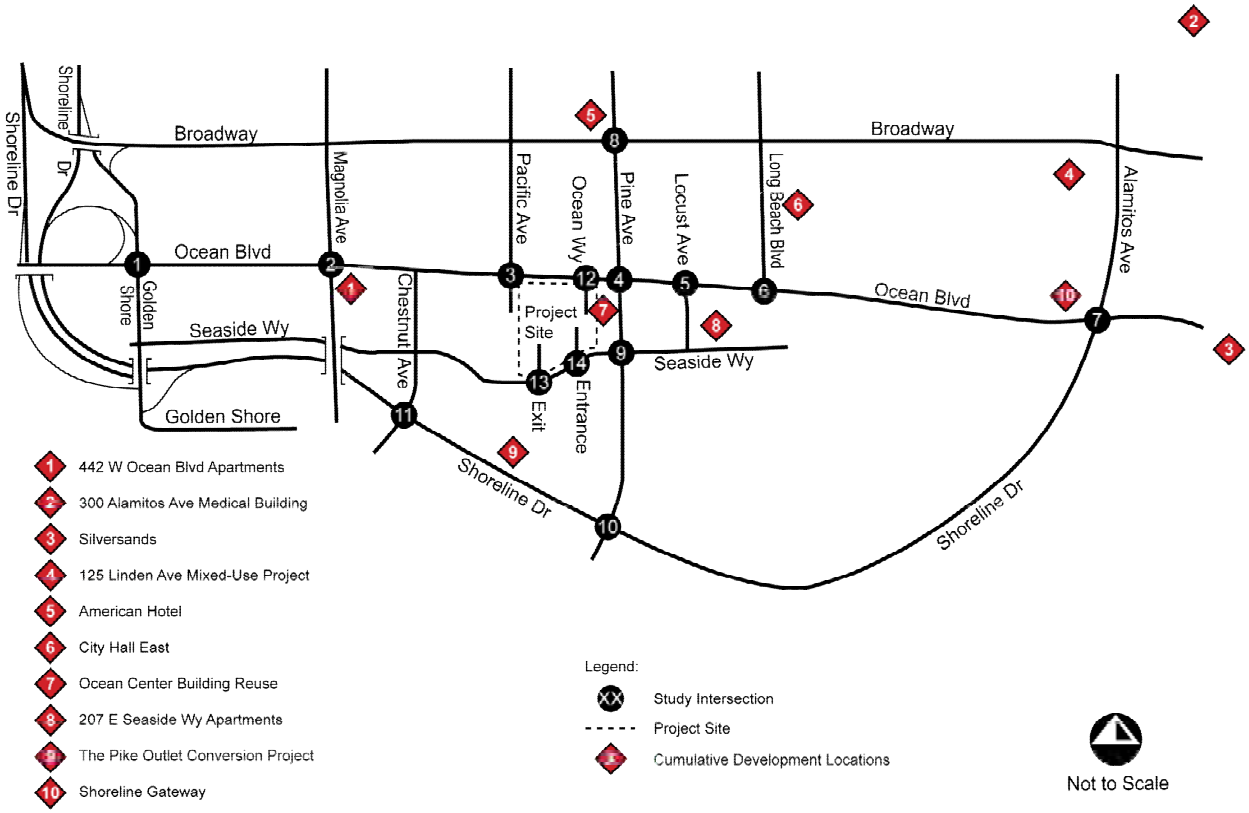
4.1 Ambient Growth Rate

A background ambient growth rate of 1% per year is used to account for the growth of existing traffic when the project is anticipated to open in two years in Year 2017. An annual growth rate of 1% for three years from Year 2014 is a total of 3%.

4.2 Cumulative Development Traffic

City of Long Beach has provided a list of ten (10) cumulative developments to be included in the traffic analysis and their general locations are shown in Exhibit 9.

Exhibit 9 – Cumulative Development Locations



The ten cumulative developments include the following projects:

1. 442 West Ocean Boulevard Apartments
2. 300 Alamitos Avenue Medical Building
3. Silversands
4. 125 Linden Avenue Mixed-Use Project
5. American Hotel
6. City Hall East
7. Ocean Center Building Reuse
8. 207 East Seaside Way Apartments
9. The Pike Outlet Conversion Project
10. Shoreline Gateway

Table 6 summarizes the cumulative development trip generation summary. Trip rates published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition, 2012)* are used to calculate the number of trips that will be generated by the ten cumulative developments. As shown in Table 6, the ten cumulative developments will generate approximately 12,794 daily trips with 778 AM peak hour trips and 1,116 PM peak hour trips. Appendix C shows the trip distribution percentages for the cumulative developments. Exhibit 10 shows the cumulative development AM and PM peak hour intersection volumes.

4.3 Existing Plus Project Conditions Traffic Volumes

Exhibit 11 shows Existing Plus Project (E+P) conditions AM and PM peak hour intersection traffic volumes.

4.4 Year 2017 Cumulative No Project Conditions Traffic Volumes

Exhibit 12 shows 2017 Cumulative No Project (2017C) conditions AM and PM peak hour intersection traffic volumes.

4.5 Year 2017 Cumulative Plus Project Conditions Traffic Volumes

Exhibit 13 shows 2017 Cumulative Plus Project (2017C+P) conditions AM and PM peak hour intersection traffic volumes.

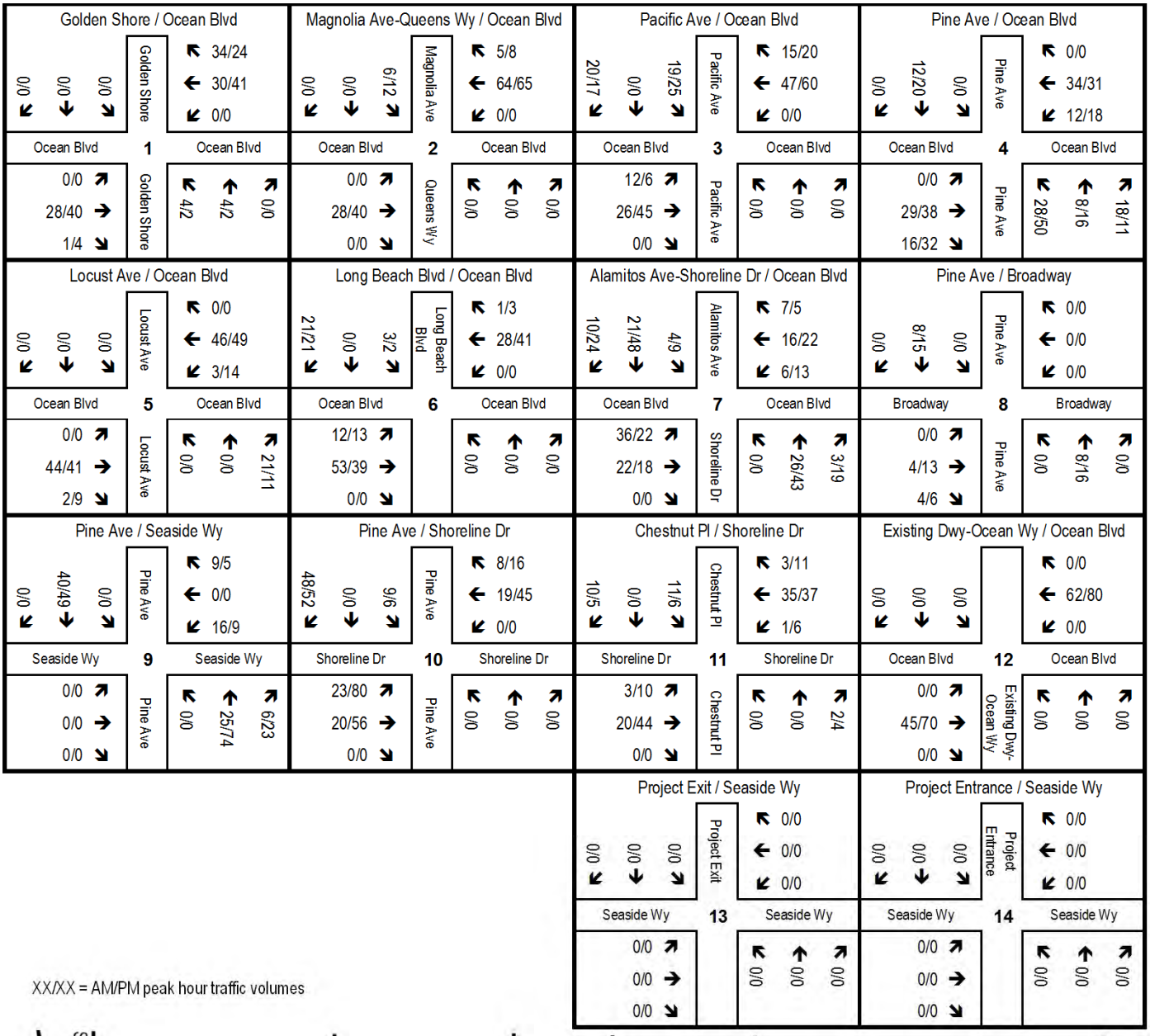
Table 6

Cumulative Development Traffic Generation Summary

Traffic Generation									
Cumulative			2-Way Daily	AM Peak			PM Peak		
No.	Project	Land Use[1]		Total	In	Out	Total	In	Out
1	442 W Ocean Blvd Apartments	95 DU Apartments	**632**	**48**	10	38	**59**	38	21
2	300 Alamitos Ave Medical Building	14,325 SF Medical Office & Senior Housing	**518**	**34**	27	7	**51**	14	37
3	Silversands	72-Room Hotel & 33 DU Apartments	**807**	**55**	25	30	**63**	35	28
4	125 Linden Ave Mixed-Use Project	25 DU Apartments & 1,257 SF Retail	**220**	**14**	4	10	**21**	12	9
5	American Hotel	7,326 SF Office & 7,326 SF Restaurant	**780**	**90**	53	37	**53**	27	26
6	City Hall East	156 DU Apartments & 3,621 SF Retail	**1,192**	**83**	18	65	**110**	69	41
7	Ocean Center Building Reuse	81 DU Apartments, 5,000 SF Restaurant & 5,400 Retail	**1,247**	**100**	41	59	**98**	60	38
8	207 E Seaside Wy Apartments	113 DU Apartments	**751**	**58**	11	47	**70**	45	25
9	The Pike Outlet Conversion Project	Convert to Retail Outlet & New 49,852 SF Retail	**2,266**	**63**	41	22	**209**	85	124
10	Shoreline Gateway	445 DU condominium & 15,549 SF Retail	**4,381**	**233**	60	173	**382**	226	156
Total Cumulative Trips			**12,794**	**778**	290	488	**1,116**	611	505

Note

[1] SF = square feet; DU = dwelling unit



XX/XX = AM/PM peak hour traffic volumes

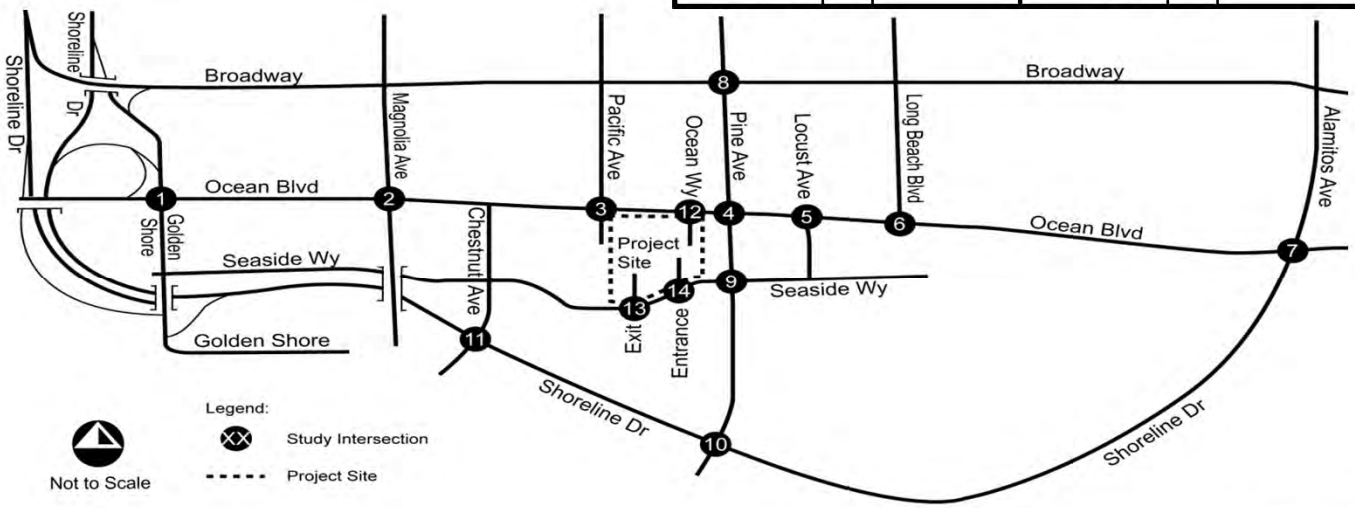


Exhibit 10

Cumulative Development Intersection Volumes

Intersection	Leg	Left	Through	Right
1 Golden Shore / Ocean Blvd	Ocean Blvd (EB)	394/422	1063/893	102/43
	Golden Shore (NB)	9/5	8/4	99/44
	Ocean Blvd (WB)	65/158	688/1323	147/167
	Golden Shore (SB)	56/187	66/370	108/112
2 Magnolia Ave-Queens Wy / Ocean Blvd	Ocean Blvd (EB)	145/90	1366/942	65/48
	Magnolia Ave (NB)	114/118	81/71	263/306
	Ocean Blvd (WB)	129/170	574/1342	33/21
	Queens Wy (SB)	13/42	10/86	18/45
3 Pacific Ave / Ocean Blvd	Ocean Blvd (EB)	133/129	1267/968	11/3
	Pacific Ave (NB)	206/115	3/3	219/164
	Ocean Blvd (WB)	138/199	640/1389	7/5
	Pacific Ave (SB)	2/0	0/2	0/2
4 Pine Ave / Ocean Blvd	Ocean Blvd (EB)	87/47	1283/978	92/109
	Pine Ave (NB)	18/87	53/87	53/102
	Ocean Blvd (WB)	29/64	597/1242	81/119
	Pine Ave (SB)	94/165	41/165	122/173
5 Locust Ave / Ocean Blvd	Ocean Blvd (EB)	0/0	1476/1041	52/16
	Locust Ave (NB)	0/0	0/0	0/0
	Ocean Blvd (WB)	0/0	644/1476	14/16
	Locust Ave (SB)	2/8	0/0	1/2
6 Long Beach Blvd / Ocean Blvd	Ocean Blvd (EB)	97/103	1372/878	0/0
	Long Beach Blvd (NB)	57/104	0/0	190/218
	Ocean Blvd (WB)	94/129	556/1444	0/0
	(SB)	0/0	0/0	0/0
7 Alamitos Ave-Shoreline Dr / Ocean Blvd	Ocean Blvd (EB)	59/54	1393/627	305/134
	Alamitos Ave (NB)	52/76	303/126	388/198
	Ocean Blvd (WB)	133/333	444/1589	17/10
	Shoreline Dr (SB)	109/336	80/541	40/43
8 Pine Ave / Broadway	Broadway (EB)	0/0	0/0	0/0
	Pine Ave (NB)	36/79	138/141	0/0
	Broadway (WB)	27/35	566/1077	97/73
	Pine Ave (SB)	47/105	71/188	0/0
9 Pine Ave / Seaside Wy	Seaside Wy (EB)	25/48	126/105	13/17
	Pine Ave (NB)	57/19	77/136	65/101
	Seaside Wy (WB)	65/35	70/121	15/40
	Pine Ave (SB)	86/98	108/245	32/53
10 Pine Ave / Shoreline Dr	Shoreline Dr (EB)	39/78	618/192	2/15
	Pine Ave (NB)	27/91	4/22	90/64
	Shoreline Dr (WB)	4/12	1/14	0/15
	Pine Ave (SB)	95/108	205/841	2/22
11 Chestnut Pl / Shoreline Dr	Shoreline Dr (EB)	153/37	367/179	134/44
	Chestnut Pl (NB)	8/61	4/3	97/60
	Shoreline Dr (WB)	34/247	3/16	5/67
	Chestnut Pl (SB)	142/94	276/582	38/21
12 Existing Dwy-Ocean Wy / Ocean Blvd	Ocean Blvd (EB)	0/0	1458/1253	0/0
	Existing Dwy-Ocean Wy (NB)	3/11	0/0	0/0
	Ocean Blvd (WB)	0/0	704/1414	8/13
	(SB)	0/0	0/0	0/0
13 Project Exit / Seaside Wy	Seaside Wy (EB)	0/0	184/160	0/0
	Project Exit (NB)	89/48	0/0	0/0
	Seaside Wy (WB)	0/0	0/0	0/0
	(SB)	0/0	137/348	0/0
14 Project Entrance / Seaside Wy	Seaside Wy (EB)	22/86	184/160	0/0
	Project Entrance (NB)	0/0	0/0	0/0
	Seaside Wy (WB)	0/0	0/0	0/0
	(SB)	0/0	226/396	0/0

XX/XX = AM/PM peak hour traffic volumes

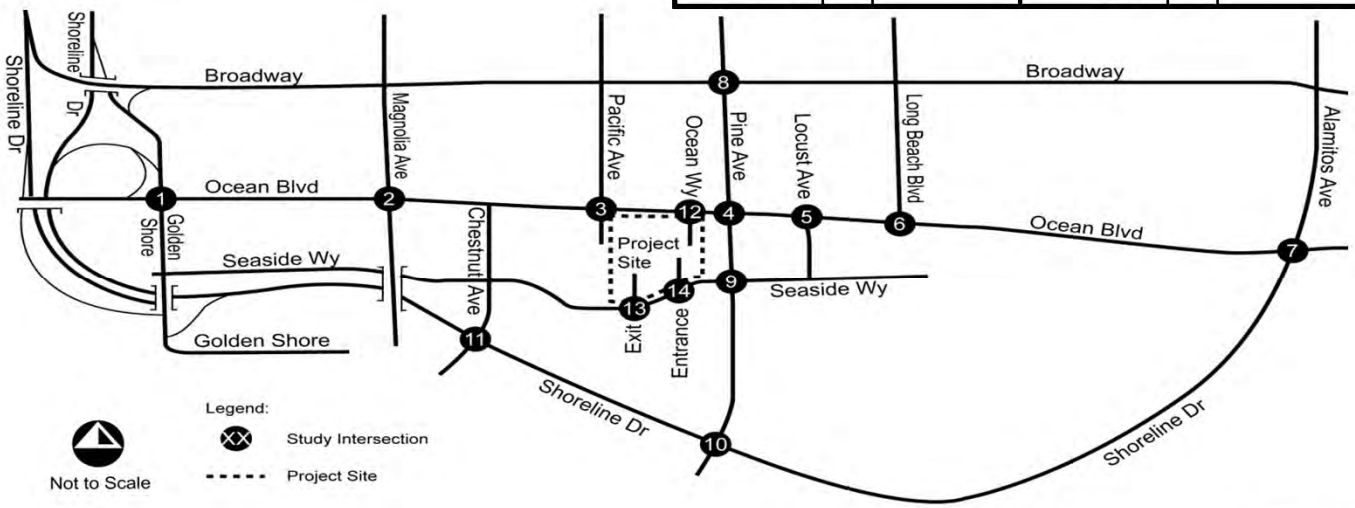


Exhibit 11

Existing Plus Project Intersection Volumes

Intersection	Ocean Blvd	Golden Shore	Ocean Blvd	Golden Shore
1 Golden Shore / Ocean Blvd	431/454	9/5	1125/964	8/4
	105/44	102/45	67/163	738/1405
	62/195	81/388	115/117	152/176
2 Magnolia Ave-Queens Wy / Ocean Blvd	150/99	123/134	1462/1033	83/73
	67/49	271/315	137/177	620/1424
	13/43	10/89	19/46	34/22
3 Pacific Ave / Ocean Blvd	152/153	231/143	1343/1055	3/3
	11/3	246/186	154/211	686/1478
	2/0	0/2	0/2	7/5
4 Pine Ave / Ocean Blvd	90/48	19/90	1365/1046	62/92
	100/104	55/105	30/66	647/1329
	135/218	41/181	74/158	97/145
5 Locust Ave / Ocean Blvd	0/0	0/0	1569/1102	0/0
	57/30	0/0	0/0	669/1550
	1/2	0/0	23/19	16/25
6 Long Beach Blvd / Ocean Blvd	101/109	62/109	1446/936	0/0
	0/0	215/236	100/141	597/1520
	0/0	0/0	0/0	0/0
7 Alamitos Ave-Shoreline Dr / Ocean Blvd	68/61	68/96	1458/691	342/175
	320/151	413/240	145/351	485/1662
	58/110	108/600	115/365	70/57
8 Pine Ave / Broadway	0/0	37/81	0/0	148/151
	0/0	0/0	28/36	591/1141
	0/0	72/205	48/108	102/72
9 Pine Ave / Seaside Wy	35/54	59/20	130/108	119/189
	29/27	54/50	20/64	111/252
	6/6	97/199	73/59	10/42
10 Pine Ave / Shoreline Dr	45/83	37/100	720/301	4/23
	2/15	118/106	115/169	249/987
	0/15	1/14	4/12	2/23
11 Chestnut Pl / Shoreline Dr	161/49	8/63	454/267	4/3
	139/51	100/62	149/107	327/692
	5/69	3/16	37/258	39/22
12 Existing Dwy-Ocean Wy / Ocean Blvd	0/0	0/0	1555/1369	0/0
	0/0	0/0	0/0	771/1529
	0/0	0/0	3/11	8/13
13 Project Exit / Seaside Wy	0/0	0/0	190/165	0/0
	0/0	0/0	0/0	141/359
	0/0	0/0	0/0	0/0
14 Project Entrance / Seaside Wy	0/0	0/0	190/165	0/0
	0/0	0/0	0/0	141/359
	0/0	0/0	0/0	0/0

XX/XX = AM/PM peak hour traffic volumes

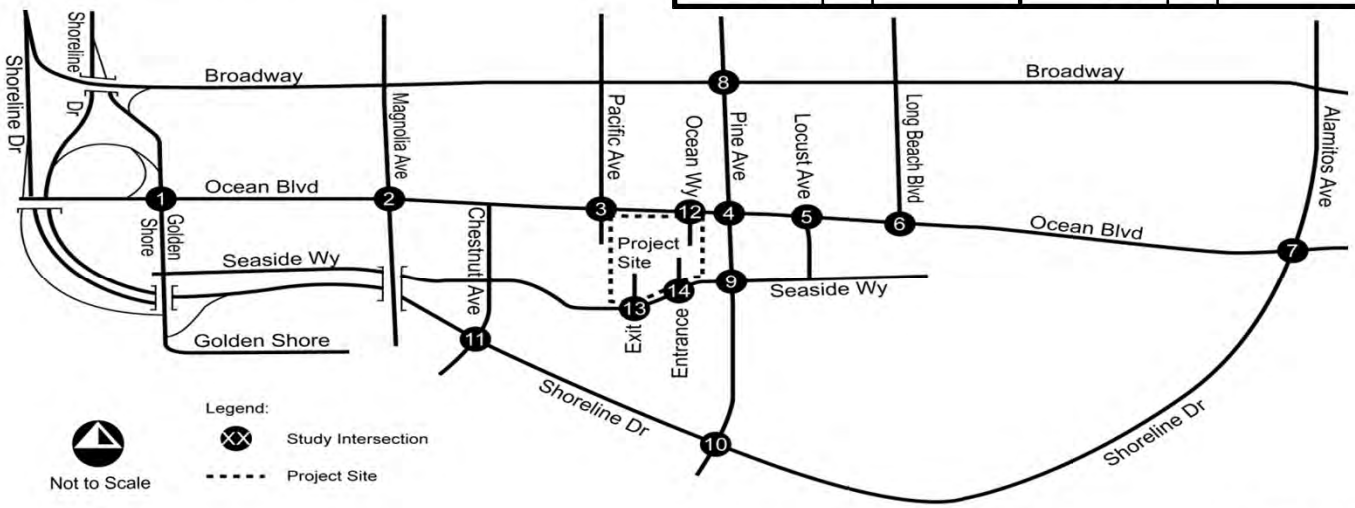


Exhibit 12

2017 Cumulative No Project Intersection Volumes

Intersection	Ocean Blvd	Golden Shore	Ocean Blvd
1 Golden Shore / Ocean Blvd	102/45 ↙, 8/4 ↓, 9/5 ↘	67/163 ↗, 740/1414 →, 152/176 ↘	440/459 ↖, 1134/969 ←, 105/44 ↙
2 Magnolia Ave-Queens Wy / Ocean Blvd	271/315 ↙, 83/73 ↓, 123/134 ↘	137/177 ↗, 622/1433 →, 34/22 ↘	150/99 ↖, 1480/1043 ←, 67/49 ↙
3 Pacific Ave / Ocean Blvd	246/186 ↙, 3/3 ↓, 231/143 ↘	154/211 ↗, 688/1486 →, 7/5 ↘	152/153 ↖, 1361/1065 ←, 11/3 ↙
4 Pine Ave / Ocean Blvd	55/105 ↙, 67/110 ↓, 19/90 ↘	30/66 ↗, 647/1329 →, 100/153 ↘	90/48 ↖, 1365/1046 ←, 107/130 ↙
5 Locust Ave / Ocean Blvd	0/0 ↙, 0/0 ↓, 0/0 ↘	109/146 ↗, 628/1537 →, 0/0 ↘	0/0 ↖, 1576/1128 ←, 57/30 ↙
6 Long Beach Blvd / Ocean Blvd	218/244 ↙, 0/0 ↓, 62/109 ↘	0/0 ↗, 0/0 →, 0/0 ↘	101/109 ↖, 1450/953 ←, 0/0 ↙
7 Alamitos Ave-Shoreline Dr / Ocean Blvd	417/253 ↙, 345/188 ↓, 68/96 ↘	172/365 ↗, 489/1665 →, 70/57 ↘	68/61 ↖, 1459/695 ←, 320/151 ↙
8 Pine Ave / Broadway	0/0 ↙, 150/159 ↓, 37/81 ↘	28/36 ↗, 591/1141 →, 104/81 ↘	0/0 ↖, 0/0 ←, 0/0 ↙
9 Pine Ave / Seaside Wy	67/102 ↙, 119/189 ↓, 59/20 ↘	87/100 ↗, 111/252 →, 32/54 ↘	35/54 ↖, 130/108 ←, 29/27 ↙
10 Pine Ave / Shoreline Dr	140/118 ↙, 4/23 ↓, 37/100 ↘	120/191 ↗, 249/987 →, 2/23 ↘	48/96 ↖, 720/301 ←, 2/15 ↙
11 Chestnut Pl / Shoreline Dr	100/62 ↙, 4/3 ↓, 8/63 ↘	149/107 ↗, 333/714 →, 39/22 ↘	161/49 ↖, 476/279 ←, 139/51 ↙
12 Existing Dwy-Ocean Wy / Ocean Blvd	0/0 ↙, 0/0 ↓, 0/0 ↘	0/0 ↗, 774/1538 →, 8/13 ↘	0/0 ↖, 1572/1379 ←, 0/0 ↙
13 Project Exit / Seaside Wy	0/0 ↙, 0/0 ↓, 89/48 ↘	0/0 ↗, 141/359 →, 0/0 ↘	0/0 ↖, 190/165 ←, 0/0 ↙
14 Project Entrance / Seaside Wy	0/0 ↙, 0/0 ↓, 0/0 ↘	0/0 ↗, 230/407 →, 0/0 ↘	22/86 ↖, 190/165 ←, 0/0 ↙

XX/XX = AM/PM peak hour traffic volumes

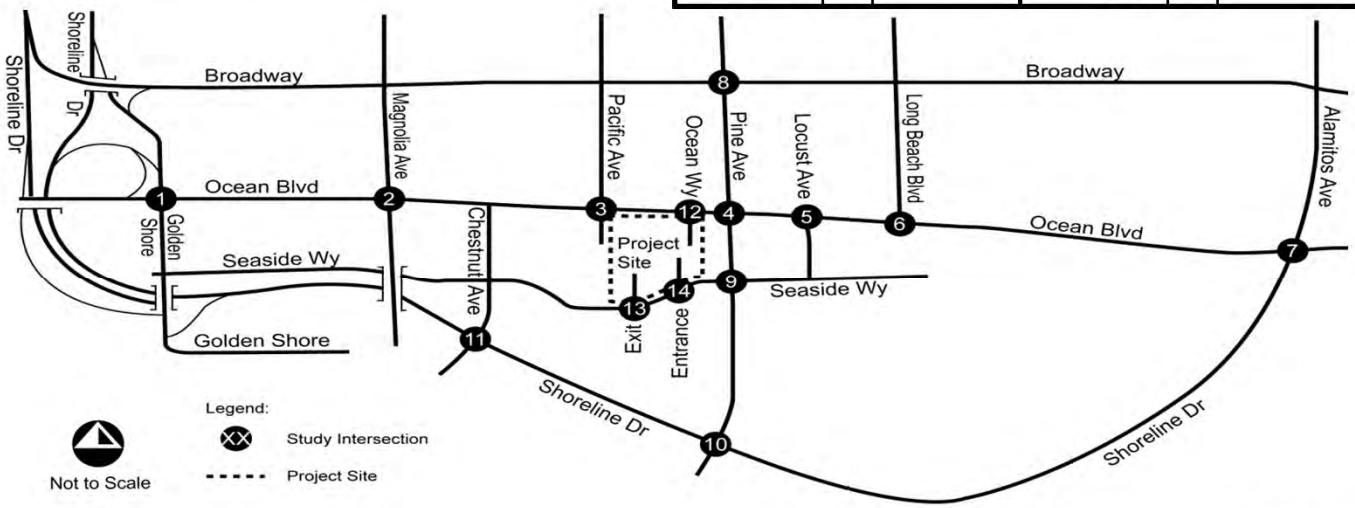


Exhibit 13

2017 Cumulative Plus Project Intersection Volumes

5.0 FUTURE TRAFFIC ANALYSIS

This section presents the intersection operations analysis for the following future traffic scenarios, based on existing geometry and recommended mitigation measures:

- Existing Plus Project (E+P);
- 2017 Cumulative No Project (2017C) conditions; and
- 2017 Cumulative Plus Project (2017C+P) conditions.

5.1 Existing Plus Project Conditions Intersection Analysis

Table 7 summarizes the AM and PM peak hour intersection operations analysis results for Existing Plus Project conditions, based on existing and initial intersection geometry. Appendix D includes the E+P conditions intersection operations analysis worksheets, with existing and initial geometry. As shown in Table 7, all existing and future study intersections are projected to operate at LOS D or better, except for the following intersection:

- Alamitos Avenue-Shoreline Drive at Ocean Boulevard – LOS E (AM)

Table 7 shows that the project will not contribute to a significant project impact at the study intersections for Existing Plus Project conditions based on City's threshold criteria. No off-site roadway improvements are needed for the project.

The following improvements are needed to accommodate the project access:

- Project Exit at Seaside Way – New southbound stop sign
- Project Entrance at Seaside Way – Eastbound left turn lane

5.2 Year 2017 Cumulative No Project Conditions Intersection Analysis

Table 8 summarizes the AM and PM peak hour intersection operations analysis results for 2017 Cumulative No Project conditions, based on existing and initial intersection geometry. Appendix E includes the 2017 Cumulative No Project conditions intersection operations analysis worksheets, with existing and initial geometry. As shown in Table 8, all existing and future study intersections are projected to operate at LOS D or better, except for the following intersection:

- Alamitos Avenue-Shoreline Drive at Ocean Boulevard – LOS F (AM); LOS E (PM)

5.3 Year 2017 Cumulative Plus Project Conditions Intersection Analysis

Table 8 summarizes the AM and PM peak hour intersection operations analysis results for 2017 Cumulative Plus Project (2017C+P) conditions, based on existing and initial intersection geometry. Appendix F includes the 2017C+P conditions intersection operations analysis worksheets, with existing and initial geometry. As shown in Table 8, all existing and future study intersections are projected to operate at LOS D or better, except for the following intersection:

- Alamitos Avenue-Shoreline Drive at Ocean Boulevard – LOS F (AM); LOS E (PM)

Table 7

Existing Plus Project Conditions Intersection Analysis Summary

Intersection			(1) Existing Conditoins				(2) Existing Plus Project Conditions				(3) Significant Project Impact		
			AM Peak		PM Peak		AM Peak		PM Peak		Increase		Project Impact[3]
No.	Name	Type[1]	ICU/ HCM[2]	LOS	ICU/ HCM[2]	LOS	ICU/ HCM[2]	LOS	ICU/ HCM[2]	LOS	AM	PM	
Off-Site Study Intersections													
1	Golden Shore / Ocean Blvd	TS	0.517	A	0.632	B	0.520	A	0.634	B	0.003	0.002	No
2	Magnolia Ave / Ocean Blvd	TS	0.654	B	0.650	B	0.658	B	0.651	B	0.004	0.001	No
3	Pacific Ave / Ocean Blvd	TS	0.553	A	0.503	A	0.557	A	0.505	A	0.004	0.002	No
4	Pine Ave / Ocean Blvd	TS	0.532	A	0.674	B	0.546	A	0.709	C	0.014	0.035	No
5	Locust Ave / Ocean Blvd	TS	0.458	A	0.473	A	0.459	A	0.477	A	0.001	0.004	No
6	Long Beach Blvd / Ocean Blvd	TS	0.517	A	0.483	A	0.524	A	0.489	A	0.007	0.006	No
7	Alamitos Ave / Ocean Blvd	TS	0.965	E	0.848	D	0.984	E	0.858	D	0.019	0.010	No
8	Pine Ave / Broadway	TS	0.437	A	0.726	C	0.443	A	0.732	C	0.006	0.006	No
9	Pine Ave / Seaside Wy	TS	0.287	A	0.286	A	0.329	A	0.346	A	0.042	0.060	No
10	Pine Ave / Shoreline Dr	TS	0.342	A	0.477	A	0.358	A	0.477	A	0.016	0.000	No
11	Chestnut Pl / Shoreline Dr	TS	0.407	A	0.565	A	0.407	A	0.572	A	0.000	0.007	No
Project Access Driveways													
12	Existing Dwy / Ocean Blvd	NBS	9.7	A	11.8	B	0.0	A	0.0	A	-100.0%	-100.0%	No
13	Project Exit / Seaside Wy	SBS	n/a	n/a	n/a	n/a	11.1	B	12.5	B	n/a	n/a	n/a
14	Project Entrance / Seaside Wy	UNC	n/a	n/a	n/a	n/a	0.0	A	0.0	A	n/a	n/a	n/a

Note

[1] Intersection Type: TS = Traffic Signal; CS = Cross-Street Stop; NBS = Northbound Stop; SBS = Southbound Stop; UNC = Uncontrolled

[2] Signalized: Intersection Capacity Utilization (ICU) Analysis Method, Volume/Capacity (V/C) Ratio

Unsignalized: 2000 Highway Capacity Manual (HCM) Analysis Method, Average Delay in Seconds.

[3] Significant project impact: ICU increase > 0.020 at signalized intersection; Delay increase > 2% at unsignalized intersection

Table 8

2017 Cumulative Plus Project Conditions Intersection Analysis Summary

Intersection			(1) 2017 Cumulative No Project Conditions				(2) 2017 Cumulative Plus Project Conditions				(3) Significant Project Impact		
			AM Peak		PM Peak		AM Peak		PM Peak		Increase		Project Impact[3]
No.	Name	Type[1]	ICU/ HCM[2]	LOS	ICU/ HCM[2]	LOS	ICU/ HCM[2]	LOS	ICU/ HCM[2]	LOS	AM	PM	
Off-Site Study Intersections													
1	Golden Shore / Ocean Blvd	TS	0.542	A	0.668	B	0.545	A	0.670	B	0.003	0.002	No
2	Magnolia Ave / Ocean Blvd	TS	0.688	B	0.670	B	0.692	B	0.672	B	0.004	0.002	No
3	Pacific Ave / Ocean Blvd	TS	0.591	A	0.540	A	0.594	A	0.542	A	0.003	0.002	No
4	Pine Ave / Ocean Blvd	TS	0.578	A	0.762	C	0.593	A	0.796	C	0.015	0.034	No
5	Locust Ave / Ocean Blvd	TS	0.492	A	0.511	A	0.493	A	0.515	A	0.001	0.004	No
6	Long Beach Blvd / Ocean Blvd	TS	0.551	A	0.511	A	0.558	A	0.517	A	0.007	0.006	No
7	Alamitos Ave / Ocean Blvd	TS	1.042	F	0.922	E	1.062	F	0.932	E	0.020	0.010	No
8	Pine Ave / Broadway	TS	0.455	A	0.765	C	0.461	A	0.771	C	0.006	0.006	No
9	Pine Ave / Seaside Wy	TS	0.296	A	0.306	A	0.338	A	0.366	A	0.042	0.060	No
10	Pine Ave / Shoreline Dr	TS	0.404	A	0.534	A	0.419	A	0.541	A	0.015	0.007	No
11	Chestnut Pl / Shoreline Dr	TS	0.416	A	0.617	B	0.417	A	0.624	B	0.001	0.007	No
Project Access Driveways													
12	Existing Dwy / Ocean Blvd	NBS	9.9	A	12.2	B	0.0	A	0.0	A	-100.0%	-100.0%	No
13	Project Exit / Seaside Wy	SBS	n/a	n/a	n/a	n/a	11.2	B	12.7	B	n/a	n/a	n/a
14	Project Entrance / Seaside Wy	UNC	n/a	n/a	n/a	n/a	0.0	A	0.0	A	n/a	n/a	n/a

Note

[1] Intersection Type: TS = Traffic Signal; CS = Cross-Street Stop; NBS = Northbound Stop; SBS = Southbound Stop; UNC = Uncontrolled

[2] Signalized: Intersection Capacity Utilization (ICU) Analysis Method, Volume/Capacity (V/C) Ratio

Unsignalized: 2000 Highway Capacity Manual (HCM) Analysis Method, Average Delay in Seconds.

[3] Significant project impact: ICU increase > 0.020 at signalized intersection; Delay increase > 2% at unsignalized intersection

Table 8 shows that the project will not contribute to a significant project impact at the study intersections for 2017 Cumulative Plus Project conditions based on City's threshold criteria. No additional off-site roadway improvements are needed for the project.

The following improvements are needed to accommodate the project access:

- Project Exit at Seaside Way – New southbound stop sign
- Project Entrance at Seaside Way – Eastbound left turn lane

6.0 MITIGATIONS

This section presents the mitigation measures needed to address the project impact and provide on-site project circulation needs.

6.1 Off-Site Mitigations for Existing Plus Project Conditions Intersection Analysis

The results of the intersection operations analysis presented previously in Table 7 indicate that the proposed project will not significantly impact any of the study intersections for Existing Plus Project conditions. Without significant project impacts, no off-site mitigation measures are required for Existing Plus Project conditions.

6.2 Off-Site Mitigations for 2017 Cumulative Plus Project Conditions

The results of the intersection operations analysis presented previously in Table 8 indicate that the proposed project will not significantly impact any of the study intersections for 2017 Cumulative Plus Project conditions. Without significant project impacts, no off-site mitigation measures are required for 2017 Cumulative Plus Project conditions.

6.3 On-Site Mitigations for the Project

The following on-site improvements are needed to accommodate the project access:

- Project Exit at Seaside Way – New southbound stop sign
- Project Entrance at Seaside Way – Eastbound left turn lane

7.0 CONGESTION MANAGEMENT PROGRAM COMPLIANCE ASSESSMENT

This section presents the Los Angeles County Congestion Management Program (CMP) compliance assessment for the proposed project.

7.1 Traffic Impact Review

Per the requirement of the CMP, the potential impact at the designated monitoring locations on the CMP highway system has been assessed. The CMP requires includes the following:

- All CMP arterial monitoring intersections, including freeway on and off-ramp intersections, where the project will add 50 or more trips during either the AM or PM weekday peak hours.

- Mainline freeway-monitoring station where the project will add 150 or more trips, in either direction, during the AM or PM weekday peak hours.

7.1.1 CMP Intersection Impact

The following CMP intersection monitoring location in the project study area has been identified:

	CMP Station	Location
•	No. 33	Alamitos Avenue at Ocean Boulevard

Based on the proposed project's trip assignment, the proposed project will add 38 AM peak hour trips and 46 PM peak hour trips to CMP intersection #33. Since the project will NOT add 50 or more trips at the identified CMP intersection during weekday AM or PM peak hours, a CMP intersection traffic impact analysis is not required.

7.1.2 CMP Freeway Impact

The following CMP freeway monitoring location in the project study area has been identified:

	CMP Station	Location
•	No. 1078	I-710, north of Junction Route 1 (PCH), Willow Street

Based on the proposed project's trip assignment, the proposed project will add 38 net AM peak hour trips and 46 net PM peak hour trips to CMP freeway location #1078. Since the project will NOT add 150 or more trips at the identified CMP freeway location during weekday AM or PM peak hours, a CMP freeway traffic impact analysis is not required.

7.2 Transit Impact Review

Per the requirement of the CMP, the potential impact of the project on the transit service has been assessed. The project trip generation, as previously shown in Table 5, was adjusted to determine the transit trips generated by the project. Per the CMP guidelines, a person trips equal 1.4 times vehicle trips and transit trips equal to 3.5% of the total person trips. The conversion equation is: Transit trips = 0.035 x (1.4 x vehicle trips); or Transit trips = 0.049 x Vehicle trips.

Table 9 show project transit trip calculations. As shown in Table 9, the project will generate 70 daily transit trips with 5 AM peak hour transit trips (1 AM inbound and 4 AM outbound) and 6 PM peak hour transit trips (4 PM inbound and 2 PM outbound).

Table 9 – Project Transit Trip Calculation

Trip Type	Daily	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Net Vehicle Trips	***1,436***	***111***	*22*	*89*	***134***	*86*	*48*
Transit Trips	**70**	**5**	1	4	**6**	4	2

It is anticipated that the existing transit service in the project study area would be able to accommodate the project-generated transit trips. The project study area is currently being served by the following transit service:

- Long Beach Transit (LBT) Routes 51, 61, 71, 72, 111, 112, 181 and 182.
- Metro Blue Line
- LADOT Commuter Express 142

With a low number of transit trips generated by the project and available transit opportunities available in the study area, it is concluded that the existing public transit system would not be significantly impacted by the proposed project.

8.0 CONCLUSIONS

The proposed Oceanaire Apartments is consists of 216 dwelling units of multi-family residential apartments. Two access driveways are provided on Seaside Way for the project site via an entrance and an exit to the parking garage. The project site is currently being used as a paid-per-use parking lot with a right-in/right-out access driveway on Ocean Boulevard west of Pine Avenue, and this right-in/right-out only access driveway will become a pedestrian paseo such that the proposed project will not have vehicular access on Ocean Boulevard. The project is planned to open in Year 2017.

The new project-only trips will be approximately 1,436 daily trips with 111 AM peak hour trips and 134 PM peak hour trips. The current site traffic is not adjusted as a trip credit with the development of the proposed project.

For existing traffic conditions, all twelve existing study intersections are operating at LOS D or better, except for the following intersection:

- Alamitos Avenue-Shoreline Drive at Ocean Boulevard – LOS E (AM)

For Existing Plus Project conditions, all existing and future study intersections are projected to operate at LOS D or better, except for the following intersection:

- Alamitos Avenue-Shoreline Drive at Ocean Boulevard – LOS E (AM)

The results of the intersection operations analysis indicate that the proposed project will not significantly impact any of the study intersections for Existing Plus Project conditions. Without significant project impacts, no off-site mitigation measures are required for Existing Plus Project conditions.

The following on-site improvements are needed to accommodate the project access:

- Project Exit at Seaside Way – New southbound stop sign
- Project Entrance at Seaside Way – Eastbound left turn lane

For both 2017 Cumulative No Project and 2017 Cumulative Plus Project conditions, all existing and future study intersections are projected to operate at LOS D or better, except for the following intersection:

- Alamitos Avenue-Shoreline Drive at Ocean Boulevard – LOS F (AM); LOS E (PM)

The results of the intersection operations analysis indicate that the proposed project will not significantly impact any of the study intersections for 2017 Cumulative Plus Project conditions. Without significant project impacts, no off-site mitigation measures are required for Existing Plus Project conditions.

Appendix A – Traffic Count Data Sheets

ITM Peak Hour Summary

Prepared by:

NDS

National Data & Surveying Services

Golden Ave and Ocean Blvd , Long Beach

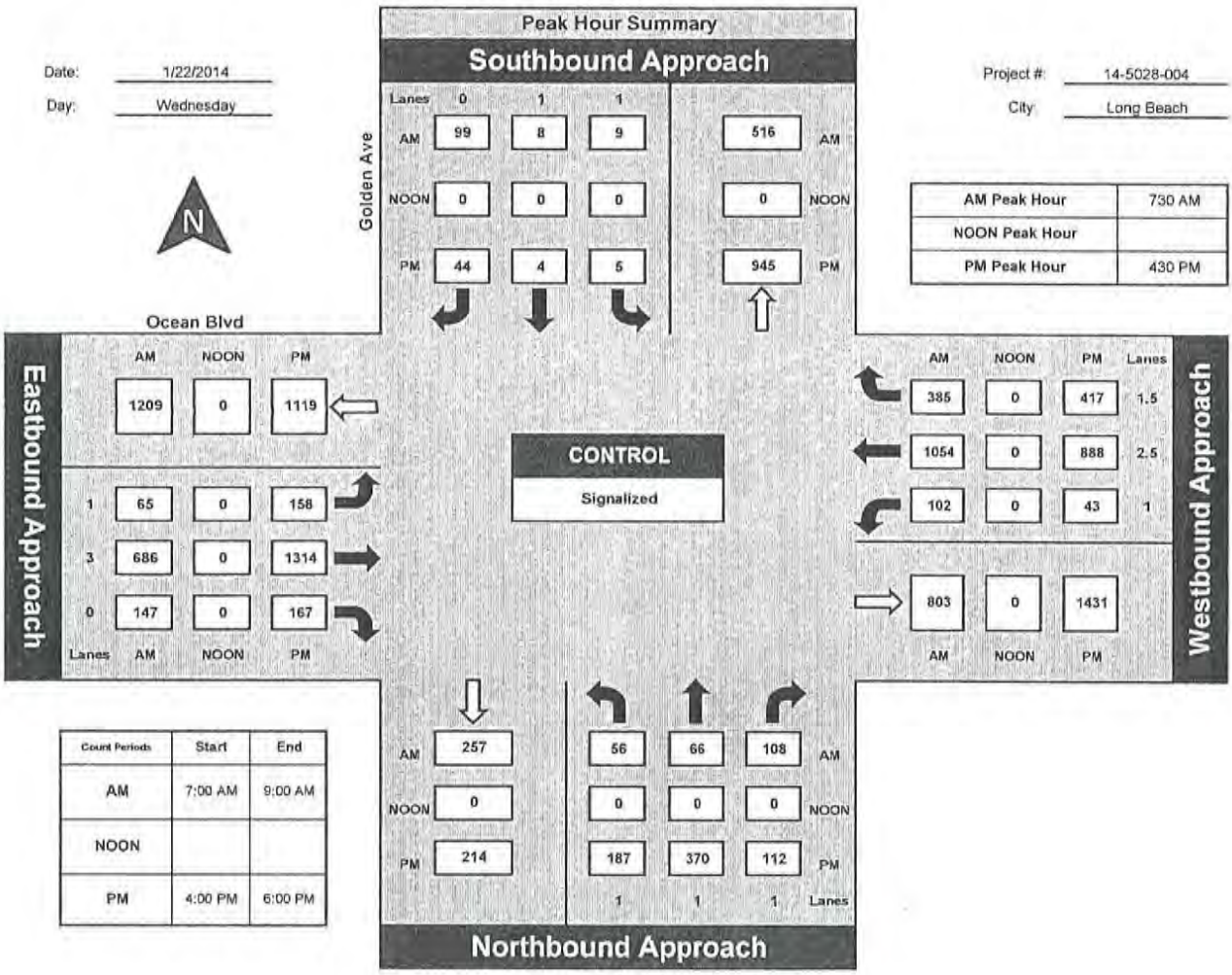
Date: 1/22/2014

Day: Wednesday

Project #: 14-5028-004

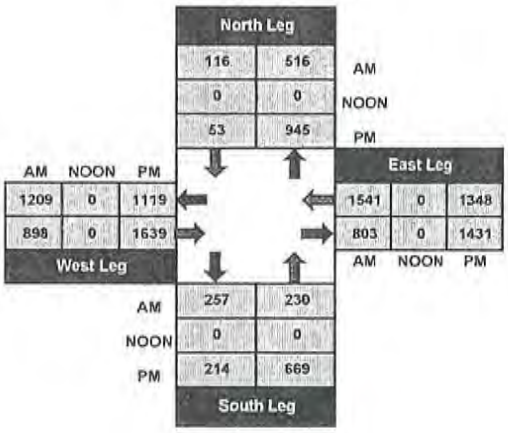
City: Long Beach

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

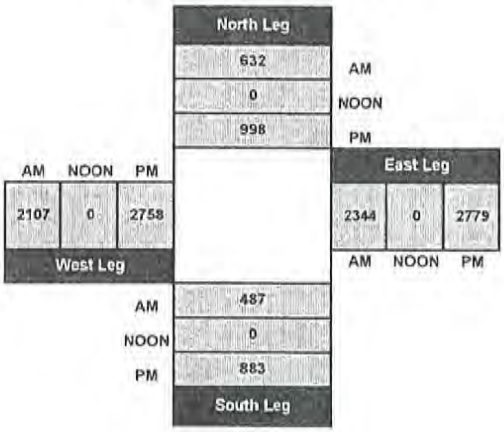


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

National Data & Surveying Services

Magnolia Ave and Ocean Blvd , Long Beach

Date: 1/22/2014

Day: Wednesday

Project #: 14-5028-005

City: Long Beach

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Magnolia Ave)

Lanes	1	2	1		
AM	263	81	114	284	AM
NOON	0	0	0	0	NOON
PM	306	71	118	346	PM

Eastbound Approach (Ocean Blvd)

	AM	NOON	PM
	1624	0	1280
1	129	0	170
3	572	0	1333
0	33	0	21
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	145	0	90	0.5
	1348	0	932	3.5
	65	0	48	0.5
	704	0	1496	
	AM	NOON	PM	

Northbound Approach

AM	179	13	10	18	AM
NOON	0	0	0	0	NOON
PM	140	42	86	45	PM
		1	2	1	Lanes

CONTROL: Signalized

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

Total Ins & Outs

	North Leg		
AM	458	284	AM
NOON	0	0	NOON
PM	495	346	PM

West Leg	AM	NOON	PM
	1624	0	1280
	734	0	1524

East Leg	AM	NOON	PM
	1558	0	1070
	704	0	1496

South Leg		
AM	179	41
NOON	0	0
PM	140	173

Total Volume Per Leg

North Leg	
742	AM
0	NOON
841	PM

West Leg	AM	NOON	PM
	2358	0	2804

East Leg	AM	NOON	PM
	2262	0	2566

South Leg	
AM	220
NOON	0
PM	313

ITM Peak Hour Summary

Prepared by:

NDS

National Data & Surveying Services

Pacific Ave and Ocean Blvd , Long Beach

Date: 1/22/2014

Day: Wednesday

Project #: 14-5028-006

City: Long Beach

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach (Pacific Ave)

Lanes	1	0.5	1.5		
AM	219	3	206	271	AM
NOON	0	0	0	0	NOON
PM	164	3	115	330	PM

Eastbound Approach (Ocean Blvd)

Lanes	AM	NOON	PM
	1470	0	1122
1	138	0	199
3	638	0	1380
0	7	0	5

Westbound Approach

Lanes	AM	NOON	PM
1	133	0	129
3	1249	0	958
1	11	0	3
	844	0	1497

Northbound Approach

Lanes	0	1	0
AM	21	2	0
NOON	0	0	0
PM	11	2	2

CONTROL

Signalized

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

Total Ins & Outs

	North Leg		
AM	428	271	AM
NOON	0	0	NOON
PM	282	330	PM

West Leg	AM	NOON	PM	East Leg	AM	NOON	PM
	1470	0	1122		1393	0	1090
	783	0	1584		844	0	1497

	South Leg	
AM	21	2
NOON	0	0
PM	11	4

Total Volume Per Leg

	North Leg	
AM	699	AM
NOON	0	NOON
PM	612	PM

West Leg	AM	NOON	PM	East Leg	AM	NOON	PM
	2253	0	2706		2237	0	2587

	South Leg
AM	23
NOON	0
PM	15

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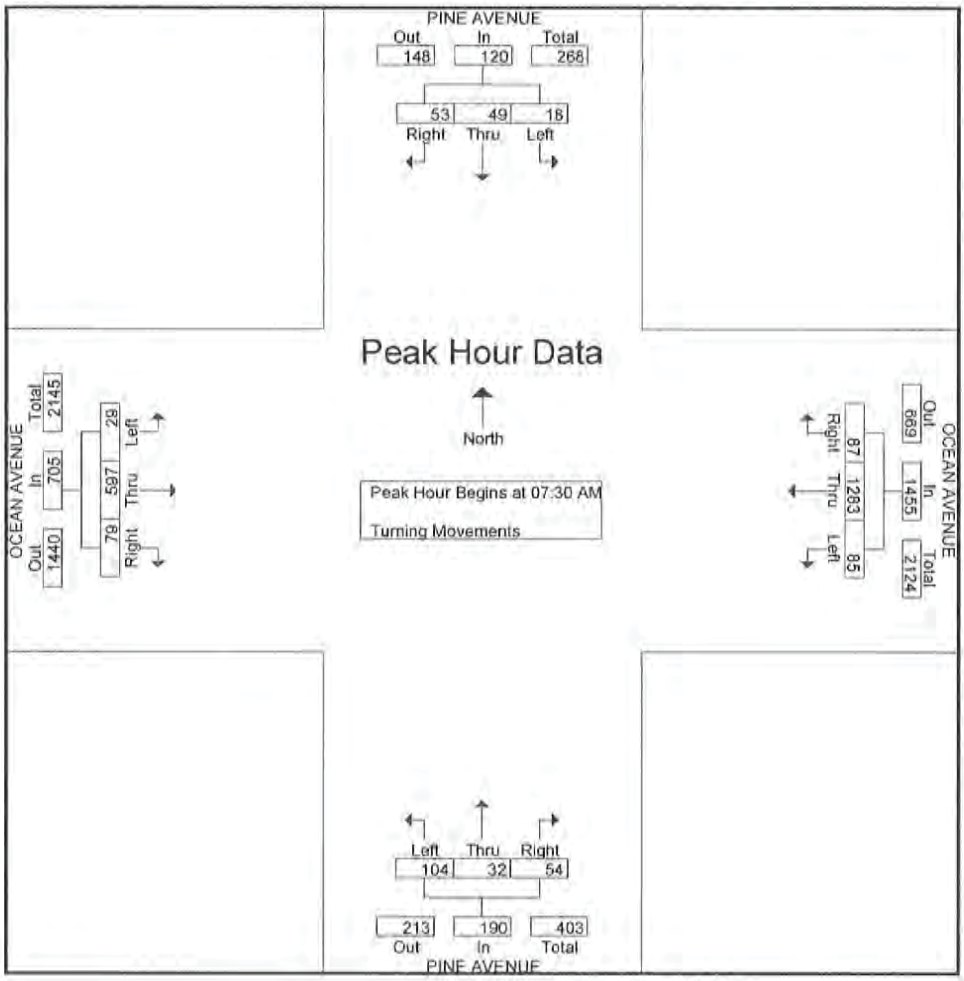
Tustin, CA. 92780

City: LONG BEACH
N-S Direction: PINE AVENUE
E-W Direction: OCEAN AVENUE

File Name : H1403035
Site Code : 00001944
Start Date : 3/26/2014
Page No : 2

	PINE AVENUE Southbound				OCEAN AVENUE Westbound				PINE AVENUE Northbound				OCEAN AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	8	8	24	20	377	16	413	6	9	24	39	14	137	8	159	635
07:45 AM	19	14	3	36	25	359	17	401	11	8	27	46	24	144	5	173	656
08:00 AM	14	15	3	32	25	280	27	332	11	8	33	52	22	157	7	186	602
08:15 AM	12	12	4	28	17	267	25	309	26	7	20	53	19	159	9	187	577
Total Volume	53	49	18	120	87	1283	85	1455	54	32	104	190	79	597	29	705	2470
% App. Total	44.2	40.8	15		6	88.2	5.8		28.4	16.8	54.7		11.2	84.7	4.1		
PHF	.697	.817	.563	.833	.870	.851	.787	.881	.519	.889	.788	.896	.823	.939	.806	.943	.941



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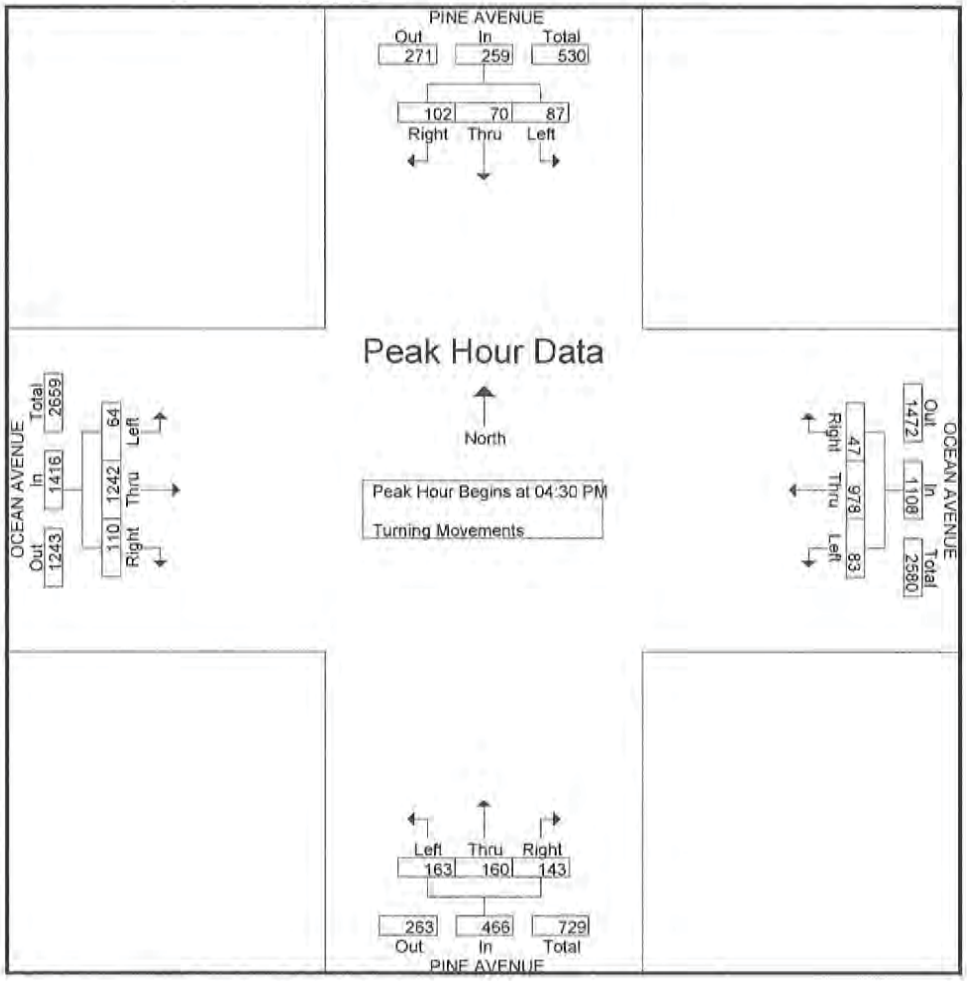
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: LONG BEACH
N-S Direction: PINE AVENUE
E-W Direction: OCEAN AVENUE

File Name : H1403035
Site Code : 00001944
Start Date : 3/26/2014
Page No : 3

	PINE AVENUE Southbound				OCEAN AVENUE Westbound				PINE AVENUE Northbound				OCEAN AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	27	12	17	56	10	219	22	251	37	39	**50**	126	25	295	12	332	765
04:45 PM	23	**23**	26	72	13	**293**	15	**321**	**45**	**58**	39	**142**	29	313	15	357	**892**
05:00 PM	**30**	17	**28**	**75**	9	224	**29**	262	43	32	46	121	**31**	313	17	361	819
05:15 PM	22	18	16	56	**15**	242	17	274	18	31	28	77	25	**321**	**20**	**366**	773
Total Volume	102	70	87	259	47	978	83	1108	143	160	163	466	110	1242	64	1416	3249
% App. Total	39.4	27	33.6		4.2	88.3	7.5		30.7	34.3	35		7.8	87.7	4.5		
PHF	.850	.761	.777	.863	.783	.834	.716	.863	.794	.690	.815	.820	.887	.967	.800	.967	.911



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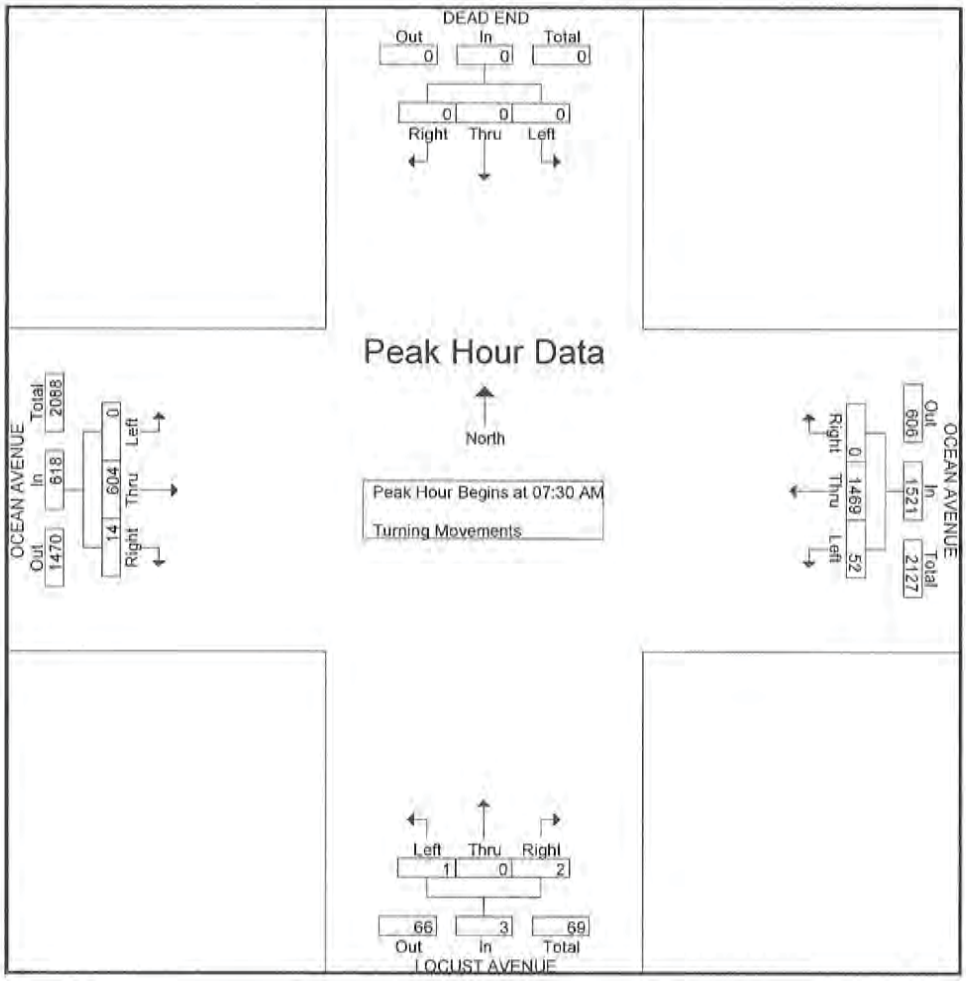
Tustin, CA. 92780

City: LONG BEACH
N-S Direction: LOCUST AVENUE
E-W Direction: OCEAN AVENUE

File Name : H1403036
Site Code : 00001944
Start Date : 3/27/2014
Page No : 2

	DEAD END Southbound				OCEAN AVENUE Westbound				LOCUST AVENUE Northbound				OCEAN AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	371	8	379	0	0	0	0	1	134	0	135	514
07:45 AM	0	0	0	0	0	**412**	**16**	**428**	**1**	0	0	1	**7**	150	0	157	**586**
08:00 AM	0	0	0	0	0	351	15	366	0	0	0	0	4	**169**	0	**173**	539
08:15 AM	0	0	0	0	0	335	13	348	1	0	**1**	**2**	2	151	0	153	503
Total Volume	0	0	0	0	0	1469	52	1521	2	0	1	3	14	604	0	618	2142
% App. Total	0	0	0		0	96.6	3.4		66.7	0	33.3		2.3	97.7	0		
PHF	.000	.000	.000	.000	.000	.891	.813	.888	.500	.000	.250	.375	.500	.893	.000	.893	.914



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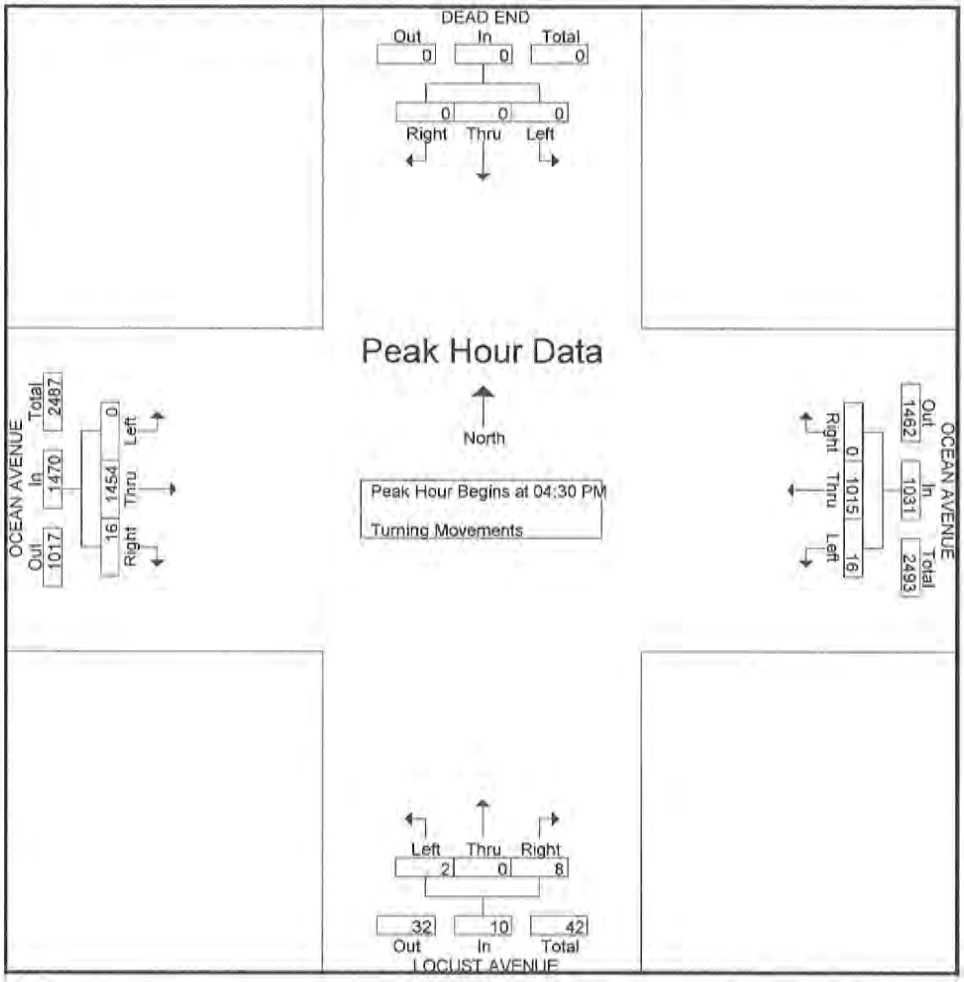
Tustin, CA. 92780

City: LONG BEACH
N-S Direction: LOCUST AVENUE
E-W Direction: OCEAN AVENUE

File Name : H1403036
Site Code : 00001944
Start Date : 3/27/2014
Page No : 3

	DEAD END Southbound				OCEAN AVENUE Westbound				LOCUST AVENUE Northbound				OCEAN AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**269**	6	**275**	0	0	0	0	3	358	0	361	636
04:45 PM	0	0	0	0	0	264	4	268	3	0	0	3	2	366	0	368	**639**
05:00 PM	0	0	0	0	0	245	3	248	1	0	0	1	5	351	0	356	605
05:15 PM	0	0	0	0	0	237	3	240	**4**	0	**2**	**6**	**6**	**379**	0	**385**	631
Total Volume	0	0	0	0	0	1015	16	1031	8	0	2	10	16	1454	0	1470	2511
% App. Total	0	0	0		0	98.4	1.6		80	0	20		1.1	98.9	0		
PHF	.000	.000	.000	.000	.000	.943	.667	.937	.500	.000	.250	.417	.667	.959	.000	.955	.982



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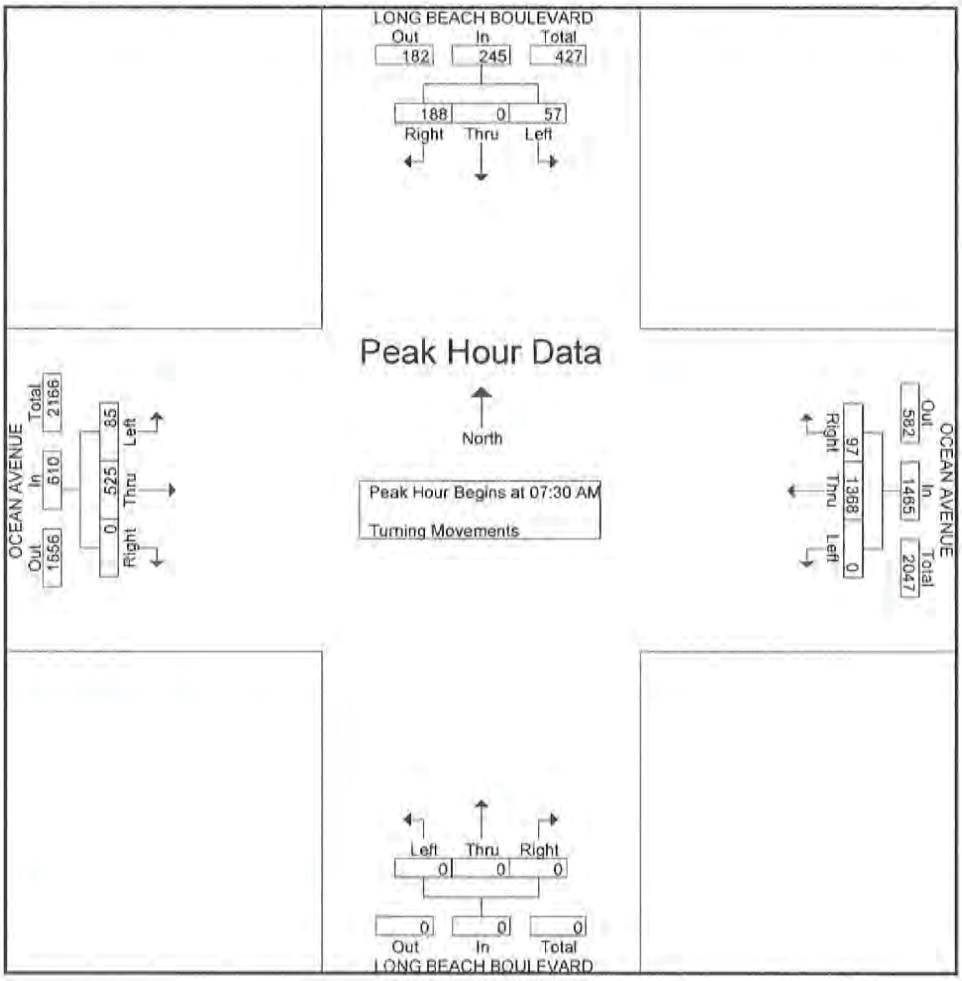
City: LONG BEACH
N-S Direction: LONG BEACH BOULEVARD
E-W Direction: OCEAN AVENUE

File Name : H1403037
Site Code : 00001944
Start Date : 3/25/2014
Page No : 2

	LONG BEACH BOULEVARD Southbound				OCEAN AVENUE Westbound				LONG BEACH BOULEVARD Northbound				OCEAN AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	49	0	**17**	66	23	**366**	0	**389**	0	0	0	0	0	120	14	134	**589**
07:45 AM	**58**	0	11	**69**	19	337	0	356	0	0	0	0	0	**144**	14	158	583
08:00 AM	38	0	14	52	26	348	0	374	0	0	0	0	0	133	27	**160**	586
08:15 AM	43	0	15	58	**29**	317	0	346	0	0	0	0	0	128	**30**	158	562
Total Volume	188	0	57	245	97	1368	0	1465	0	0	0	0	0	525	85	610	2320
% App. Total	76.7	0	23.3		6.6	93.4	0		0	0	0		0	86.1	13.9		
PHF	.810	.000	.838	.888	.836	.934	.000	.942	.000	.000	.000	.000	.000	.911	.708	.953	.985

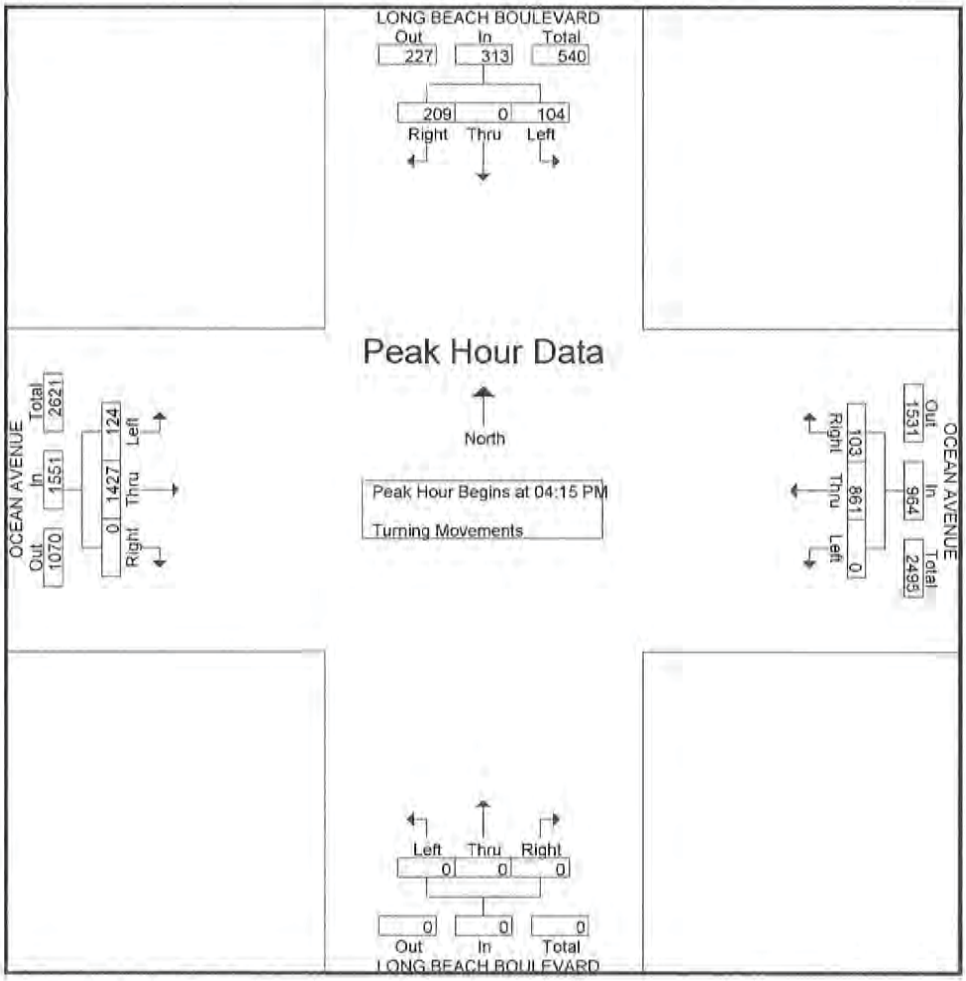


Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA 92780

City: LONG BEACH
N-S Direction: LONG BEACH BOULEVARD
E-W Direction: OCEAN AVENUE

File Name : H1403037
Site Code : 00001944
Start Date : 3/25/2014
Page No : 3

	LONG BEACH BOULEVARD Southbound				OCEAN AVENUE Westbound				LONG BEACH BOULEVARD Northbound				OCEAN AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	46	0	20	66	**32**	208	0	240	0	0	0	0	0	343	**41**	384	690
04:30 PM	52	0	**36**	**88**	20	**225**	0	**245**	0	0	0	0	0	340	28	368	701
04:45 PM	55	0	29	84	21	216	0	237	0	0	0	0	0	**373**	32	**405**	**726**
05:00 PM	**56**	0	19	75	30	212	0	242	0	0	0	0	0	371	23	394	711
Total Volume	209	0	104	313	103	861	0	964	0	0	0	0	0	1427	124	1551	2828
% App. Total	66.8	0	33.2		10.7	89.3	0		0	0	0		0	92	8		
PHF	.933	.000	.722	.889	.805	.957	.000	.984	.000	.000	.000	.000	.000	.956	.756	.957	.974



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Alamitos Ave and Ocean Blvd , Long Beach

Date: 11/6/2014

Day: Thursday

Project #: 14-5752-001

City: Long Beach

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Alamitos Ave)

Lanes	0	3	1		
AM	385	300	52	245	AM
NOON	0	0	0	0	NOON
PM	185	113	76	914	PM

Eastbound Approach (Ocean Blvd)

	AM	NOON	PM
	1817	0	851
1	106	0	319
3	440	0	1587
1	17	0	10
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
59	0	54	0
1392	0	623	2
305	0	134	2
601	0	1999	
AM	NOON	PM	

Northbound Approach

AM	622	40	80	109	AM
NOON	0	0	0	0	NOON
PM	257	43	541	336	PM
		1	4	0	Lanes

CONTROL

Signalized

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

Total Ins & Outs

	North Leg			East Leg			South Leg			West Leg		
AM	737	245	AM	1756	0	811	622	229	AM	1817	0	851
NOON	0	0	NOON	601	0	1999	0	0	NOON	563	0	1916
PM	374	914	PM	AM	NOON	PM	257	920	PM	AM	NOON	PM

Total Volume Per Leg

	North Leg			East Leg			South Leg			West Leg		
AM	982	AM	2357	0	2810	851	AM	2380	0	2767
NOON	0	NOON				0	NOON			
PM	1288	PM	AM	NOON	PM	1177	PM	AM	NOON	PM

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Pine Ave and Broadway , Long Beach

Date:	11/6/2014
Day:	Thursday

Project #:	14-5752-004
City:	Long Beach

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Pine Ave)

	Lanes 0	1	1		
AM	0	136	36	89	AM
NOON	0	0	0	0	NOON
PM	0	132	79	218	PM

Eastbound Approach (Broadway)

Lanes	AM	NOON	PM
	0	0	0
1	27	0	35
2	566	0	1077
0	95	0	64

Westbound Approach

	AM	NOON	PM	Lanes
	0	0	0	0
	0	0	0	0
	0	0	0	0
	649	0	1261	

Northbound Approach

AM	231	0	62	47	AM
NOON	0	0	0	0	NOON
PM	196	0	183	105	PM
		0	1	0	Lanes

CONTROL: Signalized

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

Total Ins & Outs

	North Leg		
	172	89	AM
	0	0	NOON
	211	218	PM

West Leg	AM	NOON	PM
	0	0	0
	688	0	1176

East Leg	AM	NOON	PM
	0	0	0
	649	0	1261

South Leg		
AM	231	109
NOON	0	0
PM	196	288

Total Volume Per Leg

North Leg	
261	AM
0	NOON
429	PM

West Leg	AM	NOON	PM
	688	0	1176

East Leg	AM	NOON	PM
	649	0	1261

South Leg	
AM	340
NOON	0
PM	484

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Pine Ave and Seaside Way , Long Beach

Date: 11/6/2014

Day: Thursday

Project #: 14-5752-003

City: Long Beach

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Pine Ave)

Lanes	0	2	1		
AM	52	77	57	114	AM
NOON	0	0	0	0	NOON
PM	49	136	19	231	PM

Eastbound Approach (Seaside Way)

Lanes	AM	NOON	PM
	184	0	160
1	19	0	62
2	108	0	245
0	10	0	41

Westbound Approach

Lanes	AM	NOON	PM
1	25	0	48
0	126	0	105
1	13	0	17
	230	0	299

Northbound Approach

Lanes	1	2	1		
AM	100	6	70	65	AM
NOON	0	0	0	0	NOON
PM	194	6	121	35	PM

CONTROL

Signalized

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

Total Ins & Outs

	North Leg		
AM	186	114	AM
NOON	0	0	NOON
PM	204	231	PM

West Leg	AM	NOON	PM
	184	0	160
	137	0	348

East Leg	AM	NOON	PM
	164	0	170
	230	0	299

South Leg		
AM	100	141
NOON	0	0
PM	194	162

Total Volume Per Leg

North Leg	
300	AM
0	NOON
435	PM

West Leg	AM	NOON	PM
	321	0	508

East Leg	AM	NOON	PM
	394	0	469

South Leg	
AM	241
NOON	0
PM	356

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Pine Ave and Shoreline Dr , Long Beach

Date: 11/6/2014

Day: Thursday

Project #: 14-5752-002

City: Long Beach

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Pine Ave)

	Lane 1	Lane 1	Lane 1		
AM	68	4	27	126	AM
NOON	0	0	0	0	NOON
PM	52	22	91	165	PM

Eastbound Approach (Shoreline Dr)

Lanes	AM	NOON	PM
	686	0	259
2	89	0	86
2	205	0	841
1	2	0	22

Westbound Approach

Lanes	AM	NOON	PM
1	36	0	65
3	618	0	192
1	2	0	15
	236	0	944

Northbound Approach

AM	8	0	1	4	AM
NOON	0	0	0	0	NOON
PM	59	15	14	12	PM
Lanes		1	2	0	Lanes

CONTROL: Signalized

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

Total Ins & Outs

	North Leg		
	99	126	AM
	0	0	NOON
	165	165	PM

West Leg	AM	NOON	PM
	686	0	259
	296	0	949

East Leg	AM	NOON	PM
	656	0	272
	236	0	944

South Leg		
AM	8	5
NOON	0	0
PM	59	41

Total Volume Per Leg

North Leg	
225	AM
0	NOON
330	PM

West Leg	AM	NOON	PM
	982	0	1208

East Leg	AM	NOON	PM
	892	0	1216

South Leg	
AM	13
NOON	0
PM	100

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Chestnut Pl and Shoreline Dr , Long Beach

Date: 11/6/2014

Day: Thursday

Project #: 14-5752-005

City: Long Beach

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Chestnut Pl)

Lanes	1	0.5	0.5		
AM	97	4	8	298	AM
NOON	0	0	0	0	NOON
PM	60	3	61	147	PM

Eastbound Approach (Shoreline Dr)

Lanes	AM	NOON	PM
	447	0	294
2	142	0	94
2	270	0	560
1	30	0	21

Westbound Approach

Lanes	AM	NOON	PM
0	153	0	37
4	345	0	167
2	134	0	44
	312	0	868

Northbound Approach

					Lanes
AM	176	5	3	34	AM
NOON	0	0	0	0	NOON
PM	68	67	16	247	PM
		1	1	1	Lanes

CONTROL

Signalized

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

Total Ins & Outs

	North Leg		
AM	109	298	AM
NOON	0	0	NOON
PM	124	147	PM

West Leg	AM	NOON	PM
	447	0	294
	450	0	675

East Leg	AM	NOON	PM
	632	0	248
	312	0	868

South Leg		
AM	176	42
NOON	0	0
PM	68	330

Total Volume Per Leg

North Leg	
407	AM
0	NOON
271	PM

West Leg	AM	NOON	PM
	897	0	969

East Leg	AM	NOON	PM
	944	0	1116

South Leg	
AM	218
NOON	0
PM	398

Prepared by NDS/ATD

VOLUME

150 W Ocean Blvd Driveway

Day: Thursday
Date: 11/6/2014

City: Long Beach
Project #: CA14_5755_001

DAILY TOTALS	NB	SB	EB	WB	Total
	93	92	0	0	185

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		0						2		12:00	1		1						2	
00:15	1		0						1		12:15	1		1						2	
00:30	0		0						0		12:30	1		1						2	
00:45	1	4	0						1	4	12:45	0	3	1	4					1	7
01:00	0		0						0		13:00	0		0						0	
01:15	2		0						2		13:15	3		1						4	
01:30	0		0						0		13:30	2		0						2	
01:45	0	2	0						0	2	13:45	2	7	1	2					3	9
02:00	0		0						0		14:00	1		1						2	
02:15	0		0						0		14:15	1		1						2	
02:30	0		0						0		14:30	0		0						0	
02:45	1	1	0						1	1	14:45	1	3	1	3					2	6
03:00	0		0						0		15:00	1		0						1	
03:15	0		0						0		15:15	2		3						5	
03:30	0		0						0		15:30	4		0						4	
03:45	0		0						0		15:45	1	8	4	7					5	15
04:00	0		0						0		16:00	4		2						6	
04:15	0		0						0		16:15	4		2						6	
04:30	0		1						1		16:30	0		5						5	
04:45	0		1	2					1	2	16:45	3	11	4	13					7	24
05:00	0		0						0		17:00	5		0						5	
05:15	0		0						0		17:15	3		4						7	
05:30	0		0						0		17:30	3		1						4	
05:45	0		1	1					1	1	17:45	1	12	2	7					3	19
06:00	0		1						1		18:00	1		1						2	
06:15	0		0						0		18:15	3		1						4	
06:30	2		0						2		18:30	2		2						4	
06:45	1	3	4	5					5	8	18:45	1	7	1	5					2	12
07:00	1		2						3		19:00	0		0						0	
07:15	1		5						6		19:15	1		0						1	
07:30	1		1						2		19:30	0		2						2	
07:45	0	3	0	8					0	11	19:45	1	2	4	6					5	8
08:00	0		1						1		20:00	2		1						3	
08:15	0		1						1		20:15	3		0						3	
08:30	1		2						3		20:30	1		0						1	
08:45	1	2	3	7					4	9	20:45	1	7	1	2					2	9
09:00	0		2						2		21:00	1		0						1	
09:15	0		1						1		21:15	1		1						2	
09:30	0		2						2		21:30	1		1						2	
09:45	0		2	7					2	7	21:45	1	4	0	2					1	6
10:00	0		1						1		22:00	2		1						3	
10:15	0		3						3		22:15	0		0						0	
10:30	0		1						1		22:30	1		0						1	
10:45	1	1	1	6					2	7	22:45	1	4	0	1					1	5
11:00	1		1						2		23:00	1		0						1	
11:15	0		1						1		23:15	3		0						3	
11:30	2		2						4		23:30	1		0						1	
11:45	0	3	0	4					0	7	23:45	1	6	0						1	6
TOTALS		19		40						59	TOTALS		74		52						126
SPLIT %		32.2%		67.8%						31.9%	SPLIT %		58.7%		41.3%						68.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	93	92	0	0	185

AM Peak Hour	06:30	06:45			06:30	PM Peak Hour	16:45	15:45			16:00
AM Pk Volume	5	12			16	PM Pk Volume	14	13			24
Pk Hr Factor	0.625	0.600			0.667	Pk Hr Factor	0.700	0.650			0.857
7 - 9 Volume	5	15	0	0	20	4 - 6 Volume	23	20	0	0	43
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:45	16:00			16:00
7 - 9 Pk Volume	3	8	0	0	11	4 - 6 Pk Volume	14	13	0	0	24
Pk Hr Factor	0.750	0.400	0.000	0.000	0.458	Pk Hr Factor	0.700	0.650	0.000	0.000	0.857

Appendix B – Existing Conditions Intersection Operations Analysis Worksheets

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #1 Golden Shore / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Golden Shore						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1 0	0 1	0	1 0	2 1	0	1 0	2 1	1
Volume Module:												
Base Vol:	56	66	108	9	8	99	65	686	147	102	1054	385
Growth Adj:	1.00	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	66	108	9	8	99	65	686	147	102	1054	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	66	108	9	8	99	65	686	147	102	1054	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	66	108	9	8	99	65	686	147	102	1054	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	66	108	9	8	99	65	686	147	102	1054	385
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	1.00	1.00	1.00	0.07	0.93	1.00	2.47	0.53	1.00	2.93	1.07
Final Sat.:	1600	1600	1600	1600	120	1480	1600	3953	847	1600	4688	1712
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.07	0.01	0.07	0.07	0.04	0.17	0.17	0.06	0.22	0.22
Crit Moves:	****				****		****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #2 Magnolia Ave-Queens Wy / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Magnolia Ave-Queens Wy						Ocean Blvd					
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:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	13	10	18	114	81	263	129	572	33	65	1348	145
Growth Adj:	1.00	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	10	18	114	81	263	129	572	33	65	1348	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	10	18	114	81	263	129	572	33	65	1348	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	10	18	114	81	263	129	572	33	65	1348	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	10	18	114	81	263	129	572	33	65	1348	145
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	2.00	1.00	1.00	2.84	0.16	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4538	262	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.07	0.03	0.16	0.08	0.13	0.13	0.04	0.28	0.09
Crit Moves:	****					****	****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #3 Pacific Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			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	0 0	0	1 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	2	0	0	206	3	219	138	638	7	11	1249	133
Growth Adj:	1.00	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	0	206	3	219	138	638	7	11	1249	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:	2	0	0	206	3	219	138	638	7	11	1249	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	206	3	219	138	638	7	11	1249	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:	2	0	0	206	3	219	138	638	7	11	1249	133
OvlAdjVol:						81						
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	0.00	0.00	1.97	0.03	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	0	0	3154	46	1600	1600	4748	52	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.14	0.09	0.13	0.13	0.01	0.26	0.08
OvlAdjV/S:						0.05						
Crit Moves:	****				****		****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #4 Pine Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pine Ave						Ocean Blvd					
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			Prot+Permit			Prot+Permit		
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 0	1	0 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	104	32	54	18	49	53	29	597	79	85	1283	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:	104	32	54	18	49	53	29	597	79	85	1283	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:	104	32	54	18	49	53	29	597	79	85	1283	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	32	54	18	49	53	29	597	79	85	1283	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	32	54	18	49	53	29	597	79	85	1283	87
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	1.00	1.00	0.27	0.73	1.00	1.00	2.65	0.35	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	430	1170	1600	1600	4239	561	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.03	0.04	0.04	0.03	0.02	0.14	0.14	0.05	0.27	0.05
Crit Moves:	****				****		****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #5 Locust Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.458
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Locust Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
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! 0	0	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	1	0	2	0	0	0	0	604	14	52	1469	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:	1	0	2	0	0	0	0	604	14	52	1469	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:	1	0	2	0	0	0	0	604	14	52	1469	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	2	0	0	0	0	604	14	52	1469	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:	1	0	2	0	0	0	0	604	14	52	1469	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:	0.33	0.00	0.67	0.00	0.00	0.00	0.00	2.93	0.07	1.00	3.00	0.00
Final Sat.:	533	0	1067	0	0	0	0	4691	109	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.13	0.03	0.31	0.00
Crit Moves:	****										****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #6 Long Beach Blvd / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Long Beach Blvd						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			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	0 0	0	1 0	1! 0	1	1 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	57	0	188	85	525	0	0	1368	97
Growth Adj:	1.00	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	57	0	188	85	525	0	0	1368	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	57	0	188	85	525	0	0	1368	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	57	0	188	85	525	0	0	1368	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	57	0	188	85	525	0	0	1368	97
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	0.00	0.00	1.00	0.00	2.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	3200	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.06	0.05	0.11	0.00	0.00	0.28	0.06
Crit Moves:						****	****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #7 Alamitos Ave-Shoreline Dr / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.965
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Street Name:	Alamitos Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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	3 0	1	1 0	2 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	40	80	109	52	300	385	106	440	17	305	1392	59
Growth Adj:	1.00	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	80	109	52	300	385	106	440	17	305	1392	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	80	109	52	300	385	106	440	17	305	1392	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	80	109	52	300	385	106	440	17	305	1392	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	80	109	52	300	385	106	440	17	305	1392	59
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	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.92	0.08
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4800	1600	2880	3070	130
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.07	0.03	0.09	0.24	0.07	0.09	0.01	0.11	0.45	0.45
Crit Moves:	****					****	****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #8 Pine Ave / Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pine Ave						Broadway					
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			Protected			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	0 1	0	1 0	1 0	0	1 0	1 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	62	47	36	136	0	27	566	95	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	62	47	36	136	0	27	566	95	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	62	47	36	136	0	27	566	95	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	62	47	36	136	0	27	566	95	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	62	47	36	136	0	27	566	95	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:	0.00	0.57	0.43	1.00	1.00	0.00	1.00	1.71	0.29	0.00	0.00	0.00
Final Sat.:	0	910	690	1600	1600	0	1600	2740	460	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.02	0.09	0.00	0.02	0.21	0.21	0.00	0.00	0.00
Crit Moves:		****		****				****				

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #9 Pine Ave / Seaside Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.287
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pine Ave						Seaside Wy					
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 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	6	70	65	57	77	52	19	108	10	13	126	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:	6	70	65	57	77	52	19	108	10	13	126	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:	6	70	65	57	77	52	19	108	10	13	126	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	70	65	57	77	52	19	108	10	13	126	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:	6	70	65	57	77	52	19	108	10	13	126	25
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	1.19	0.81	1.00	1.83	0.17	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	1910	1290	1600	2929	271	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.04	0.04	0.04	0.04	0.01	0.04	0.04	0.01	0.08	0.02
Crit Moves:			****	****			****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #10 Pine Ave / Shoreline Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.342
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pine Ave						Shoreline Dr					
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			Prot+Permit			Protected			Protected		
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	1 0	1 0	1	2 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	0	1	4	27	4	68	89	205	2	2	618	36
Growth Adj:	1.00	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	1	4	27	4	68	89	205	2	2	618	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1	4	27	4	68	89	205	2	2	618	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	4	27	4	68	89	205	2	2	618	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	4	27	4	68	89	205	2	2	618	36
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	2880	3200	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.03	0.06	0.00	0.00	0.13	0.02
Crit Moves:	****					****	****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #11 Chestnut Pl / Shoreline Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 18 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Chestnut Pl						Shoreline Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
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 0	1	0 1	0 0	1	2 0	2 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	5	3	34	8	4	97	142	270	38	134	345	153
Growth Adj:	1.00	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	3	34	8	4	97	142	270	38	134	345	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	34	8	4	97	142	270	38	134	345	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	3	34	8	4	97	142	270	38	134	345	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	3	34	8	4	97	142	270	38	134	345	153
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	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	0.67	0.33	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	1600	1600	1067	533	1600	2880	3200	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.01	0.06	0.05	0.08	0.02	0.05	0.07	0.10
Crit Moves:			****			****	****					****

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #12 Existing Dwy / Ocean Blvd

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.7]

Street Name:	Existing Dwy						Ocean Blvd					
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	1	0 0	0 0	0	0 0	2 1	0	0 0	3 0	0
Volume Module:												
Base Vol:	0	0	3	0	0	0	0	702	8	0	1440	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	3	0	0	0	0	702	8	0	1440	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	3	0	0	0	0	702	8	0	1440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	3	0	0	0	0	702	8	0	1440	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	238	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	769	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	769	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx	xxxxx	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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #13 Project Exit / Seaside Wy

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Parking Exit									Seaside Wy								
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	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0		0	0		0	0		0	137		0	0		184		0
Growth Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	0		0	0		0	0		0	137		0	0		184		0
User Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	0		0	0		0	0		0	137		0	0		184		0
Reduct Vol:	0	0		0	0		0	0		0	0		0	0		0		0
FinalVolume:	0	0		0	0		0	0		0	137		0	0		184		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	6.5		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx		321	321		184	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx		677	599		864	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx		677	599		864	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx		0.00	0.00		0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*						
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx		0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx								
ApproachLOS:	*			*			*			*								

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

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #14 Project Entrance / Seaside Wy

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Parking Entrance									Seaside Wy								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0		0	0		0	0		0	137		0	0		184		0
Growth Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	0		0	0		0	0		0	137		0	0		184		0
User Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	0		0	0		0	0		0	137		0	0		184		0
Reduct Vol:	0	0		0	0		0	0		0	0		0	0		0		0
FinalVolume:	0	0		0	0		0	0		0	137		0	0		184		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*						
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx								
ApproachLOS:	*			*			*			*								

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

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #1 Golden Shore / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Golden Shore						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1 0	0 1	0	1 0	2 1	0	1 0	2 1	1
Volume Module:												
Base Vol:	187	370	112	5	4	44	158	1314	167	43	888	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	370	112	5	4	44	158	1314	167	43	888	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	370	112	5	4	44	158	1314	167	43	888	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	370	112	5	4	44	158	1314	167	43	888	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	370	112	5	4	44	158	1314	167	43	888	417
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	1.54	0.46	1.00	0.08	0.92	1.00	2.66	0.34	1.00	2.72	1.28
Final Sat.:	1600	2456	744	1600	133	1467	1600	4259	541	1600	4355	2045
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.15	0.00	0.03	0.03	0.10	0.31	0.31	0.03	0.20	0.20
Crit Moves:	****				****			****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #2 Magnolia Ave-Queens Wy / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Magnolia Ave-Queens Wy						Ocean Blvd					
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:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	42	86	45	118	71	306	170	1333	21	48	932	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	86	45	118	71	306	170	1333	21	48	932	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	86	45	118	71	306	170	1333	21	48	932	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	86	45	118	71	306	170	1333	21	48	932	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	86	45	118	71	306	170	1333	21	48	932	90
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	2.00	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4726	74	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.02	0.19	0.11	0.28	0.28	0.03	0.19	0.06
Crit Moves:	****					****		****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #3 Pacific Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			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	0 1	0	1 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	0	2	2	115	3	164	199	1380	5	3	958	129
Growth Adj:	1.00	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	2	2	115	3	164	199	1380	5	3	958	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2	2	115	3	164	199	1380	5	3	958	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2	2	115	3	164	199	1380	5	3	958	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2	2	115	3	164	199	1380	5	3	958	129
OvlAdjVol:						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:	0.00	0.50	0.50	1.95	0.05	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	0	800	800	3119	81	1600	1600	4783	17	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.10	0.12	0.29	0.29	0.00	0.20	0.08
OvlAdjV/S:						0.00						
Crit Moves:		****			****		****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #4 Pine Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Pine Ave						Ocean Blvd					
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			Prot+Permit			Prot+Permit		
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 0	1	0 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	163	160	143	87	70	102	64	1242	110	83	978	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	160	143	87	70	102	64	1242	110	83	978	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	160	143	87	70	102	64	1242	110	83	978	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	160	143	87	70	102	64	1242	110	83	978	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	160	143	87	70	102	64	1242	110	83	978	47
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	1.00	1.00	0.55	0.45	1.00	1.00	2.76	0.24	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	887	713	1600	1600	4409	391	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.10	0.10	0.06	0.04	0.28	0.28	0.05	0.20	0.03
Crit Moves:	****				****			****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #5 Locust Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Locust Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
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! 0	0	0	0	0	0	2 1	0	1	0 3 0 0
Volume Module:												
Base Vol:	2	0	8	0	0	0	0	1454	16	16	1015	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	8	0	0	0	0	1454	16	16	1015	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	8	0	0	0	0	1454	16	16	1015	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	8	0	0	0	0	1454	16	16	1015	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	0	8	0	0	0	0	1454	16	16	1015	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:	0.20	0.00	0.80	0.00	0.00	0.00	0.00	2.97	0.03	1.00	3.00	0.00
Final Sat.:	320	0	1280	0	0	0	0	4748	52	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.31	0.31	0.01	0.21	0.00
Crit Moves:	****							****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #6 Long Beach Blvd / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.483
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Long Beach Blvd						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			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	0 0	0	1	0 1! 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	104	0	209	124	1427	0	0	861	103
Growth Adj:	1.00	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	104	0	209	124	1427	0	0	861	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	104	0	209	124	1427	0	0	861	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	104	0	209	124	1427	0	0	861	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	104	0	209	124	1427	0	0	861	103
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	0.00	0.00	1.00	0.00	2.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	3200	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.08	0.30	0.00	0.00	0.18	0.06
Crit Moves:						****		****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #7 Alamitos Ave-Shoreline Dr / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Alamitos Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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	3 0	1	1 0	2 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	43	541	336	76	113	185	319	1587	10	134	623	54
Growth Adj:	1.00	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	541	336	76	113	185	319	1587	10	134	623	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:	43	541	336	76	113	185	319	1587	10	134	623	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	541	336	76	113	185	319	1587	10	134	623	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:	43	541	336	76	113	185	319	1587	10	134	623	54
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	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.84	0.16
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4800	1600	2880	2945	255
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.21	0.05	0.04	0.12	0.20	0.33	0.01	0.05	0.21	0.21
Crit Moves:			****	****			****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #8 Pine Ave / Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Pine Ave						Broadway					
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			Protected			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	0 1	0	1 0	1 0	0	1 0	1 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	183	105	79	132	0	35	1077	64	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	183	105	79	132	0	35	1077	64	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	183	105	79	132	0	35	1077	64	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	183	105	79	132	0	35	1077	64	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	183	105	79	132	0	35	1077	64	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:	0.00	0.64	0.36	1.00	1.00	0.00	1.00	1.89	0.11	0.00	0.00	0.00
Final Sat.:	0	1017	583	1600	1600	0	1600	3021	179	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.05	0.08	0.00	0.02	0.36	0.36	0.00	0.00	0.00
Crit Moves:		****		****				****				

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #9 Pine Ave / Seaside Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.286
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Pine Ave						Seaside Wy					
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 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	6	121	35	19	136	49	62	245	41	17	105	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:	6	121	35	19	136	49	62	245	41	17	105	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:	6	121	35	19	136	49	62	245	41	17	105	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	121	35	19	136	49	62	245	41	17	105	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:	6	121	35	19	136	49	62	245	41	17	105	48
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	1.47	0.53	1.00	1.71	0.29	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	2352	848	1600	2741	459	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.02	0.01	0.06	0.06	0.04	0.09	0.09	0.01	0.07	0.03
Crit Moves:	****			****			****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #10 Pine Ave / Shoreline Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 14 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Pine Ave						Shoreline Dr					
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			Prot+Permit			Protected			Protected		
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	1 0	1 0	1	2 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	15	14	12	91	22	52	86	841	22	15	192	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:	15	14	12	91	22	52	86	841	22	15	192	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:	15	14	12	91	22	52	86	841	22	15	192	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	14	12	91	22	52	86	841	22	15	192	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	14	12	91	22	52	86	841	22	15	192	65
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.08	0.92	1.00	1.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1723	1477	1600	1600	1600	2880	3200	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.01	0.03	0.03	0.26	0.01	0.01	0.04	0.04
Crit Moves:		****		****				****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #11 Chestnut Pl / Shoreline Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 18 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Chestnut Pl						Shoreline Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
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 0	1	0 1	0 0	1	2 0	2 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	67	16	247	61	3	60	94	560	21	44	167	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	16	247	61	3	60	94	560	21	44	167	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	16	247	61	3	60	94	560	21	44	167	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	16	247	61	3	60	94	560	21	44	167	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	16	247	61	3	60	94	560	21	44	167	37
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	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	0.95	0.05	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	1600	1600	1525	75	1600	2880	3200	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.15	0.04	0.04	0.04	0.03	0.17	0.01	0.02	0.03	0.02
Crit Moves:			****		****			****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #12 Existing Dwy / Ocean Blvd

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[11.8]

Street Name:	Existing Dwy						Ocean Blvd					
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	1	0 0	0 0	0	0 0	2 1	0	0 0	3 0	0
Volume Module:												
Base Vol:	0	0	11	0	0	0	0	1405	13	0	1243	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	11	0	0	0	0	1405	13	0	1243	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	11	0	0	0	0	1405	13	0	1243	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	11	0	0	0	0	1405	13	0	1243	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	475	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	542	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	542	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #13 Project Exit / Seaside Wy

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Parking Exit						Seaside Wy					
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 0	1	0 0	0 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	348	0	0	160	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	348	0	0	160	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	348	0	0	160	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	348	0	0	160	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	508	508	160	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	528	471	890	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	528	471	890	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #14 Project Entrance / Seaside Wy

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Parking Entrance						Seaside Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	0	0 0	1 0	1	0 0	0 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	348	0	0	160	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	348	0	0	160	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	348	0	0	160	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	348	0	0	160	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Appendix C – Cumulative Development Trip Distribution

Intersection	Leg	Left	Thru	Right
1 Golden Shore / Ocean Blvd	Golden Shore	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Golden Shore	0 : 0	0 : 0	10 : 0
	Ocean Blvd	0 : 10	0 : 35	0 : 10
2 Magnolia Ave-Queens Wy / Ocean Blvd	Magnolia Ave	0 : 0	0 : 0	10 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Queens Wy	0 : 10	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
3 Pacific Ave / Ocean Blvd	Pacific Ave	0 : 0	5 : 0	0 : 0
	Ocean Blvd	10 : 0	0 : 0	0 : 0
	Pacific Ave	0 : 10	0 : 5	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
4 Pine Ave / Ocean Blvd	Pine Ave	0 : 0	5 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Pine Ave	0 : 0	0 : 5	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
5 Locust Ave / Ocean Blvd	Locust Ave	0 : 0	5 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Locust Ave	0 : 0	0 : 5	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
6 Long Beach Blvd / Ocean Blvd	Long Beach Blvd	0 : 0	5 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
		0 : 0	0 : 5	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
7 Alamitos Ave-Shoreline Dr / Ocean Blvd	Alamitos Ave	0 : 0	5 : 0	0 : 0
	Ocean Blvd	0 : 0	30 : 0	0 : 0
	Shoreline Dr	0 : 0	0 : 5	0 : 0
	Ocean Blvd	0 : 0	0 : 30	0 : 0
8 Pine Ave / Broadway	Pine Ave	0 : 0	0 : 0	0 : 0
	Broadway	0 : 0	0 : 0	0 : 0
	Pine Ave	0 : 0	0 : 0	0 : 0
	Broadway	0 : 0	0 : 0	0 : 0
9 Pine Ave / Seaside Wy	Pine Ave	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0
	Pine Ave	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0
10 Pine Ave / Shoreline Dr	Pine Ave	0 : 0	30 : 0	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0
	Pine Ave	0 : 0	0 : 30	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0
11 Chestnut Pl / Shoreline Dr	Chestnut Pl	30 : 0	0 : 0	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0
	Chestnut Pl	25 : 0	0 : 30	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0
12 Existing Dwy-Ocean Wy / Ocean Blvd		0 : 0	5 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Existing Dwy-Ocean Wy	0 : 0	0 : 5	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
13 Project Exit / Seaside Wy	Project Exit	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0
		0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0
14 Project Entrance / Seaside Wy	Project Entrance	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0
		0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0

XX : XX = Inbound : Outbound Trip Distribution Percentage (%)

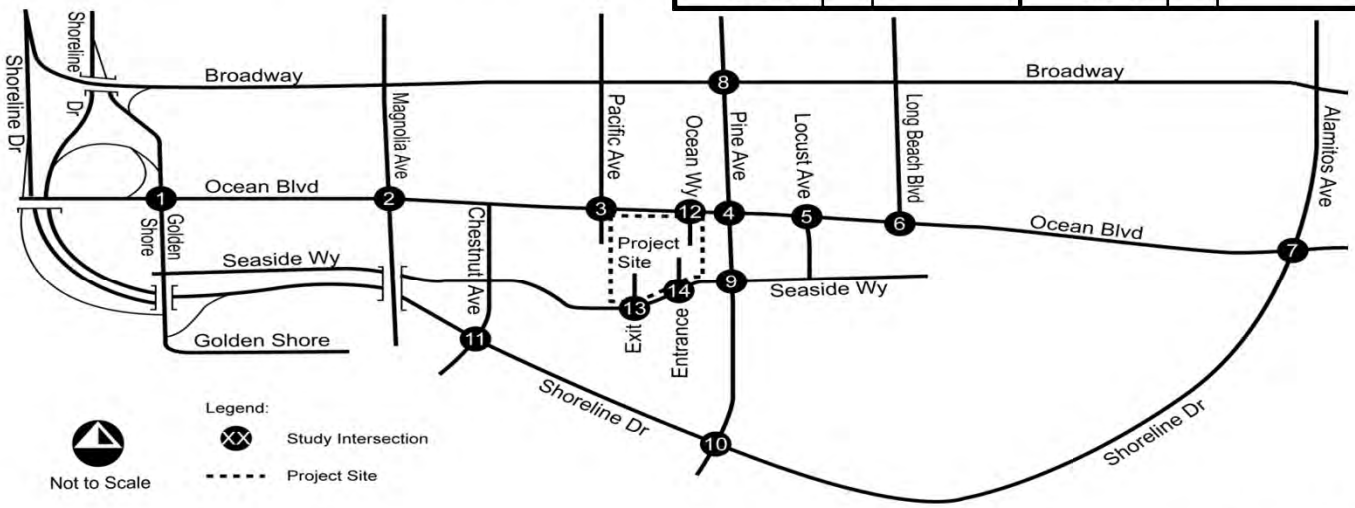


Exhibit C-1

444 West Ocean Boulevard Apartments Trip Distribution

Intersection	Leg	↖	←	↙	↓	↘	↗	→	↘	↑	↗	↖
1 Golden Shore / Ocean Blvd	Golden Shore	0 : 0	0 : 15	0 : 0	0 : 0	0 : 0	0 : 0	15 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
2 Magnolia Ave-Queens Wy / Ocean Blvd	Magnolia Ave	0 : 0	0 : 15	0 : 0	0 : 0	0 : 0	0 : 0	15 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
3 Pacific Ave / Ocean Blvd	Pacific Ave	0 : 0	0 : 15	0 : 0	0 : 0	0 : 0	0 : 0	15 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
4 Pine Ave / Ocean Blvd	Pine Ave	0 : 0	0 : 15	0 : 0	0 : 0	0 : 0	0 : 0	15 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
5 Locust Ave / Ocean Blvd	Locust Ave	0 : 0	0 : 15	0 : 0	0 : 0	0 : 0	0 : 0	15 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
6 Long Beach Blvd / Ocean Blvd	Long Beach Blvd	0 : 0	0 : 15	0 : 0	0 : 0	0 : 0	0 : 0	15 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
7 Alamitos Ave-Shoreline Dr / Ocean Blvd	Alamitos Ave	15 : 0	0 : 0	0 : 0	0 : 0	0 : 15	0 : 15	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
8 Pine Ave / Broadway	Pine Ave	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Broadway	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
9 Pine Ave / Seaside Wy	Pine Ave	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
10 Pine Ave / Shoreline Dr	Pine Ave	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
11 Chestnut Pl / Shoreline Dr	Chestnut Pl	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
12 Existing Dwy-Ocean Wy / Ocean Blvd		0 : 0	0 : 15	0 : 0	0 : 0	0 : 0	0 : 0	15 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
13 Project Exit / Seaside Wy	Project Exit	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
14 Project Entrance / Seaside Wy	Project Entrance	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0

XX : XX = Inbound : Outbound Trip Distribution Percentage (%)

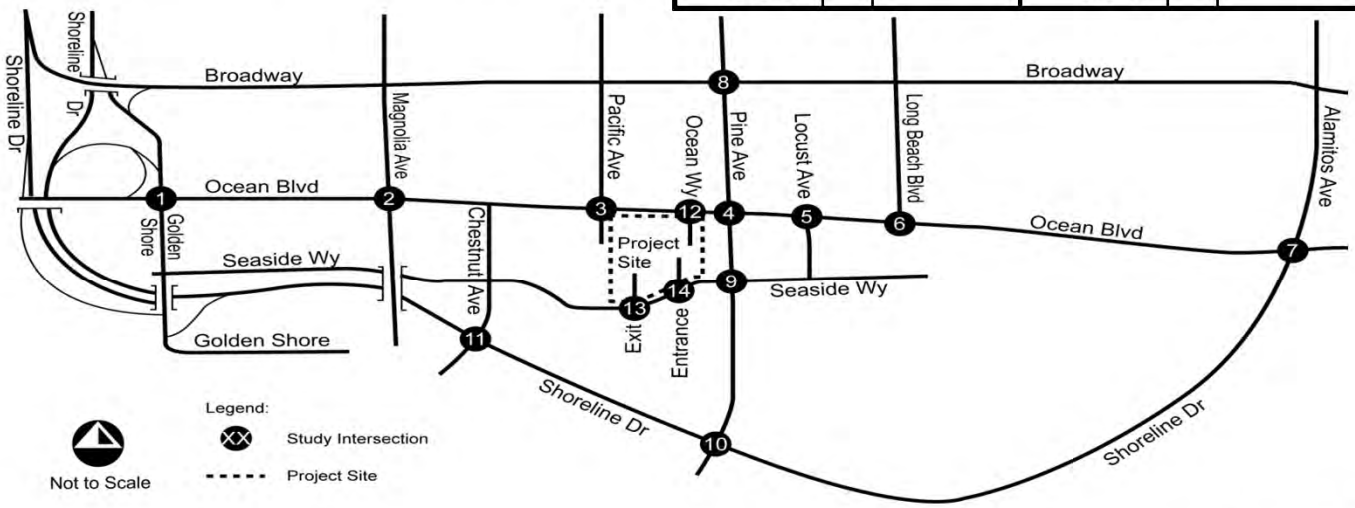
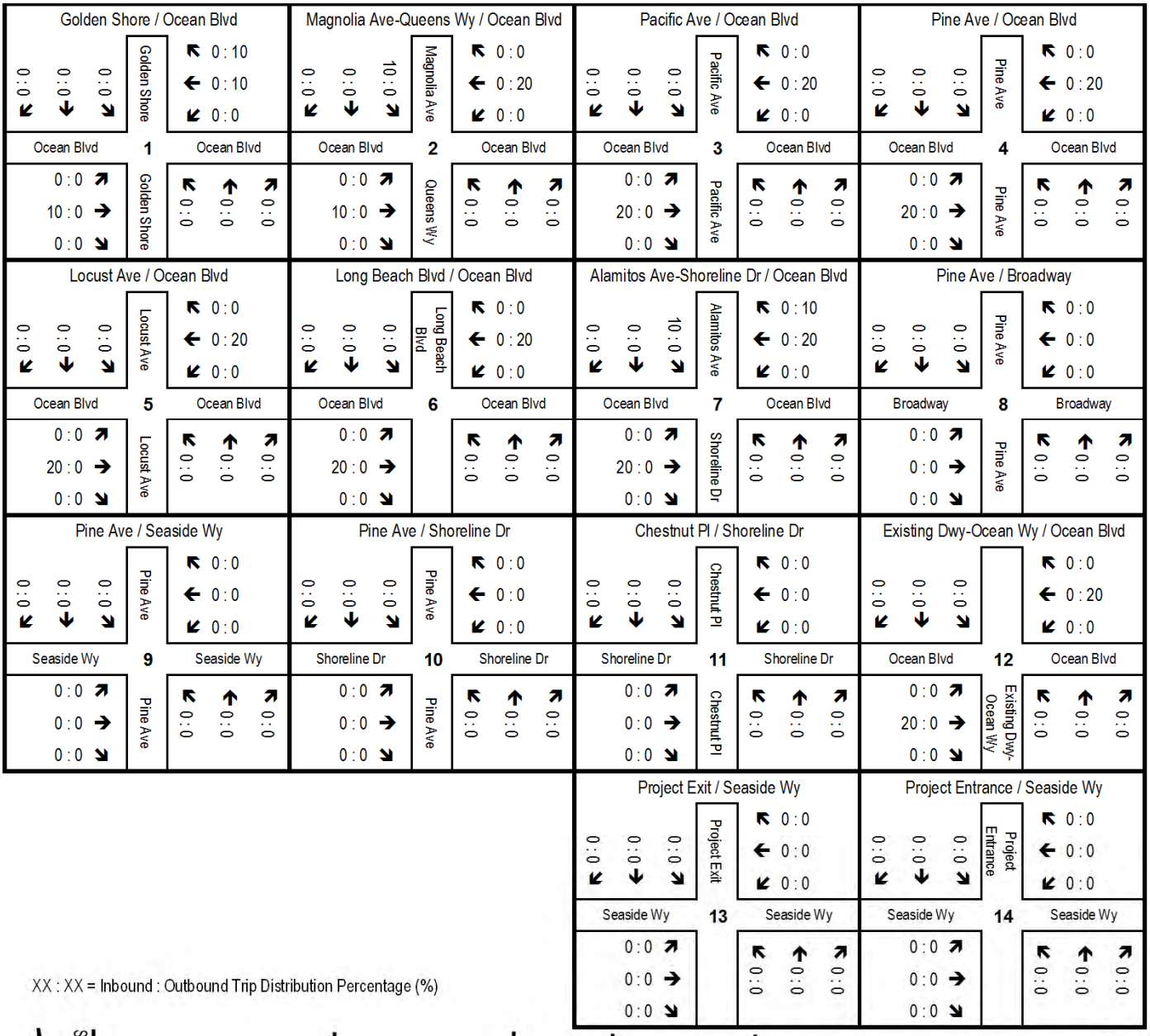


Exhibit C-2

300 Alamitos Ave Medical Building Trip Distribution



XX : XX = Inbound : Outbound Trip Distribution Percentage (%)

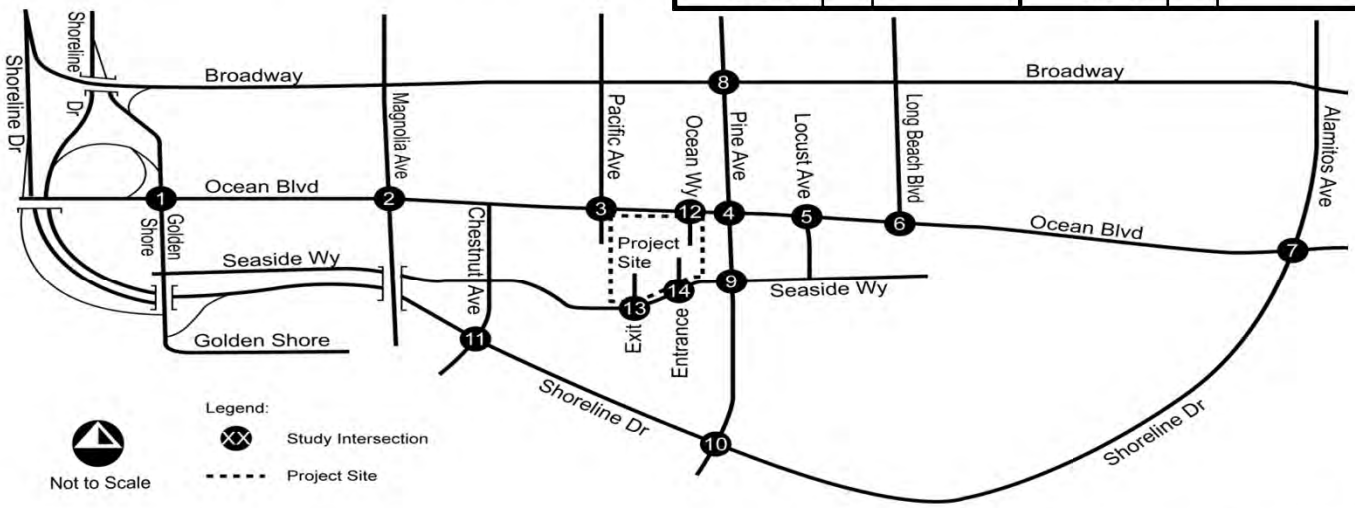


Exhibit C-3

Silversands Trip Distribution

Intersection	Leg	↖	←	↙	↑	↗	↘	↓	↙
1 Golden Shore / Ocean Blvd	Golden Shore	0 : 25	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
2 Magnolia Ave-Queens Wy / Ocean Blvd	Magnolia Ave	0 : 0	0 : 25	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
3 Pacific Ave / Ocean Blvd	Pacific Ave	0 : 25	0 : 25	0 : 0	0 : 0	0 : 0	25 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
4 Pine Ave / Ocean Blvd	Pine Ave	0 : 0	0 : 50	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	25 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
5 Locust Ave / Ocean Blvd	Locust Ave	0 : 0	0 : 50	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	25 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
6 Long Beach Blvd / Ocean Blvd	Long Beach Blvd	0 : 0	0 : 50	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	25 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
7 Alamitos Ave-Shoreline Dr / Ocean Blvd	Alamitos Ave	0 : 0	25 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	25 : 0
	Ocean Blvd	0 : 0	0 : 25	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
8 Pine Ave / Broadway	Pine Ave	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Broadway	0 : 0	25 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
9 Pine Ave / Seaside Wy	Pine Ave	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
10 Pine Ave / Shoreline Dr	Pine Ave	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
11 Chestnut Pl / Shoreline Dr	Chestnut Pl	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
12 Existing Dwy-Ocean Wy / Ocean Blvd		0 : 0	0 : 50	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	25 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
13 Project Exit / Seaside Wy	Project Exit	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
14 Project Entrance / Seaside Wy	Project Entrance	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0

XX : XX = Inbound : Outbound Trip Distribution Percentage (%)

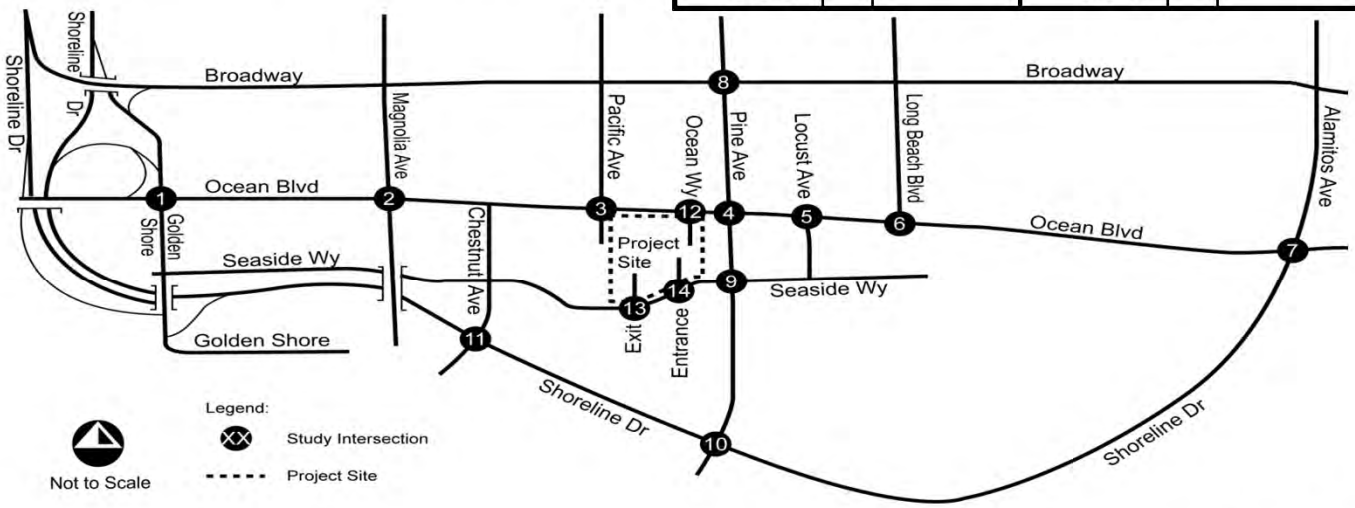


Exhibit C-4

125 Linden Ave Mixed-Use Project Trip Distribution

Intersection	Leg	↖	←	↙	↑	↗	→	↘	↓
1 Golden Shore / Ocean Blvd	Golden Shore	0 : 35	0 : 15	0 : 0				0 : 0	0 : 0
	Ocean Blvd				0 : 0	0 : 0	15 : 0	0 : 0	0 : 0
2 Magnolia Ave-Queens Wy / Ocean Blvd	Magnolia Ave	0 : 0	0 : 50	0 : 0				0 : 0	0 : 0
	Ocean Blvd				0 : 0	0 : 0	15 : 0	0 : 0	0 : 0
3 Pacific Ave / Ocean Blvd	Pacific Ave	10 : 0	0 : 0	0 : 0				0 : 35	0 : 0
	Ocean Blvd				0 : 0	0 : 0	0 : 0	0 : 0	0 : 50
4 Pine Ave / Ocean Blvd	Pine Ave	0 : 0	10 : 0	0 : 0				0 : 0	0 : 0
	Ocean Blvd				0 : 0	0 : 0	0 : 35	0 : 0	0 : 0
5 Locust Ave / Ocean Blvd	Locust Ave	0 : 0	10 : 0	0 : 0				0 : 0	0 : 0
	Ocean Blvd				0 : 0	0 : 0	0 : 35	0 : 0	0 : 0
6 Long Beach Blvd / Ocean Blvd	Long Beach Blvd	0 : 0	10 : 0	0 : 0				0 : 0	0 : 0
	Ocean Blvd				0 : 0	0 : 0	0 : 35	0 : 0	0 : 0
7 Alamitos Ave-Shoreline Dr / Ocean Blvd	Alamitos Ave	0 : 0	10 : 0	0 : 0				0 : 0	0 : 0
	Ocean Blvd				0 : 0	0 : 0	0 : 25	0 : 0	0 : 0
8 Pine Ave / Broadway	Pine Ave	0 : 0	0 : 0	0 : 0				0 : 0	0 : 0
	Broadway				0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
9 Pine Ave / Seaside Wy	Pine Ave	0 : 0	0 : 0	0 : 0				0 : 0	0 : 0
	Seaside Wy				0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
10 Pine Ave / Shoreline Dr	Pine Ave	0 : 0	0 : 0	0 : 0				0 : 0	0 : 0
	Shoreline Dr				0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
11 Chestnut Pl / Shoreline Dr	Chestnut Pl	0 : 0	0 : 0	0 : 0				0 : 0	0 : 0
	Shoreline Dr				0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
12 Existing Dwy-Ocean Wy / Ocean Blvd		0 : 0	10 : 0	0 : 0				0 : 0	0 : 0
	Ocean Blvd				0 : 0	0 : 0	0 : 35	0 : 0	0 : 0
13 Project Exit / Seaside Wy	Project Exit	0 : 0	0 : 0	0 : 0				0 : 0	0 : 0
	Seaside Wy				0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
14 Project Entrance / Seaside Wy	Project Entrance	0 : 0	0 : 0	0 : 0				0 : 0	0 : 0
	Seaside Wy				0 : 0	0 : 0	0 : 0	0 : 0	0 : 0

XX : XX = Inbound : Outbound Trip Distribution Percentage (%)

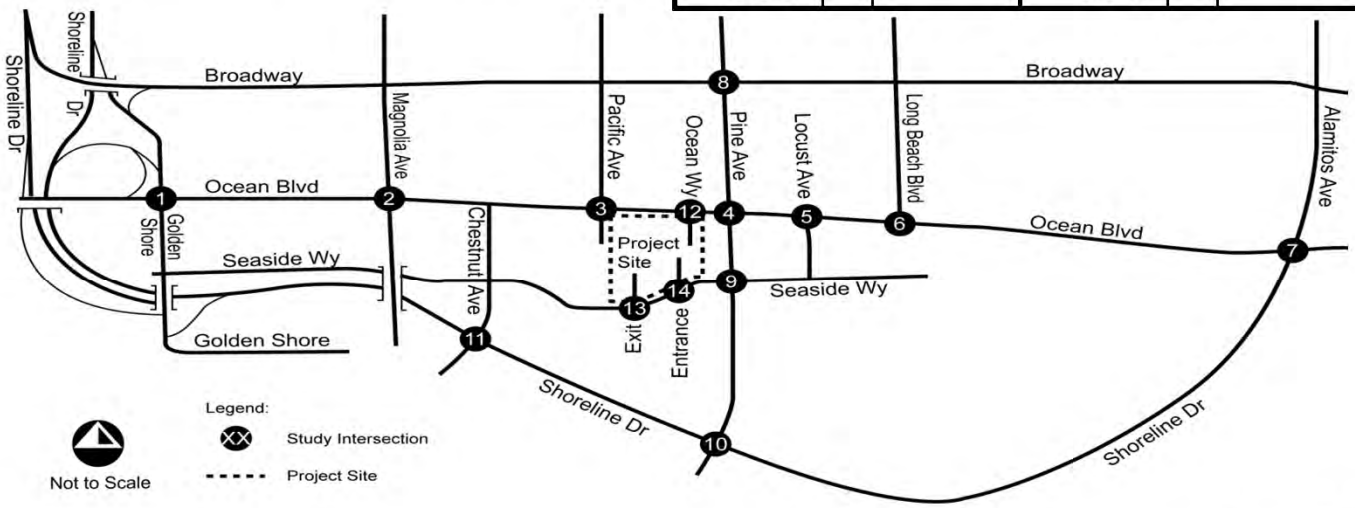


Exhibit C-5

American Hotel Trip Distribution

Intersection	Ocean Blvd	Golden Shore	Ocean Blvd	Golden Shore
1 Golden Shore / Ocean Blvd	0 : 0 ↖ / 0 : 0 ↓ / 0 : 0 ↘	0 : 15 ↖ / 0 : 10 ← / 0 : 0 ↙	0 : 0 ↗ / 10 : 0 → / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ↑ / 0 : 0 ↗
2 Magnolia Ave-Queens Wy / Ocean Blvd	0 : 0 ↖ / 0 : 0 ↓ / 0 : 0 ↘	0 : 0 ↖ / 0 : 25 ← / 0 : 0 ↙	0 : 0 ↗ / 10 : 0 → / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ↑ / 0 : 0 ↗
3 Pacific Ave / Ocean Blvd	0 : 0 ↖ / 0 : 0 ↓ / 0 : 0 ↘	0 : 0 ↖ / 0 : 25 ← / 0 : 0 ↙	0 : 0 ↗ / 10 : 0 → / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ↑ / 0 : 0 ↗
4 Pine Ave / Ocean Blvd	0 : 0 ↖ / 0 : 0 ↓ / 0 : 0 ↘	0 : 0 ↖ / 0 : 25 ← / 0 : 0 ↙	0 : 0 ↗ / 10 : 0 → / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ↑ / 0 : 0 ↗
5 Locust Ave / Ocean Blvd	0 : 0 ↖ / 0 : 0 ↓ / 0 : 0 ↘	0 : 0 ↖ / 0 : 25 ← / 0 : 0 ↙	0 : 0 ↗ / 10 : 0 → / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ↑ / 0 : 0 ↗
6 Long Beach Blvd / Ocean Blvd	0 : 25 ↖ / 0 : 0 ↓ / 0 : 5 ↘	5 : 0 ↖ / 0 : 0 ← / 0 : 0 ↙	10 : 0 ↗ / 0 : 0 → / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ↑ / 0 : 0 ↗
7 Alamitos Ave-Shoreline Dr / Ocean Blvd	0 : 0 ↖ / 0 : 0 ↓ / 0 : 0 ↘	0 : 0 ↖ / 5 : 0 ← / 0 : 0 ↙	0 : 0 ↗ / 0 : 5 → / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ↑ / 0 : 0 ↗
8 Pine Ave / Broadway	0 : 0 ↖ / 0 : 0 ↓ / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ← / 0 : 0 ↙	0 : 0 ↗ / 15 : 0 → / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ↑ / 0 : 0 ↗
9 Pine Ave / Seaside Wy	0 : 0 ↖ / 0 : 0 ↓ / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ← / 0 : 0 ↙	0 : 0 ↗ / 0 : 0 → / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ↑ / 0 : 0 ↗
10 Pine Ave / Shoreline Dr	0 : 0 ↖ / 0 : 0 ↓ / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ← / 0 : 0 ↙	0 : 0 ↗ / 0 : 0 → / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ↑ / 0 : 0 ↗
11 Chestnut Pl / Shoreline Dr	0 : 0 ↖ / 0 : 0 ↓ / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ← / 0 : 0 ↙	0 : 0 ↗ / 0 : 0 → / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ↑ / 0 : 0 ↗
12 Existing Dwy-Ocean Wy / Ocean Blvd	0 : 0 ↖ / 0 : 0 ↓ / 0 : 0 ↘	0 : 0 ↖ / 0 : 25 ← / 0 : 0 ↙	0 : 0 ↗ / 10 : 0 → / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ↑ / 0 : 0 ↗
13 Project Exit / Seaside Wy	0 : 0 ↖ / 0 : 0 ↓ / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ← / 0 : 0 ↙	0 : 0 ↗ / 0 : 0 → / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ↑ / 0 : 0 ↗
14 Project Entrance / Seaside Wy	0 : 0 ↖ / 0 : 0 ↓ / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ← / 0 : 0 ↙	0 : 0 ↗ / 0 : 0 → / 0 : 0 ↘	0 : 0 ↖ / 0 : 0 ↑ / 0 : 0 ↗

XX : XX = Inbound : Outbound Trip Distribution Percentage (%)

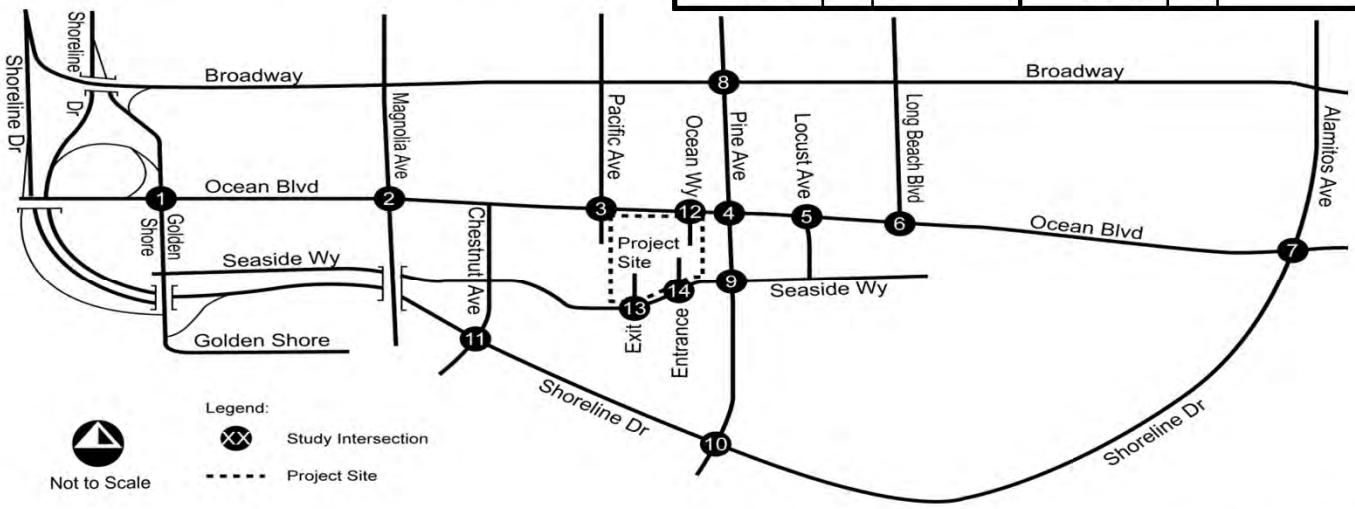


Exhibit C-6

City Hall East Trip Distribution

Intersection	Leg	Left	Through	Right
1 Golden Shore / Ocean Blvd	Golden Shore	0 : 10	0 : 10	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Golden Shore	0 : 0	10 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
2 Magnolia Ave-Queens Wy / Ocean Blvd	Magnolia Ave	0 : 0	0 : 20	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Queens Wy	0 : 0	10 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
3 Pacific Ave / Ocean Blvd	Pacific Ave	0 : 0	0 : 20	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Pacific Ave	0 : 0	10 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
4 Pine Ave / Ocean Blvd	Pine Ave	0 : 0	0 : 0	30 : 0
	Ocean Blvd	0 : 0	20 : 0	0 : 0
	Pine Ave	0 : 0	0 : 0	10 : 0
	Ocean Blvd	0 : 20	0 : 10	0 : 30
5 Locust Ave / Ocean Blvd	Locust Ave	0 : 0	30 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Locust Ave	0 : 0	0 : 30	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
6 Long Beach Blvd / Ocean Blvd	Long Beach Blvd	0 : 0	20 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	10 : 0
		0 : 10	0 : 20	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
7 Alamitos Ave-Shoreline Dr / Ocean Blvd	Alamitos Ave	0 : 0	5 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	15 : 0
	Shoreline Dr	0 : 15	0 : 5	0 : 0
	Ocean Blvd	0 : 0	0 : 15	0 : 0
8 Pine Ave / Broadway	Pine Ave	0 : 0	0 : 0	0 : 0
	Broadway	0 : 0	10 : 0	0 : 0
	Pine Ave	0 : 0	0 : 0	10 : 0
	Broadway	0 : 0	0 : 10	0 : 0
9 Pine Ave / Seaside Wy	Pine Ave	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 40	0 : 0
	Pine Ave	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	40 : 0	0 : 0
10 Pine Ave / Shoreline Dr	Pine Ave	15 : 0	0 : 0	0 : 15
	Shoreline Dr	0 : 0	0 : 0	0 : 25
	Pine Ave	0 : 0	0 : 0	25 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0
11 Chestnut Pl / Shoreline Dr	Chestnut Pl	0 : 0	0 : 25	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0
	Chestnut Pl	0 : 0	25 : 0	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0
12 Existing Dwy-Ocean Wy / Ocean Blvd		0 : 0	0 : 20	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Existing Dwy-Ocean Wy	0 : 0	10 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
13 Project Exit / Seaside Wy	Project Exit	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0
		0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0
14 Project Entrance / Seaside Wy	Project Entrance	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0
		0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0

XX : XX = Inbound : Outbound Trip Distribution Percentage (%)

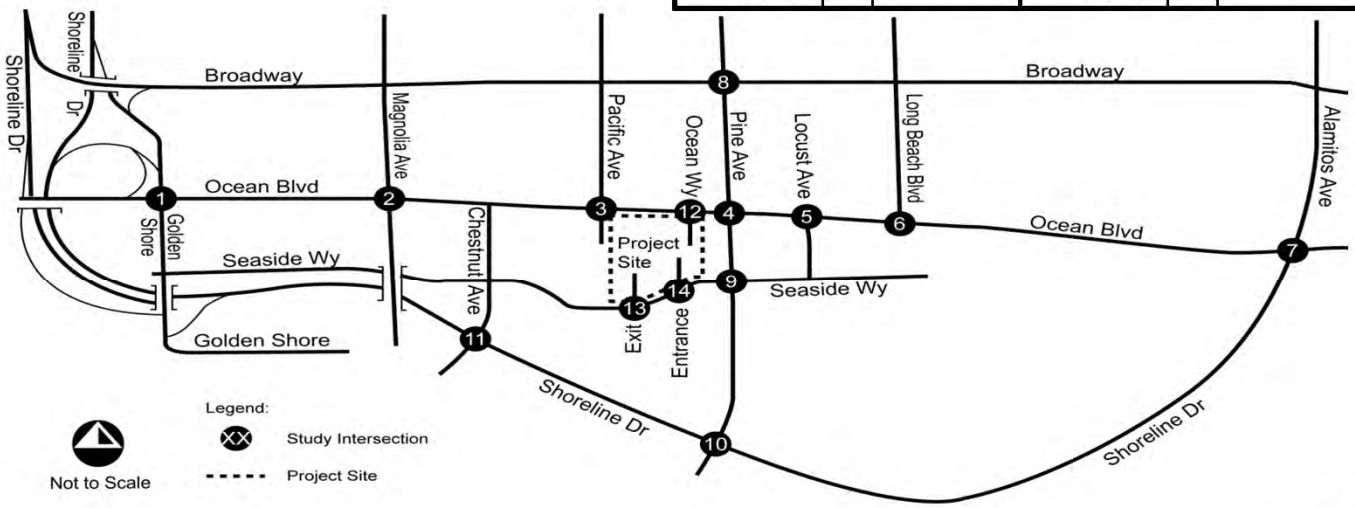


Exhibit C-7

Ocean Center Building Reuse Trip Distribution

Intersection	Leg	↖	←	↙	↗	↑	↘	→	↘
1 Golden Shore / Ocean Blvd	Golden Shore	0 : 0	0 : 10	0 : 0	0 : 0	0 : 0	0 : 0	10 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
2 Magnolia Ave-Queens Wy / Ocean Blvd	Magnolia Ave	0 : 0	0 : 10	0 : 0	0 : 0	0 : 0	0 : 0	10 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
3 Pacific Ave / Ocean Blvd	Pacific Ave	0 : 10	0 : 10	0 : 0	0 : 0	0 : 0	10 : 0	10 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
4 Pine Ave / Ocean Blvd	Pine Ave	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	20 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 20	0 : 0	0 : 0	0 : 0	0 : 0
5 Locust Ave / Ocean Blvd	Locust Ave	0 : 0	0 : 0	30 : 0	0 : 0	0 : 0	0 : 0	10 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 45	0 : 0	20 : 0
6 Long Beach Blvd / Ocean Blvd	Long Beach Blvd	0 : 0	20 : 0	0 : 0	0 : 0	0 : 0	0 : 0	10 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 35	0 : 0
7 Alamitos Ave-Shoreline Dr / Ocean Blvd	Alamitos Ave	0 : 0	5 : 0	0 : 0	0 : 0	0 : 0	0 : 0	15 : 0	15 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 30	0 : 5
8 Pine Ave / Broadway	Pine Ave	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Broadway	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
9 Pine Ave / Seaside Wy	Pine Ave	0 : 20	0 : 0	0 : 35	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	50 : 0	0 : 0	0 : 0
10 Pine Ave / Shoreline Dr	Pine Ave	15 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 35	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	35 : 0	0 : 0
11 Chestnut Pl / Shoreline Dr	Chestnut Pl	0 : 0	0 : 35	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	35 : 0	0 : 0
12 Existing Dwy-Ocean Wy / Ocean Blvd		0 : 0	0 : 20	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	20 : 0	0 : 0
13 Project Exit / Seaside Wy	Project Exit	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
14 Project Entrance / Seaside Wy	Project Entrance	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0	0 : 0

XX : XX = Inbound : Outbound Trip Distribution Percentage (%)

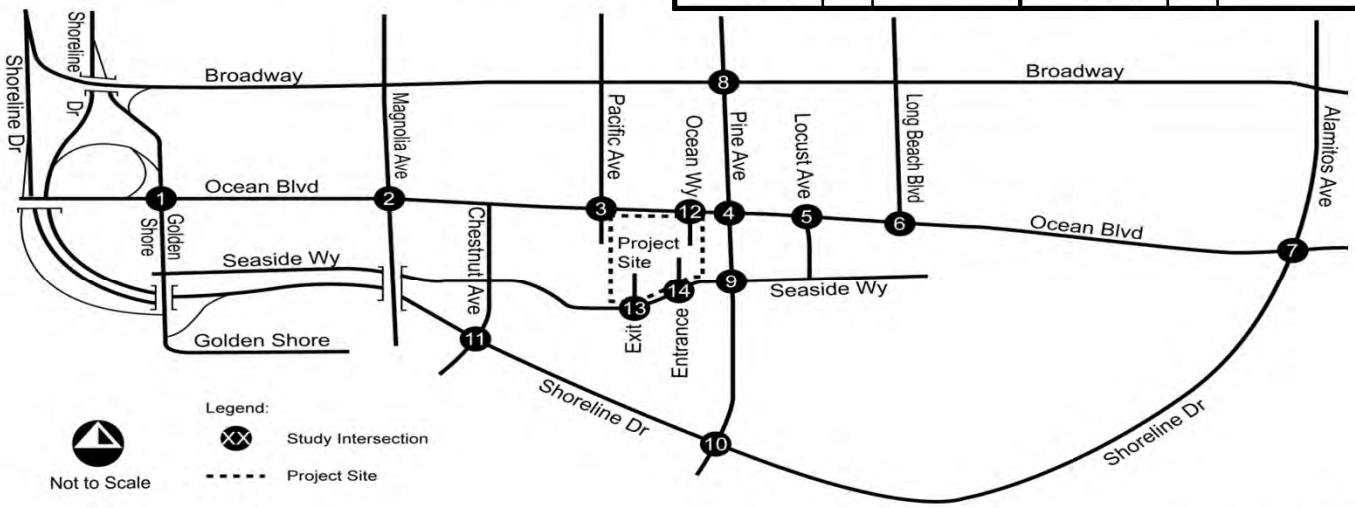


Exhibit C-8

207 East Seaside Way Apartments Trip Distribution

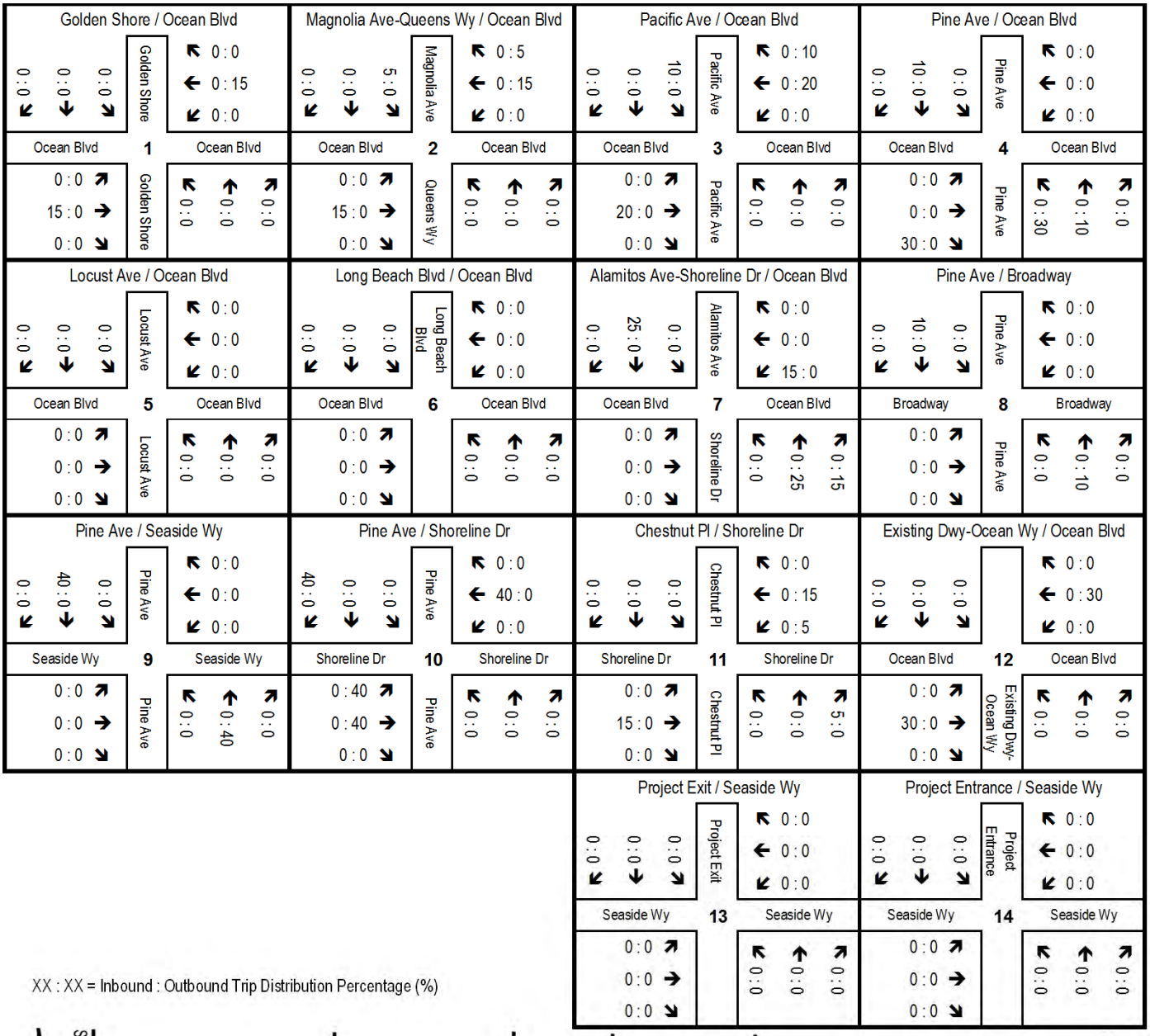


Exhibit C-9

The Pike Outlet Conversion Project Trip Distribution

Intersection	Leg	Left	Thru	Right
1 Golden Shore / Ocean Blvd	Ocean Blvd	0 : 0	0 : 5	0 : 0
	Golden Shore	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Golden Shore	0 : 0	5 : 0	0 : 0
2 Magnolia Ave-Queens Wy / Ocean Blvd	Ocean Blvd	0 : 0	0 : 5	0 : 0
	Magnolia Ave	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Queens Wy	0 : 0	5 : 0	0 : 0
3 Pacific Ave / Ocean Blvd	Ocean Blvd	0 : 0	0 : 5	0 : 0
	Pacific Ave	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Pacific Ave	0 : 0	5 : 0	0 : 0
4 Pine Ave / Ocean Blvd	Ocean Blvd	0 : 0	0 : 5	0 : 0
	Pine Ave	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Pine Ave	0 : 0	5 : 0	0 : 0
5 Locust Ave / Ocean Blvd	Ocean Blvd	0 : 0	0 : 5	0 : 0
	Locust Ave	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Locust Ave	0 : 0	5 : 0	0 : 0
6 Long Beach Blvd / Ocean Blvd	Ocean Blvd	0 : 0	0 : 5	0 : 0
	Long Beach Blvd	0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
		0 : 0	5 : 0	0 : 0
7 Alamitos Ave-Shoreline Dr / Ocean Blvd	Ocean Blvd	0 : 0	12 : 0	0 : 0
	Alamitos Ave	11 : 0	0 : 7	0 : 6
	Ocean Blvd	29 : 0	0 : 0	0 : 0
	Shoreline Dr	0 : 0	0 : 6	0 : 30
8 Pine Ave / Broadway	Broadway	0 : 0	0 : 0	0 : 0
	Pine Ave	0 : 0	0 : 0	0 : 0
	Broadway	0 : 0	0 : 0	0 : 0
	Pine Ave	0 : 0	8 : 0	0 : 0
9 Pine Ave / Seaside Wy	Seaside Wy	0 : 0	0 : 0	0 : 0
	Pine Ave	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0
	Pine Ave	0 : 0	0 : 0	0 : 0
10 Pine Ave / Shoreline Dr	Shoreline Dr	0 : 0	0 : 37	0 : 0
	Pine Ave	0 : 0	0 : 0	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0
	Pine Ave	0 : 0	29 : 0	0 : 0
11 Chestnut Pl / Shoreline Dr	Shoreline Dr	0 : 0	0 : 37	0 : 0
	Chestnut Pl	0 : 0	0 : 0	0 : 0
	Shoreline Dr	0 : 0	0 : 0	0 : 0
	Chestnut Pl	0 : 0	29 : 0	0 : 0
12 Existing Dwy-Ocean Wy / Ocean Blvd	Ocean Blvd	0 : 0	0 : 5	0 : 0
		0 : 0	0 : 0	0 : 0
	Ocean Blvd	0 : 0	0 : 0	0 : 0
	Existing Dwy-Ocean Wy	0 : 0	5 : 0	0 : 0
13 Project Exit / Seaside Wy	Seaside Wy	0 : 0	0 : 0	0 : 0
	Project Exit	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0
		0 : 0	0 : 0	0 : 0
14 Project Entrance / Seaside Wy	Seaside Wy	0 : 0	0 : 0	0 : 0
	Project Entrance	0 : 0	0 : 0	0 : 0
	Seaside Wy	0 : 0	0 : 0	0 : 0
		0 : 0	0 : 0	0 : 0

XX : XX = Inbound : Outbound Trip Distribution Percentage (%)

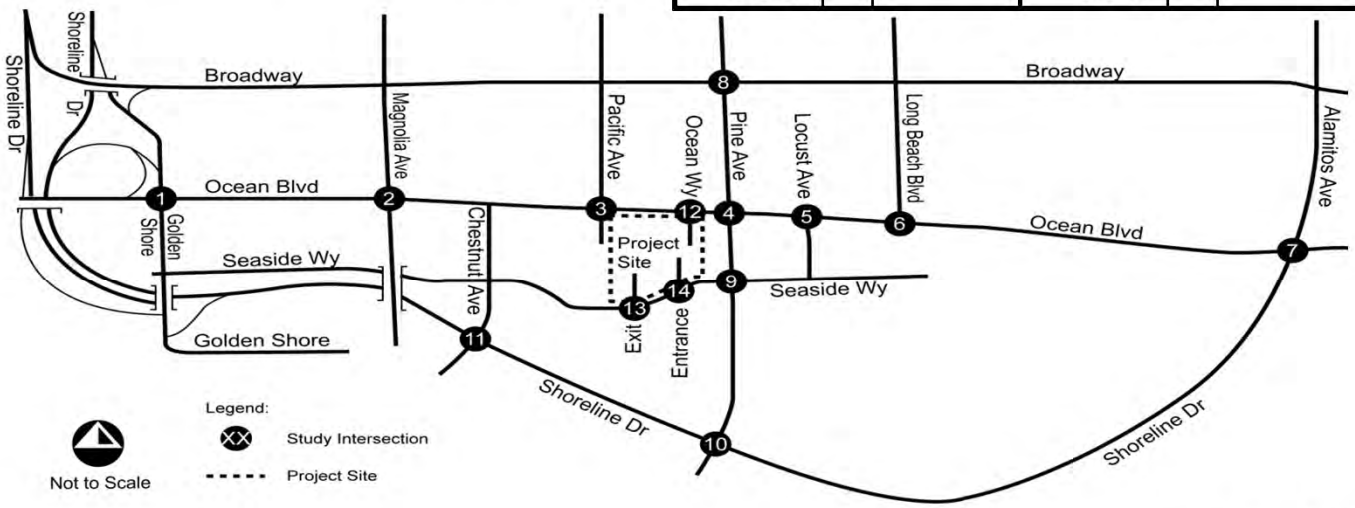


Exhibit C-10

Shoreline Gateway Trip Distribution

Appendix D – Existing Plus Project Conditions Intersection Operations Analysis Worksheets, with Existing and Initial Geometry

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #1 Golden Shore / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Golden Shore						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1 0	0	1 0	1 0	2	1 0	1 0	2	1 1
Volume Module:												
Base Vol:	56	66	108	9	8	99	65	686	147	102	1054	385
Growth Adj:	1.00	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	66	108	9	8	99	65	686	147	102	1054	385
Added Vol:	0	0	0	0	0	0	0	2	0	0	9	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	66	108	9	8	99	65	688	147	102	1063	394
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	66	108	9	8	99	65	688	147	102	1063	394
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	66	108	9	8	99	65	688	147	102	1063	394
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	66	108	9	8	99	65	688	147	102	1063	394
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	1.00	1.00	1.00	0.07	0.93	1.00	2.47	0.53	1.00	2.92	1.08
Final Sat.:	1600	1600	1600	1600	120	1480	1600	3955	845	1600	4669	1731
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.07	0.01	0.07	0.07	0.04	0.17	0.17	0.06	0.23	0.23
Crit Moves:	****				****		****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #2 Magnolia Ave-Queens Wy / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Magnolia Ave-Queens Wy						Ocean Blvd					
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:	1 0	2	0 1	1 0	2	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	13	10	18	114	81	263	129	572	33	65	1348	145
Growth Adj:	1.00	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	10	18	114	81	263	129	572	33	65	1348	145
Added Vol:	0	0	0	0	0	0	0	2	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	10	18	114	81	263	129	574	33	65	1366	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	10	18	114	81	263	129	574	33	65	1366	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	10	18	114	81	263	129	574	33	65	1366	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	10	18	114	81	263	129	574	33	65	1366	145
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	2.00	1.00	1.00	2.84	0.16	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4539	261	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.07	0.03	0.16	0.08	0.13	0.13	0.04	0.28	0.09
Crit Moves:	****					****	****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #3 Pacific Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			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	0 0	0	1 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	2	0	0	206	3	219	138	638	7	11	1249	133
Growth Adj:	1.00	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	0	206	3	219	138	638	7	11	1249	133
Added Vol:	0	0	0	0	0	0	0	2	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	206	3	219	138	640	7	11	1267	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:	2	0	0	206	3	219	138	640	7	11	1267	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	206	3	219	138	640	7	11	1267	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:	2	0	0	206	3	219	138	640	7	11	1267	133
OvlAdjVol:						81						
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	0.00	0.00	1.97	0.03	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	0	0	3154	46	1600	1600	4748	52	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.14	0.09	0.13	0.13	0.01	0.26	0.08
OvlAdjV/S:						0.05						
Crit Moves:	****				****		****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #4 Pine Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pine Ave						Ocean Blvd					
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			Prot+Permit			Prot+Permit		
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 0	1	0 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	104	32	54	18	49	53	29	597	79	85	1283	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:	104	32	54	18	49	53	29	597	79	85	1283	87
Added Vol:	18	9	40	0	4	0	0	0	2	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	41	94	18	53	53	29	597	81	92	1283	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:	122	41	94	18	53	53	29	597	81	92	1283	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	41	94	18	53	53	29	597	81	92	1283	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	41	94	18	53	53	29	597	81	92	1283	87
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	1.00	1.00	0.25	0.75	1.00	1.00	2.64	0.36	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	406	1194	1600	1600	4227	573	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.06	0.04	0.04	0.03	0.02	0.14	0.14	0.06	0.27	0.05
Crit Moves:	****				****		****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #5 Locust Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Locust Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
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! 0	0	0	0	0	0	2 1	0	1	0 3 0 0
Volume Module:												
Base Vol:	1	0	2	0	0	0	0	604	14	52	1469	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:	1	0	2	0	0	0	0	604	14	52	1469	0
Added Vol:	0	0	0	0	0	0	0	40	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	2	0	0	0	0	644	14	52	1476	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:	1	0	2	0	0	0	0	644	14	52	1476	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	2	0	0	0	0	644	14	52	1476	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:	1	0	2	0	0	0	0	644	14	52	1476	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:	0.33	0.00	0.67	0.00	0.00	0.00	0.00	2.94	0.06	1.00	3.00	0.00
Final Sat.:	533	0	1067	0	0	0	0	4698	102	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.14	0.03	0.31	0.00
Crit Moves:	****										****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #6 Long Beach Blvd / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Long Beach Blvd						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			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	0 0	0	1	0 1! 0	1	0	3 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	57	0	188	85	525	0	0	1368	97
Growth Adj:	1.00	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	57	0	188	85	525	0	0	1368	97
Added Vol:	0	0	0	0	0	2	9	31	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	57	0	190	94	556	0	0	1372	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	57	0	190	94	556	0	0	1372	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	57	0	190	94	556	0	0	1372	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	57	0	190	94	556	0	0	1372	97
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	0.00	0.00	1.00	0.00	2.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	3200	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.06	0.06	0.12	0.00	0.00	0.29	0.06
Crit Moves:						****	****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #7 Alamitos Ave-Shoreline Dr / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.984
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Street Name:	Alamitos Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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	3 0	1	1 0	2 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	40	80	109	52	300	385	106	440	17	305	1392	59
Growth Adj:	1.00	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	80	109	52	300	385	106	440	17	305	1392	59
Added Vol:	0	0	0	0	3	3	27	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	80	109	52	303	388	133	444	17	305	1393	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	80	109	52	303	388	133	444	17	305	1393	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	80	109	52	303	388	133	444	17	305	1393	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	80	109	52	303	388	133	444	17	305	1393	59
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	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.92	0.08
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4800	1600	2880	3070	130
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.07	0.03	0.09	0.24	0.08	0.09	0.01	0.11	0.45	0.45
Crit Moves:	****					****	****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #8 Pine Ave / Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.443
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pine Ave						Broadway					
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			Protected			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	0 1	0	1 0	1 0	0	1 0	1 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	62	47	36	136	0	27	566	95	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	62	47	36	136	0	27	566	95	0	0	0
Added Vol:	0	9	0	0	2	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	71	47	36	138	0	27	566	97	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	71	47	36	138	0	27	566	97	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	71	47	36	138	0	27	566	97	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	71	47	36	138	0	27	566	97	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:	0.00	0.60	0.40	1.00	1.00	0.00	1.00	1.71	0.29	0.00	0.00	0.00
Final Sat.:	0	963	637	1600	1600	0	1600	2732	468	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.02	0.09	0.00	0.02	0.21	0.21	0.00	0.00	0.00
Crit Moves:		****		****				****				

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #9 Pine Ave / Seaside Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.329
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pine Ave						Seaside Wy					
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 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	6	70	65	57	77	52	19	108	10	13	126	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:	6	70	65	57	77	52	19	108	10	13	126	25
Added Vol:	9	0	0	0	0	13	67	0	22	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	70	65	57	77	65	86	108	32	13	126	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:	15	70	65	57	77	65	86	108	32	13	126	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	70	65	57	77	65	86	108	32	13	126	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:	15	70	65	57	77	65	86	108	32	13	126	25
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	1.08	0.92	1.00	1.54	0.46	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	1735	1465	1600	2469	731	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.04	0.04	0.04	0.04	0.05	0.04	0.04	0.01	0.08	0.02
Crit Moves:			****	****			****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #10 Pine Ave / Shoreline Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pine Ave						Shoreline Dr					
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			Prot+Permit			Protected			Protected		
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	1 0	1 0	1	2 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	0	1	4	27	4	68	89	205	2	2	618	36
Growth Adj:	1.00	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	1	4	27	4	68	89	205	2	2	618	36
Added Vol:	0	0	0	0	0	22	6	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	4	27	4	90	95	205	2	2	618	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1	4	27	4	90	95	205	2	2	618	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	4	27	4	90	95	205	2	2	618	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	4	27	4	90	95	205	2	2	618	39
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	2880	3200	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.06	0.03	0.06	0.00	0.00	0.13	0.02
Crit Moves:	****					****	****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #11 Chestnut Pl / Shoreline Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 18 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Chestnut Pl						Shoreline Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
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 0	1	0 1	0 0	1	2 0	2 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	5	3	34	8	4	97	142	270	38	134	345	153
Growth Adj:	1.00	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	3	34	8	4	97	142	270	38	134	345	153
Added Vol:	0	0	0	0	0	0	0	6	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	3	34	8	4	97	142	276	38	134	367	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	34	8	4	97	142	276	38	134	367	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	3	34	8	4	97	142	276	38	134	367	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	3	34	8	4	97	142	276	38	134	367	153
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	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	0.67	0.33	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	1600	1600	1067	533	1600	2880	3200	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.01	0.06	0.05	0.09	0.02	0.05	0.08	0.10
Crit Moves:			****			****	****					****

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #13 Project Exit / Seaside Wy

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[11.1]

Street Name:	Parking Exit						Seaside Wy					
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	1 0	0 0	0	0 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	137	0	0	184	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	137	0	0	184	0
Added Vol:	0	0	0	89	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	89	0	0	0	137	0	0	184	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	89	0	0	0	137	0	0	184	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	89	0	0	0	137	0	0	184	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	321	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	677	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	677	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #14 Project Entrance / Seaside Wy

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Parking Entrance			Seaside Wy								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	0	0 0	1 0	1	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	137	0	0	184	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	137	0	0	184	0
Added Vol:	0	0	0	0	0	0	0	89	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	226	0	0	184	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:	0	0	0	0	0	0	0	226	0	0	184	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	226	0	0	184	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #1 Golden Shore / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 15 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Street Name:	Golden Shore						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1 0	0	1 0	1 0	2	1 0	1 0	2	1 1
Volume Module:												
Base Vol:	187	370	112	5	4	44	158	1314	167	43	888	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	370	112	5	4	44	158	1314	167	43	888	417
Added Vol:	0	0	0	0	0	0	0	9	0	0	5	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	370	112	5	4	44	158	1323	167	43	893	422
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	370	112	5	4	44	158	1323	167	43	893	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	370	112	5	4	44	158	1323	167	43	893	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	370	112	5	4	44	158	1323	167	43	893	422
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	1.54	0.46	1.00	0.08	0.92	1.00	2.66	0.34	1.00	2.72	1.28
Final Sat.:	1600	2456	744	1600	133	1467	1600	4262	538	1600	4346	2054
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.15	0.00	0.03	0.03	0.10	0.31	0.31	0.03	0.21	0.21
Crit Moves:	****				****			****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #2 Magnolia Ave-Queens Wy / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Magnolia Ave-Queens Wy						Ocean Blvd					
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:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	42	86	45	118	71	306	170	1333	21	48	932	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	86	45	118	71	306	170	1333	21	48	932	90
Added Vol:	0	0	0	0	0	0	0	9	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	86	45	118	71	306	170	1342	21	48	942	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	86	45	118	71	306	170	1342	21	48	942	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	86	45	118	71	306	170	1342	21	48	942	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	86	45	118	71	306	170	1342	21	48	942	90
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	2.00	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4726	74	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.02	0.19	0.11	0.28	0.28	0.03	0.20	0.06
Crit Moves:	****					****		****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #3 Pacific Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			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	0 1	0	1 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	0	2	2	115	3	164	199	1380	5	3	958	129
Growth Adj:	1.00	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	2	2	115	3	164	199	1380	5	3	958	129
Added Vol:	0	0	0	0	0	0	0	9	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2	2	115	3	164	199	1389	5	3	968	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2	2	115	3	164	199	1389	5	3	968	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2	2	115	3	164	199	1389	5	3	968	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2	2	115	3	164	199	1389	5	3	968	129
OvlAdjVol:						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:	0.00	0.50	0.50	1.95	0.05	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	0	800	800	3119	81	1600	1600	4783	17	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.10	0.12	0.29	0.29	0.00	0.20	0.08
OvlAdjV/S:						0.00						
Crit Moves:		****			****		****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #4 Pine Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Pine Ave						Ocean Blvd					
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			Prot+Permit			Prot+Permit		
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 0	1	0 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	163	160	143	87	70	102	64	1242	110	83	978	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	160	143	87	70	102	64	1242	110	83	978	47
Added Vol:	10	5	22	0	17	0	0	0	9	26	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	165	165	87	87	102	64	1242	119	109	978	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	165	165	87	87	102	64	1242	119	109	978	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	165	165	87	87	102	64	1242	119	109	978	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	165	165	87	87	102	64	1242	119	109	978	47
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	1.00	1.00	0.50	0.50	1.00	1.00	2.74	0.26	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	800	800	1600	1600	4380	420	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.10	0.11	0.11	0.06	0.04	0.28	0.28	0.07	0.20	0.03
Crit Moves:	****				****			****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #5 Locust Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Locust Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
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! 0	0	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	2	0	8	0	0	0	0	1454	16	16	1015	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	8	0	0	0	0	1454	16	16	1015	0
Added Vol:	0	0	0	0	0	0	0	22	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	8	0	0	0	0	1476	16	16	1041	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	8	0	0	0	0	1476	16	16	1041	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	8	0	0	0	0	1476	16	16	1041	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	0	8	0	0	0	0	1476	16	16	1041	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:	0.20	0.00	0.80	0.00	0.00	0.00	0.00	2.97	0.03	1.00	3.00	0.00
Final Sat.:	320	0	1280	0	0	0	0	4749	51	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.31	0.31	0.01	0.22	0.00
Crit Moves:	****							****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #6 Long Beach Blvd / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Long Beach Blvd						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			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	0 0	0	1 0	1! 0	1	1 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	104	0	209	124	1427	0	0	861	103
Growth Adj:	1.00	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	104	0	209	124	1427	0	0	861	103
Added Vol:	0	0	0	0	0	9	5	17	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	104	0	218	129	1444	0	0	878	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	104	0	218	129	1444	0	0	878	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	104	0	218	129	1444	0	0	878	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	104	0	218	129	1444	0	0	878	103
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	0.00	0.00	1.00	0.00	2.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	3200	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.08	0.30	0.00	0.00	0.18	0.06
Crit Moves:						****		****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #7 Alamitos Ave-Shoreline Dr / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.858
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Alamitos Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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	3 0	1	1 0	2 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	43	541	336	76	113	185	319	1587	10	134	623	54
Growth Adj:	1.00	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	541	336	76	113	185	319	1587	10	134	623	54
Added Vol:	0	0	0	0	13	13	14	2	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	541	336	76	126	198	333	1589	10	134	627	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:	43	541	336	76	126	198	333	1589	10	134	627	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	541	336	76	126	198	333	1589	10	134	627	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:	43	541	336	76	126	198	333	1589	10	134	627	54
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	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.84	0.16
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4800	1600	2880	2946	254
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.21	0.05	0.04	0.12	0.21	0.33	0.01	0.05	0.21	0.21
Crit Moves:			****	****			****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #8 Pine Ave / Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Pine Ave						Broadway					
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			Protected			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	0	1	0	1	0	1 0	0	1	0	0	0
Volume Module:												
Base Vol:	0	183	105	79	132	0	35	1077	64	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	183	105	79	132	0	35	1077	64	0	0	0
Added Vol:	0	5	0	0	9	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	188	105	79	141	0	35	1077	73	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	188	105	79	141	0	35	1077	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	188	105	79	141	0	35	1077	73	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	188	105	79	141	0	35	1077	73	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:	0.00	0.64	0.36	1.00	1.00	0.00	1.00	1.87	0.13	0.00	0.00	0.00
Final Sat.:	0	1027	573	1600	1600	0	1600	2997	203	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.05	0.09	0.00	0.02	0.36	0.36	0.00	0.00	0.00
Crit Moves:		****		****				****				

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #9 Pine Ave / Seaside Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.346
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pine Ave						Seaside Wy					
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	0	1	1 0	1	1 0	1	1	0	1 0	1
Volume Module:												
Base Vol:	6	121	35	19	136	49	62	245	41	17	105	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:	6	121	35	19	136	49	62	245	41	17	105	48
Added Vol:	34	0	0	0	0	52	36	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	121	35	19	136	101	98	245	53	17	105	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:	40	121	35	19	136	101	98	245	53	17	105	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	121	35	19	136	101	98	245	53	17	105	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:	40	121	35	19	136	101	98	245	53	17	105	48
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	1.15	0.85	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	1836	1364	1600	2631	569	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.02	0.01	0.07	0.07	0.06	0.09	0.09	0.01	0.07	0.03
Crit Moves:	****				****		****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #10 Pine Ave / Shoreline Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pine Ave						Shoreline Dr					
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			Prot+Permit			Protected			Protected		
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	1 0	1	0 1	2 0	2	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	15	14	12	91	22	52	86	841	22	15	192	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:	15	14	12	91	22	52	86	841	22	15	192	65
Added Vol:	0	0	0	0	0	12	22	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	14	12	91	22	64	108	841	22	15	192	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	14	12	91	22	64	108	841	22	15	192	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	14	12	91	22	64	108	841	22	15	192	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	14	12	91	22	64	108	841	22	15	192	78
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.08	0.92	1.00	1.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1723	1477	1600	1600	1600	2880	3200	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.01	0.04	0.04	0.26	0.01	0.01	0.04	0.05
Crit Moves:		****		****				****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #11 Chestnut Pl / Shoreline Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Chestnut Pl						Shoreline Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
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	0 1	0 1	0	0 1	2 0	2	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	67	16	247	61	3	60	94	560	21	44	167	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	16	247	61	3	60	94	560	21	44	167	37
Added Vol:	0	0	0	0	0	0	0	22	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	16	247	61	3	60	94	582	21	44	179	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	16	247	61	3	60	94	582	21	44	179	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	16	247	61	3	60	94	582	21	44	179	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	16	247	61	3	60	94	582	21	44	179	37
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	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	0.95	0.05	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	1600	1600	1525	75	1600	2880	3200	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.15	0.04	0.04	0.04	0.03	0.18	0.01	0.02	0.04	0.02
Crit Moves:			****		****			****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #13 Project Exit / Seaside Wy

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[12.5]

Street Name:	Parking Exit							Seaside Wy							
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	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0		0		0	0		0		0	348		0		0	160		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	0		0		0	0		0		0	348		0		0	160		0	
Added Vol:	0	0		0		48	0		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	0	0		0		48	0		0		0	348		0		0	160		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0	0		0		48	0		0		0	348		0		0	160		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	0	0		0		48	0		0		0	348		0		0	160		0	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		6.4	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx		xxxxx		3.5	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		508	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		528	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		528	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx		xxxx		0.09	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.3	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		12.5	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		B	*		*		*	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					12.5					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

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

Oceanaire Apartments (JN-143594) Long Beach, CA
Existing Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #14 Project Entrance / Seaside Wy

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Parking Entrance							Seaside Wy							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0		0		0	0		0		0	348		0		0	160		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	0		0		0	0		0		0	348		0		0	160		0	
Added Vol:	0	0		0		0	0		0		0	48		0		0	0		86	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	0	0		0		0	0		0		0	396		0		0	160		86	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	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		0	0		0		0	396		0		0	160		86	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	0	0		0		0	0		0		0	396		0		0	160		86	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		*	*		*		*	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	*					*					*					*				

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

Appendix E – 2017 Cumulative No Project Conditions Intersection Operations Analysis Worksheets, with Existing and Initial Geometry

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #1 Golden Shore / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Golden Shore						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1 0	0 1	0	1 0	2 1	0	1 0	2 1	1
Volume Module:												
Base Vol:	56	66	108	9	8	99	65	686	147	102	1054	385
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	58	68	111	9	8	102	67	707	151	105	1086	397
Added Vol:	4	13	4	0	0	0	0	31	1	0	39	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	81	115	9	8	102	67	738	152	105	1125	431
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	81	115	9	8	102	67	738	152	105	1125	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	81	115	9	8	102	67	738	152	105	1125	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	81	115	9	8	102	67	738	152	105	1125	431
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	1.00	1.00	1.00	0.07	0.93	1.00	2.49	0.51	1.00	2.89	1.11
Final Sat.:	1600	1600	1600	1600	120	1480	1600	3978	822	1600	4628	1772
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.07	0.01	0.07	0.07	0.04	0.19	0.19	0.07	0.24	0.24
Crit Moves:	****				****		****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #2 Magnolia Ave-Queens Wy / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Magnolia Ave-Queens Wy						Ocean Blvd					
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:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	13	10	18	114	81	263	129	572	33	65	1348	145
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	13	10	19	117	83	271	133	589	34	67	1389	149
Added Vol:	0	0	0	6	0	0	4	31	0	0	73	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	10	19	123	83	271	137	620	34	67	1462	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:	13	10	19	123	83	271	137	620	34	67	1462	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	10	19	123	83	271	137	620	34	67	1462	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:	13	10	19	123	83	271	137	620	34	67	1462	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.84	0.16	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4551	249	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.08	0.03	0.17	0.09	0.14	0.14	0.04	0.30	0.09
Crit Moves:	****					****	****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #3 Pacific Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 14 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			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	0 0	0	1 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	2	0	0	206	3	219	138	638	7	11	1249	133
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	0	0	212	3	226	142	657	7	11	1287	137
Added Vol:	0	0	0	19	0	20	12	29	0	0	56	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	231	3	246	154	686	7	11	1343	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	231	3	246	154	686	7	11	1343	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	231	3	246	154	686	7	11	1343	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	0	231	3	246	154	686	7	11	1343	152
OvlAdjVol:						91						
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	0.00	0.00	1.97	0.03	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	0	0	3158	42	1600	1600	4750	50	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.15	0.10	0.14	0.14	0.01	0.28	0.10
OvlAdjV/S:						0.06						
Crit Moves:	****			****			****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #4 Pine Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 14 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Pine Ave						Ocean Blvd					
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			Prot+Permit			Prot+Permit		
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 0	1	0 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	104	32	54	18	49	53	29	597	79	85	1283	87
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	107	33	56	19	50	55	30	615	81	88	1322	90
Added Vol:	28	8	18	0	12	0	0	32	16	12	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	41	74	19	62	55	30	647	97	100	1365	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	41	74	19	62	55	30	647	97	100	1365	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	41	74	19	62	55	30	647	97	100	1365	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	41	74	19	62	55	30	647	97	100	1365	90
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	1.00	1.00	0.23	0.77	1.00	1.00	2.61	0.39	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	366	1234	1600	1600	4172	628	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.05	0.05	0.05	0.03	0.02	0.16	0.16	0.06	0.28	0.06
Crit Moves:	****				****		****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #5 Locust Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Locust Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
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! 0	0	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	1	0	2	0	0	0	0	604	14	52	1469	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	1	0	2	0	0	0	0	622	14	54	1514	0
Added Vol:	0	0	21	0	0	0	0	47	2	3	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	23	0	0	0	0	669	16	57	1569	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:	1	0	23	0	0	0	0	669	16	57	1569	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	23	0	0	0	0	669	16	57	1569	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:	1	0	23	0	0	0	0	669	16	57	1569	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:	0.04	0.00	0.96	0.00	0.00	0.00	0.00	2.93	0.07	1.00	3.00	0.00
Final Sat.:	68	0	1532	0	0	0	0	4685	115	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.14	0.14	0.04	0.33	0.00
Crit Moves:			****								****	

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #6 Long Beach Blvd / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Long Beach Blvd						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			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	0 0	0	1 0	1! 0	1	1 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	57	0	188	85	525	0	0	1368	97
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	59	0	194	88	541	0	0	1409	100
Added Vol:	0	0	0	3	0	21	12	56	0	0	37	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	62	0	215	100	597	0	0	1446	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	0	0	62	0	215	100	597	0	0	1446	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	0	215	100	597	0	0	1446	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	0	0	62	0	215	100	597	0	0	1446	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	0.00	0.00	1.00	0.00	2.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	3200	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.07	0.06	0.12	0.00	0.00	0.30	0.06
Crit Moves:						****	****				****	

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Peak Hour Conditions with Existing Geometry

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

Intersection #7 Alamitos Ave-Shoreline Dr / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.042
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Alamitos Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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	3 0	1	1 0	2 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	40	80	109	52	300	385	106	440	17	305	1392	59
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	41	82	112	54	309	397	109	453	18	314	1434	61
Added Vol:	17	26	3	14	33	16	36	32	52	6	24	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	108	115	68	342	413	145	485	70	320	1458	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:	58	108	115	68	342	413	145	485	70	320	1458	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	108	115	68	342	413	145	485	70	320	1458	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	108	115	68	342	413	145	485	70	320	1458	68
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	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.91	0.09
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4800	1600	2880	3058	142
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.07	0.04	0.11	0.26	0.09	0.10	0.04	0.11	0.48	0.48
Crit Moves:	****					****	****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
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Peak Hour Conditions with Existing Geometry

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

Intersection #8 Pine Ave / Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pine Ave						Broadway					
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			Protected			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	0 1	0	1 0	1 0	0	1 0	1 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	62	47	36	136	0	27	566	95	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	64	48	37	140	0	28	583	98	0	0	0
Added Vol:	0	8	0	0	8	0	0	8	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	72	48	37	148	0	28	591	102	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	72	48	37	148	0	28	591	102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	72	48	37	148	0	28	591	102	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	72	48	37	148	0	28	591	102	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:	0.00	0.60	0.40	1.00	1.00	0.00	1.00	1.71	0.29	0.00	0.00	0.00
Final Sat.:	0	956	644	1600	1600	0	1600	2730	470	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.02	0.09	0.00	0.02	0.22	0.22	0.00	0.00	0.00
Crit Moves:		****		****				****				

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Peak Hour Conditions with Existing Geometry

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

Intersection #9 Pine Ave / Seaside Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.296
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Pine Ave						Seaside Wy					
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 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	6	70	65	57	77	52	19	108	10	13	126	25
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	6	72	67	59	79	54	20	111	10	13	130	26
Added Vol:	0	25	6	0	40	0	0	0	0	16	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	97	73	59	119	54	20	111	10	29	130	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	97	73	59	119	54	20	111	10	29	130	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	97	73	59	119	54	20	111	10	29	130	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	97	73	59	119	54	20	111	10	29	130	35
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	1.38	0.62	1.00	1.83	0.17	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	2208	992	1600	2929	271	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.05	0.04	0.05	0.05	0.01	0.04	0.04	0.02	0.08	0.02
Crit Moves:			****	****			****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #10 Pine Ave / Shoreline Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 14 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Pine Ave						Shoreline Dr					
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			Prot+Permit			Protected			Protected		
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	1 0	1 0	1	2 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	0	1	4	27	4	68	89	205	2	2	618	36
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1	4	28	4	70	92	211	2	2	637	37
Added Vol:	0	0	0	9	0	48	23	38	0	0	83	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	4	37	4	118	115	249	2	2	720	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1	4	37	4	118	115	249	2	2	720	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	4	37	4	118	115	249	2	2	720	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	4	37	4	118	115	249	2	2	720	45
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	2880	3200	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.07	0.04	0.08	0.00	0.00	0.15	0.03
Crit Moves:	****					****	****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #11 Chestnut Pl / Shoreline Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 18 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Chestnut Pl						Shoreline Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
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 0	1	0 1	0 0	1	2 0	2 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	5	3	34	8	4	97	142	270	38	134	345	153
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	5	3	35	8	4	100	146	278	39	138	355	158
Added Vol:	0	0	2	0	0	0	3	49	0	1	99	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	3	37	8	4	100	149	327	39	139	454	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	37	8	4	100	149	327	39	139	454	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	3	37	8	4	100	149	327	39	139	454	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	3	37	8	4	100	149	327	39	139	454	161
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	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	0.67	0.33	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	1600	1600	1067	533	1600	2880	3200	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.01	0.06	0.05	0.10	0.02	0.05	0.09	0.10
Crit Moves:			****			****		****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #12 Existing Dwy / Ocean Blvd

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.9]

Street Name:	Existing Dwy						Ocean Blvd					
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	1	0 0	0 0	0	0 0	2 1	0	0 0	3 0	0
Volume Module:												
Base Vol:	0	0	3	0	0	0	0	702	8	0	1440	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	3	0	0	0	0	723	8	0	1484	0
Added Vol:	0	0	0	0	0	0	0	48	0	0	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	3	0	0	0	0	771	8	0	1555	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	3	0	0	0	0	771	8	0	1555	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	3	0	0	0	0	771	8	0	1555	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	261	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	744	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	744	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.9	xxxxx	xxxx	xxxxx	xxxxx	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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #1 Golden Shore / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Golden Shore						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1 0	0 1	0	1 0	2 1	0	1 0	2 1	1
Volume Module:												
Base Vol:	187	370	112	5	4	44	158	1314	167	43	888	417
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	193	381	115	5	4	45	163	1354	172	44	915	430
Added Vol:	2	7	2	0	0	0	0	51	4	0	49	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	388	117	5	4	45	163	1405	176	44	964	454
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	388	117	5	4	45	163	1405	176	44	964	454
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	388	117	5	4	45	163	1405	176	44	964	454
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	388	117	5	4	45	163	1405	176	44	964	454
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	1.54	0.46	1.00	0.08	0.92	1.00	2.67	0.33	1.00	2.72	1.28
Final Sat.:	1600	2457	743	1600	133	1467	1600	4265	535	1600	4352	2048
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.00	0.03	0.03	0.10	0.33	0.33	0.03	0.22	0.22
Crit Moves:		****		****				****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #2 Magnolia Ave-Queens Wy / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Magnolia Ave-Queens Wy						Ocean Blvd					
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:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	42	86	45	118	71	306	170	1333	21	48	932	90
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	43	89	46	122	73	315	175	1373	22	49	960	93
Added Vol:	0	0	0	12	0	0	2	51	0	0	73	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	89	46	134	73	315	177	1424	22	49	1033	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	89	46	134	73	315	177	1424	22	49	1033	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	89	46	134	73	315	177	1424	22	49	1033	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	89	46	134	73	315	177	1424	22	49	1033	99
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	2.00	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4728	72	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.08	0.02	0.20	0.11	0.30	0.30	0.03	0.22	0.06
Crit Moves:	****					****	****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #3 Pacific Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			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	0 1	0	1 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	0	2	2	115	3	164	199	1380	5	3	958	129
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	2	2	118	3	169	205	1422	5	3	987	133
Added Vol:	0	0	0	25	0	17	6	56	0	0	68	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2	2	143	3	186	211	1478	5	3	1055	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2	2	143	3	186	211	1478	5	3	1055	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2	2	143	3	186	211	1478	5	3	1055	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2	2	143	3	186	211	1478	5	3	1055	153
OvlAdjVol:						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:	0.00	0.50	0.50	1.96	0.04	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	0	800	800	3133	67	1600	1600	4783	17	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.12	0.13	0.31	0.31	0.00	0.22	0.10
OvlAdjV/S:						0.00						
Crit Moves:		****		****			****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #4 Pine Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Pine Ave						Ocean Blvd					
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			Prot+Permit			Prot+Permit		
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 0	1	0 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	163	160	143	87	70	102	64	1242	110	83	978	47
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	168	165	147	90	72	105	66	1280	113	86	1008	48
Added Vol:	50	16	11	0	20	0	0	49	32	18	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	181	158	90	92	105	66	1329	145	104	1046	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:	218	181	158	90	92	105	66	1329	145	104	1046	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	181	158	90	92	105	66	1329	145	104	1046	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:	218	181	158	90	92	105	66	1329	145	104	1046	48
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	1.00	1.00	0.49	0.51	1.00	1.00	2.70	0.30	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	789	811	1600	1600	4327	473	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.10	0.11	0.11	0.07	0.04	0.31	0.31	0.06	0.22	0.03
Crit Moves:	****				****			****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
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Peak Hour Conditions with Existing Geometry

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

Intersection #5 Locust Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 15 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Locust Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
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! 0	0	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	2	0	8	0	0	0	0	1454	16	16	1015	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	0	8	0	0	0	0	1498	16	16	1046	0
Added Vol:	0	0	11	0	0	0	0	52	9	14	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	19	0	0	0	0	1550	25	30	1102	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	19	0	0	0	0	1550	25	30	1102	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	19	0	0	0	0	1550	25	30	1102	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	0	19	0	0	0	0	1550	25	30	1102	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:	0.10	0.00	0.90	0.00	0.00	0.00	0.00	2.95	0.05	1.00	3.00	0.00
Final Sat.:	155	0	1445	0	0	0	0	4722	78	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.33	0.33	0.02	0.23	0.00
Crit Moves:			****					****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
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Peak Hour Conditions with Existing Geometry

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

Intersection #6 Long Beach Blvd / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Long Beach Blvd						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			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	0 0	0	1 0	1! 0	1	1 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	104	0	209	124	1427	0	0	861	103
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	107	0	215	128	1470	0	0	887	106
Added Vol:	0	0	0	2	0	21	13	50	0	0	49	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	109	0	236	141	1520	0	0	936	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	109	0	236	141	1520	0	0	936	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	109	0	236	141	1520	0	0	936	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	109	0	236	141	1520	0	0	936	109
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	0.00	0.00	1.00	0.00	2.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	3200	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.09	0.32	0.00	0.00	0.20	0.07
Crit Moves:						****		****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
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Peak Hour Conditions with Existing Geometry

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

Intersection #7 Alamitos Ave-Shoreline Dr / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.922
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Street Name:	Alamitos Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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	3 0	1	1 0	2 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	43	541	336	76	113	185	319	1587	10	134	623	54
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	44	557	346	78	116	191	329	1635	10	138	642	56
Added Vol:	66	43	19	18	59	49	22	27	47	13	49	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	600	365	96	175	240	351	1662	57	151	691	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:	110	600	365	96	175	240	351	1662	57	151	691	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	600	365	96	175	240	351	1662	57	151	691	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:	110	600	365	96	175	240	351	1662	57	151	691	61
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	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.84	0.16
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4800	1600	2880	2942	258
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.23	0.06	0.05	0.15	0.22	0.35	0.04	0.05	0.23	0.23
Crit Moves:			****	****			****				****	

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Peak Hour Conditions with Existing Geometry

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

Intersection #8 Pine Ave / Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Pine Ave						Broadway					
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			Protected			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	0 1	0	1 0	1 0	0	1 0	1 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	183	105	79	132	0	35	1077	64	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	189	108	81	136	0	36	1110	66	0	0	0
Added Vol:	0	16	0	0	15	0	0	31	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	205	108	81	151	0	36	1141	72	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	205	108	81	151	0	36	1141	72	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	205	108	81	151	0	36	1141	72	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	205	108	81	151	0	36	1141	72	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:	0.00	0.65	0.35	1.00	1.00	0.00	1.00	1.88	0.12	0.00	0.00	0.00
Final Sat.:	0	1047	553	1600	1600	0	1600	3010	190	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.05	0.09	0.00	0.02	0.38	0.38	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #9 Pine Ave / Seaside Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.306
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pine Ave						Seaside Wy					
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 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	6	121	35	19	136	49	62	245	41	17	105	48
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	6	125	36	20	140	50	64	252	42	18	108	49
Added Vol:	0	74	23	0	49	0	0	0	0	9	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	199	59	20	189	50	64	252	42	27	108	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:	6	199	59	20	189	50	64	252	42	27	108	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	199	59	20	189	50	64	252	42	27	108	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:	6	199	59	20	189	50	64	252	42	27	108	54
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	1.58	0.42	1.00	1.71	0.29	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	2526	674	1600	2741	459	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.04	0.01	0.07	0.07	0.04	0.09	0.09	0.02	0.07	0.03
Crit Moves:	****				****		****				****	

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

Intersection #10 Pine Ave / Shoreline Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pine Ave						Shoreline Dr					
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			Prot+Permit			Protected			Protected		
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	1 0	1 0	1	2 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	15	14	12	91	22	52	86	841	22	15	192	65
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	15	14	12	94	23	54	89	866	23	15	198	67
Added Vol:	0	0	0	6	0	52	80	121	0	0	103	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	14	12	100	23	106	169	987	23	15	301	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	14	12	100	23	106	169	987	23	15	301	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	14	12	100	23	106	169	987	23	15	301	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	14	12	100	23	106	169	987	23	15	301	83
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.08	0.92	1.00	1.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1723	1477	1600	1600	1600	2880	3200	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.01	0.07	0.06	0.31	0.01	0.01	0.06	0.05
Crit Moves:	****					****		****		****		

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

Intersection #11 Chestnut Pl / Shoreline Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 18 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Street Name:	Chestnut Pl						Shoreline Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
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 0	1	0 1	0 0	1	2 0	2 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	67	16	247	61	3	60	94	560	21	44	167	37
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	69	16	254	63	3	62	97	577	22	45	172	38
Added Vol:	0	0	4	0	0	0	10	115	0	6	95	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	16	258	63	3	62	107	692	22	51	267	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	16	258	63	3	62	107	692	22	51	267	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	16	258	63	3	62	107	692	22	51	267	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	16	258	63	3	62	107	692	22	51	267	49
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	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	0.95	0.05	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	1600	1600	1525	75	1600	2880	3200	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.16	0.04	0.04	0.04	0.04	0.22	0.01	0.02	0.06	0.03
Crit Moves:			****		****			****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Conditions
Peak Hour Conditions with Existing Geometry

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

Intersection #12 Existing Dwy / Ocean Blvd

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[12.2]

Street Name:	Existing Dwy						Ocean Blvd					
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	1	0 0	0 0	0	0 0	2 1	0	0 0	3 0	0
Volume Module:												
Base Vol:	0	0	11	0	0	0	0	1405	13	0	1243	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	11	0	0	0	0	1448	13	0	1281	0
Added Vol:	0	0	0	0	0	0	0	81	0	0	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	11	0	0	0	0	1529	13	0	1369	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	11	0	0	0	0	1529	13	0	1369	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	11	0	0	0	0	1529	13	0	1369	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	516	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	509	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	509	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Appendix F – 2017 Cumulative Plus Project Conditions Intersection Operations Analysis Worksheets, with Existing and Initial Geometry

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #1 Golden Shore / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 15 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Golden Shore						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1 0	0 1	0	1 0	2 1	0	1 0	2 1	1
Volume Module:												
Base Vol:	56	66	108	9	8	99	65	686	147	102	1054	385
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	58	68	111	9	8	102	67	707	151	105	1086	397
Added Vol:	4	13	4	0	0	0	0	33	1	0	48	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	81	115	9	8	102	67	740	152	105	1134	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	81	115	9	8	102	67	740	152	105	1134	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	81	115	9	8	102	67	740	152	105	1134	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	81	115	9	8	102	67	740	152	105	1134	440
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	1.00	1.00	1.00	0.07	0.93	1.00	2.49	0.51	1.00	2.88	1.12
Final Sat.:	1600	1600	1600	1600	120	1480	1600	3980	820	1600	4612	1788
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.07	0.01	0.07	0.07	0.04	0.19	0.19	0.07	0.25	0.25
Crit Moves:	****				****		****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #2 Magnolia Ave-Queens Wy / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Street Name:	Magnolia Ave-Queens Wy						Ocean Blvd					
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:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	13	10	18	114	81	263	129	572	33	65	1348	145
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	13	10	19	117	83	271	133	589	34	67	1389	149
Added Vol:	0	0	0	6	0	0	4	33	0	0	91	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	10	19	123	83	271	137	622	34	67	1480	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:	13	10	19	123	83	271	137	622	34	67	1480	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	10	19	123	83	271	137	622	34	67	1480	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:	13	10	19	123	83	271	137	622	34	67	1480	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.84	0.16	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4551	249	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.08	0.03	0.17	0.09	0.14	0.14	0.04	0.31	0.09
Crit Moves:	****					****	****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #3 Pacific Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			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	0 0	0	1 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	2	0	0	206	3	219	138	638	7	11	1249	133
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	0	0	212	3	226	142	657	7	11	1287	137
Added Vol:	0	0	0	19	0	20	12	31	0	0	74	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	231	3	246	154	688	7	11	1361	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	231	3	246	154	688	7	11	1361	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	231	3	246	154	688	7	11	1361	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	0	231	3	246	154	688	7	11	1361	152
OvlAdjVol:						91						
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	0.00	0.00	1.97	0.03	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	0	0	3158	42	1600	1600	4750	50	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.15	0.10	0.14	0.14	0.01	0.28	0.10
OvlAdjV/S:						0.06						
Crit Moves:	****			****			****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #4 Pine Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pine Ave						Ocean Blvd					
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			Prot+Permit			Prot+Permit		
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 0	1	0 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	104	32	54	18	49	53	29	597	79	85	1283	87
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	107	33	56	19	50	55	30	615	81	88	1322	90
Added Vol:	46	17	58	0	17	0	0	32	19	19	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	50	114	19	67	55	30	647	100	107	1365	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	50	114	19	67	55	30	647	100	107	1365	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	50	114	19	67	55	30	647	100	107	1365	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	50	114	19	67	55	30	647	100	107	1365	90
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	1.00	1.00	0.22	0.78	1.00	1.00	2.60	0.40	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	345	1255	1600	1600	4155	645	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.03	0.07	0.05	0.05	0.03	0.02	0.16	0.16	0.07	0.28	0.06
Crit Moves:	****				****		****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #5 Locust Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 15 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Locust Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
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! 0	0	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	1	0	2	0	0	0	0	604	14	52	1469	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	1	0	2	0	0	0	0	622	14	54	1514	0
Added Vol:	0	0	21	0	0	0	0	87	2	3	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	23	0	0	0	0	709	16	57	1576	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:	1	0	23	0	0	0	0	709	16	57	1576	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	23	0	0	0	0	709	16	57	1576	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:	1	0	23	0	0	0	0	709	16	57	1576	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:	0.04	0.00	0.96	0.00	0.00	0.00	0.00	2.93	0.07	1.00	3.00	0.00
Final Sat.:	68	0	1532	0	0	0	0	4691	109	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.15	0.15	0.04	0.33	0.00
Crit Moves:			****								****	

Oceanaire Apartments (JN-143594) Long Beach, CA
2017 Cumulative Plus Project Conditions
Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #6 Long Beach Blvd / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Long Beach Blvd						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			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	0 0	0	1 0	1! 0	1	1 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	57	0	188	85	525	0	0	1368	97
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	59	0	194	88	541	0	0	1409	100
Added Vol:	0	0	0	3	0	24	21	87	0	0	41	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	62	0	218	109	628	0	0	1450	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	0	0	62	0	218	109	628	0	0	1450	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	0	218	109	628	0	0	1450	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	0	0	62	0	218	109	628	0	0	1450	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	0.00	0.00	1.00	0.00	2.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	3200	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.07	0.07	0.13	0.00	0.00	0.30	0.06
Crit Moves:						****	****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
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Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #7 Alamitos Ave-Shoreline Dr / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.062
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Alamitos Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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	3 0	1	1 0	2 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	40	80	109	52	300	385	106	440	17	305	1392	59
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	41	82	112	54	309	397	109	453	18	314	1434	61
Added Vol:	17	26	3	14	36	20	63	36	52	6	25	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	108	115	68	345	417	172	489	70	320	1459	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:	58	108	115	68	345	417	172	489	70	320	1459	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	108	115	68	345	417	172	489	70	320	1459	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	108	115	68	345	417	172	489	70	320	1459	68
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	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.91	0.09
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4800	1600	2880	3058	142
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.07	0.04	0.11	0.26	0.11	0.10	0.04	0.11	0.48	0.48
Crit Moves:	****					****	****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
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Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #8 Pine Ave / Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pine Ave						Broadway					
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			Protected			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	0 1	0	1 0	1 0	0	1 0	1 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	62	47	36	136	0	27	566	95	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	64	48	37	140	0	28	583	98	0	0	0
Added Vol:	0	17	0	0	10	0	0	8	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	81	48	37	150	0	28	591	104	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	81	48	37	150	0	28	591	104	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	81	48	37	150	0	28	591	104	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	81	48	37	150	0	28	591	104	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:	0.00	0.63	0.37	1.00	1.00	0.00	1.00	1.70	0.30	0.00	0.00	0.00
Final Sat.:	0	1001	599	1600	1600	0	1600	2722	478	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.02	0.09	0.00	0.02	0.22	0.22	0.00	0.00	0.00
Crit Moves:		****		****				****				

Oceanaire Apartments (JN-143594) Long Beach, CA
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Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #9 Pine Ave / Seaside Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Pine Ave						Seaside Wy					
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 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	6	70	65	57	77	52	19	108	10	13	126	25
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	6	72	67	59	79	54	20	111	10	13	130	26
Added Vol:	9	25	6	0	40	13	67	0	22	16	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	97	73	59	119	67	87	111	32	29	130	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	97	73	59	119	67	87	111	32	29	130	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	97	73	59	119	67	87	111	32	29	130	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	97	73	59	119	67	87	111	32	29	130	35
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	1.28	0.72	1.00	1.55	0.45	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	2054	1146	1600	2480	720	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.05	0.04	0.06	0.06	0.05	0.04	0.04	0.02	0.08	0.02
Crit Moves:			****	****			****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
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Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #10 Pine Ave / Shoreline Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 14 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Pine Ave						Shoreline Dr					
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			Prot+Permit			Protected			Protected		
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	1 0	1 0	1	2 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	0	1	4	27	4	68	89	205	2	2	618	36
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1	4	28	4	70	92	211	2	2	637	37
Added Vol:	0	0	0	9	0	70	28	38	0	0	83	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	4	37	4	140	120	249	2	2	720	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:	0	1	4	37	4	140	120	249	2	2	720	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	4	37	4	140	120	249	2	2	720	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:	0	1	4	37	4	140	120	249	2	2	720	48
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	2880	3200	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.09	0.04	0.08	0.00	0.00	0.15	0.03
Crit Moves:	****					****	****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
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Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #11 Chestnut Pl / Shoreline Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 18 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Chestnut Pl						Shoreline Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
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 0	1	0 1	0 0	1	2 0	2 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	5	3	34	8	4	97	142	270	38	134	345	153
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	5	3	35	8	4	100	146	278	39	138	355	158
Added Vol:	0	0	2	0	0	0	3	55	0	1	121	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	3	37	8	4	100	149	333	39	139	476	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	37	8	4	100	149	333	39	139	476	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	3	37	8	4	100	149	333	39	139	476	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	3	37	8	4	100	149	333	39	139	476	161
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	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	0.67	0.33	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	1600	1600	1067	533	1600	2880	3200	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.01	0.06	0.05	0.10	0.02	0.05	0.10	0.10
Crit Moves:			****			****	****				****	

Oceanaire Apartments (JN-143594) Long Beach, CA
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Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #13 Project Exit / Seaside Wy

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[11.2]

Street Name:	Parking Exit						Seaside Wy					
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	1 0	0 0	0	0 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	137	0	0	184	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	0	0	0	0	141	0	0	190	0
Added Vol:	0	0	0	89	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	89	0	0	0	141	0	0	190	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	89	0	0	0	141	0	0	190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	89	0	0	0	141	0	0	190	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	331	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	668	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	668	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #14 Project Entrance / Seaside Wy

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Parking Entrance											
							Seaside Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	0	0 0	1 0	1	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	137	0	0	184	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	0	0	0	0	141	0	0	190	0
Added Vol:	0	0	0	0	0	0	0	89	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	230	0	0	190	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:	0	0	0	0	0	0	0	230	0	0	190	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	230	0	0	190	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #1 Golden Shore / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 15 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Street Name:	Golden Shore						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1 0	0	1 0	1 0	2	1 0	1 0	2	1 1
Volume Module:												
Base Vol:	187	370	112	5	4	44	158	1314	167	43	888	417
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	193	381	115	5	4	45	163	1354	172	44	915	430
Added Vol:	2	7	2	0	0	0	0	60	4	0	54	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	388	117	5	4	45	163	1414	176	44	969	459
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	388	117	5	4	45	163	1414	176	44	969	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	388	117	5	4	45	163	1414	176	44	969	459
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	388	117	5	4	45	163	1414	176	44	969	459
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	1.54	0.46	1.00	0.08	0.92	1.00	2.67	0.33	1.00	2.71	1.29
Final Sat.:	1600	2457	743	1600	133	1467	1600	4268	532	1600	4344	2056
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.00	0.03	0.03	0.10	0.33	0.33	0.03	0.22	0.22
Crit Moves:		****		****				****		****		

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Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #2 Magnolia Ave-Queens Wy / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Magnolia Ave-Queens Wy						Ocean Blvd					
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:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	42	86	45	118	71	306	170	1333	21	48	932	90
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	43	89	46	122	73	315	175	1373	22	49	960	93
Added Vol:	0	0	0	12	0	0	2	60	0	0	83	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	89	46	134	73	315	177	1433	22	49	1043	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	89	46	134	73	315	177	1433	22	49	1043	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	89	46	134	73	315	177	1433	22	49	1043	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	89	46	134	73	315	177	1433	22	49	1043	99
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	2.00	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4729	71	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.08	0.02	0.20	0.11	0.30	0.30	0.03	0.22	0.06
Crit Moves:	****					****	****				****	

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Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #3 Pacific Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			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	0 1	0	1 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	0	2	2	115	3	164	199	1380	5	3	958	129
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	2	2	118	3	169	205	1422	5	3	987	133
Added Vol:	0	0	0	25	0	17	6	64	0	0	78	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2	2	143	3	186	211	1486	5	3	1065	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2	2	143	3	186	211	1486	5	3	1065	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2	2	143	3	186	211	1486	5	3	1065	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2	2	143	3	186	211	1486	5	3	1065	153
OvlAdjVol:						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:	0.00	0.50	0.50	1.96	0.04	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	0	800	800	3133	67	1600	1600	4783	17	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.12	0.13	0.31	0.31	0.00	0.22	0.10
OvlAdjV/S:						0.00						
Crit Moves:		****		****			****				****	

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

Intersection #4 Pine Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	14	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Pine Ave						Ocean Blvd					
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			Prot+Permit			Prot+Permit		
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 0	1	0 1	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	163	160	143	87	70	102	64	1242	110	83	978	47
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	168	165	147	90	72	105	66	1280	113	86	1008	48
Added Vol:	59	21	33	0	38	0	0	49	40	44	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	186	180	90	110	105	66	1329	153	130	1046	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:	227	186	180	90	110	105	66	1329	153	130	1046	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	186	180	90	110	105	66	1329	153	130	1046	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:	227	186	180	90	110	105	66	1329	153	130	1046	48
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	1.00	1.00	0.45	0.55	1.00	1.00	2.69	0.31	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	718	882	1600	1600	4303	497	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.11	0.12	0.12	0.07	0.04	0.31	0.31	0.08	0.22	0.03
Crit Moves:	****				****			****		****		

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

Intersection #5 Locust Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Locust Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
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! 0	0	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	2	0	8	0	0	0	0	1454	16	16	1015	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	0	8	0	0	0	0	1498	16	16	1046	0
Added Vol:	0	0	11	0	0	0	0	73	9	14	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	19	0	0	0	0	1571	25	30	1128	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	19	0	0	0	0	1571	25	30	1128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	19	0	0	0	0	1571	25	30	1128	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	0	19	0	0	0	0	1571	25	30	1128	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:	0.10	0.00	0.90	0.00	0.00	0.00	0.00	2.95	0.05	1.00	3.00	0.00
Final Sat.:	155	0	1445	0	0	0	0	4723	77	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.33	0.33	0.02	0.23	0.00
Crit Moves:			****					****		****		

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

Intersection #6 Long Beach Blvd / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Long Beach Blvd						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			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	0 0	0	1 0	1! 0	1	1 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	104	0	209	124	1427	0	0	861	103
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	107	0	215	128	1470	0	0	887	106
Added Vol:	0	0	0	2	0	29	18	67	0	0	66	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	109	0	244	146	1537	0	0	953	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	109	0	244	146	1537	0	0	953	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	109	0	244	146	1537	0	0	953	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	109	0	244	146	1537	0	0	953	109
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	0.00	0.00	1.00	0.00	2.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	3200	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.08	0.09	0.32	0.00	0.00	0.20	0.07
Crit Moves:						****		****		****		

Oceanaire Apartments (JN-143594) Long Beach, CA
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Alamitos Ave-Shoreline Dr / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 18 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Street Name:	Alamitos Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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	3 0	1	1 0	2 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	43	541	336	76	113	185	319	1587	10	134	623	54
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	44	557	346	78	116	191	329	1635	10	138	642	56
Added Vol:	66	43	19	18	72	62	36	30	47	13	53	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	600	365	96	188	253	365	1665	57	151	695	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:	110	600	365	96	188	253	365	1665	57	151	695	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	600	365	96	188	253	365	1665	57	151	695	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:	110	600	365	96	188	253	365	1665	57	151	695	61
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	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.84	0.16
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4800	1600	2880	2943	257
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.23	0.06	0.06	0.16	0.23	0.35	0.04	0.05	0.24	0.24
Crit Moves:			****	****			****				****	

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Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #8 Pine Ave / Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 14 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name:	Pine Ave						Broadway					
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			Protected			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	0 1	0	1 0	1 0	0	1 0	1 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	183	105	79	132	0	35	1077	64	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	189	108	81	136	0	36	1110	66	0	0	0
Added Vol:	0	21	0	0	23	0	0	31	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	210	108	81	159	0	36	1141	81	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	210	108	81	159	0	36	1141	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	210	108	81	159	0	36	1141	81	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	210	108	81	159	0	36	1141	81	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:	0.00	0.66	0.34	1.00	1.00	0.00	1.00	1.87	0.13	0.00	0.00	0.00
Final Sat.:	0	1055	545	1600	1600	0	1600	2988	212	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.05	0.10	0.00	0.02	0.38	0.38	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #9 Pine Ave / Seaside Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Pine Ave						Seaside Wy					
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 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	6	121	35	19	136	49	62	245	41	17	105	48
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	6	125	36	20	140	50	64	252	42	18	108	49
Added Vol:	34	74	23	0	49	52	36	0	12	9	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	199	59	20	189	102	100	252	54	27	108	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:	40	199	59	20	189	102	100	252	54	27	108	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	199	59	20	189	102	100	252	54	27	108	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:	40	199	59	20	189	102	100	252	54	27	108	54
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	1.30	0.70	1.00	1.65	0.35	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	2075	1125	1600	2634	566	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.04	0.01	0.09	0.09	0.06	0.10	0.10	0.02	0.07	0.03
Crit Moves:	****				****		****				****	

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

Intersection #10 Pine Ave / Shoreline Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 14 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name:	Pine Ave						Shoreline Dr					
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			Prot+Permit			Protected			Protected		
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	1 0	1 0	1	2 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	15	14	12	91	22	52	86	841	22	15	192	65
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	15	14	12	94	23	54	89	866	23	15	198	67
Added Vol:	0	0	0	6	0	64	102	121	0	0	103	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	14	12	100	23	118	191	987	23	15	301	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	14	12	100	23	118	191	987	23	15	301	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	14	12	100	23	118	191	987	23	15	301	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	14	12	100	23	118	191	987	23	15	301	96
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.08	0.92	1.00	1.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1723	1477	1600	1600	1600	2880	3200	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.01	0.07	0.07	0.31	0.01	0.01	0.06	0.06
Crit Moves:	****					****		****		****		

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Peak Hour Conditions with Existing and Initial Geometry

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

Intersection #11 Chestnut Pl / Shoreline Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 18 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Street Name:	Chestnut Pl						Shoreline Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
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 0	1	0 1	0 0	1	2 0	2 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	67	16	247	61	3	60	94	560	21	44	167	37
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	69	16	254	63	3	62	97	577	22	45	172	38
Added Vol:	0	0	4	0	0	0	10	137	0	6	107	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	16	258	63	3	62	107	714	22	51	279	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	16	258	63	3	62	107	714	22	51	279	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	16	258	63	3	62	107	714	22	51	279	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	16	258	63	3	62	107	714	22	51	279	49
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	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	0.95	0.05	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	1600	1600	1525	75	1600	2880	3200	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.16	0.04	0.04	0.04	0.04	0.22	0.01	0.02	0.06	0.03
Crit Moves:			****		****			****		****		

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

Intersection #13 Project Exit / Seaside Wy

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[12.7]

Street Name:	Parking Exit									Seaside Wy								
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	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	348	0	0	160	0								
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03								
Initial Bse:	0	0	0	0	0	0	0	359	0	0	165	0								
Added Vol:	0	0	0	48	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	48	0	0	0	359	0	0	165	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	48	0	0	0	359	0	0	165	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	48	0	0	0	359	0	0	165	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	523	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	518	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	518	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			12.7			xxxxxx			xxxxxx										
ApproachLOS:	*			B			*			*										

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

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

Intersection #14 Project Entrance / Seaside Wy

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Parking Entrance									Seaside Wy								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	348	0	0	160	0								
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03								
Initial Bse:	0	0	0	0	0	0	0	359	0	0	165	0								
Added Vol:	0	0	0	0	0	0	0	48	0	0	0	86								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	0	0	0	0	407	0	0	165	86								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	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	0	0	0	0	407	0	0	165	86								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	0	0	0	0	407	0	0	165	86								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	*			*			*			*										

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