APPENDIX C

YEAR 2020 CONDITIONS - LEVEL OF SERVICE CALCULATION WORKSHEETS

YEAR 2020 CUMULATIVE TRAFFIC CONDITIONS

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Magnolia Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Magnolia Avenue						7th Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	0 0	0	0 1	1 1	0
Volume Module:												
Base Vol:	64	162	0	0	273	78	0	0	0	198	1257	80
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	72	181	0	0	306	87	0	0	0	222	1408	90
Added Vol:	0	72	0	0	48	0	0	0	0	5	15	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	253	0	0	354	87	0	0	0	227	1423	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	253	0	0	354	87	0	0	0	227	1423	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	253	0	0	354	87	0	0	0	227	1423	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	253	0	0	354	87	0	0	0	227	1423	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	1.00	0.00	0.00	0.80	0.20	0.00	0.00	0.00	0.39	2.45	0.16
Final Sat.:	1600	1600	0	0	1283	317	0	0	0	625	3925	250
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.36	0.36	0.36
Crit Moves:	****				****					****		

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Pacific Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Pacific Avenue						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 0	0 0	1	0 2	1 0
Volume Module:												
Base Vol:	59	192	0	0	439	68	0	0	0	227	1352	117
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	66	215	0	0	492	76	0	0	0	254	1514	131
Added Vol:	0	86	0	0	56	0	0	0	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	301	0	0	548	76	0	0	0	254	1534	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	301	0	0	548	76	0	0	0	254	1534	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	301	0	0	548	76	0	0	0	254	1534	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	301	0	0	548	76	0	0	0	254	1534	131
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.00	0.00	0.00	1.00	2.76	0.24
Final Sat.:	1600	3200	0	0	2809	391	0	0	0	1600	4422	378
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.16	0.35	0.35
Crit Moves:	****				****							****

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Pine Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Pine Avenue						7th Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 1	1 1	0
Volume Module:												
Base Vol:	39	77	0	0	82	38	0	0	0	72	1650	78
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	44	86	0	0	92	43	0	0	0	81	1848	87
Added Vol:	5	57	0	0	35	0	0	0	0	2	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	143	0	0	127	43	0	0	0	83	1864	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:	49	143	0	0	127	43	0	0	0	83	1864	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	143	0	0	127	43	0	0	0	83	1864	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:	49	143	0	0	127	43	0	0	0	83	1864	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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.12	2.75	0.13
Final Sat.:	1600	1600	0	0	1600	1600	0	0	0	195	4399	206
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.00	0.00	0.08	0.03	0.00	0.00	0.00	0.42	0.42	0.42
Crit Moves:	****				****							****

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Long Beach Boulevard at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Long Beach Boulevard						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	3 0	1
Volume Module:												
Base Vol:	197	397	0	0	447	101	0	0	0	161	1444	118
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	221	445	0	0	501	113	0	0	0	180	1617	132
Added Vol:	0	109	0	0	66	0	0	0	0	0	18	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	554	0	0	567	113	0	0	0	180	1635	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	554	0	0	567	113	0	0	0	180	1635	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	554	0	0	567	113	0	0	0	180	1635	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	554	0	0	567	113	0	0	0	180	1635	139
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.00	0.00	0.18	0.07	0.00	0.00	0.00	0.11	0.34	0.09
Crit Moves:	****				****						****	

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #5 Atlantic Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Atlantic Avenue						7th Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	0	0 0	0 1	1	1 0
Volume Module:												
Base Vol:	66	335	0	0	360	81	0	0	0	126	1652	121
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	74	375	0	0	403	91	0	0	0	141	1850	136
Added Vol:	0	60	0	0	37	0	0	0	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	435	0	0	440	91	0	0	0	141	1875	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	435	0	0	440	91	0	0	0	141	1875	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	435	0	0	440	91	0	0	0	141	1875	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	435	0	0	440	91	0	0	0	141	1875	136
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	1.71	0.00	0.00	1.66	0.34	0.00	0.00	0.00	0.20	2.61	0.19
Final Sat.:	465	2735	0	0	2653	547	0	0	0	315	4183	302
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.45	0.45	0.45
Crit Moves:	****				****					****		

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #6 Martin Luther King Boulevard at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.321
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Martin Luther King Boulevard						7th Street					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	2	1 0	0 1	0	0 0	0 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	75	141	362	135	61	118	0	0	0	0	1687	36
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	84	158	405	151	68	132	0	0	0	0	1889	40
Added Vol:	0	21	0	0	14	0	0	0	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	179	405	151	82	132	0	0	0	0	1914	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	179	405	151	82	132	0	0	0	0	1914	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	179	405	151	82	132	0	0	0	0	1914	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	179	405	151	82	132	0	0	0	0	1914	40
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:	1.00	1.00	2.00	1.00	0.38	0.62	0.00	0.00	0.00	0.00	1.96	0.04
Final Sat.:	1600	1600	3200	1600	614	986	0	0	0	0	3134	66
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.13	0.09	0.13	0.13	0.00	0.00	0.00	0.00	0.61	0.61
OvlAdjV/S:			0.00									
Crit Moves:			****	****								****

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #7 Alamitos Boulevard at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Alamitos Boulevard						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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 1	0
Volume Module:												
Base Vol:	68	350	104	58	437	126	51	477	9	234	1554	56
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	76	392	116	65	489	141	57	534	10	262	1740	63
Added Vol:	0	32	7	0	20	0	0	0	0	1	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	424	123	65	509	141	57	534	10	263	1765	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	424	123	65	509	141	57	534	10	263	1765	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	424	123	65	509	141	57	534	10	263	1765	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	424	123	65	509	141	57	534	10	263	1765	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.57	0.43	1.00	1.96	0.04	1.00	1.93	0.07
Final Sat.:	1600	3200	1600	1600	2506	694	1600	3141	59	1600	3090	110
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.08	0.04	0.20	0.20	0.04	0.17	0.17	0.16	0.57	0.57
Crit Moves:	****				****						****	

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AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #8 Magnolia Avenue at 6th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Magnolia Avenue						6th Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 1	1 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	151	63	78	423	0	78	421	42	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	169	71	87	474	0	87	472	47	0	0	0
Added Vol:	0	72	1	1	53	0	0	6	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	241	72	88	527	0	87	478	47	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	241	72	88	527	0	87	478	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	241	72	88	527	0	87	478	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	241	72	88	527	0	87	478	47	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.43	2.34	0.23	0.00	0.00	0.00
Final Sat.:	0	1234	366	1600	1600	0	685	3746	369	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.06	0.33	0.00	0.13	0.13	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #9 Magnolia Avenue at 5th Street

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[15.3]

Street Name:	Magnolia Avenue						5th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	193	4	10	430	29	6	3	22	8	3	10
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	6	216	4	11	482	32	7	3	25	9	3	11
Added Vol:	0	72	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	288	4	11	535	32	7	3	25	9	3	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	288	4	11	535	32	7	3	25	9	3	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	288	4	11	535	32	7	3	25	9	3	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	567	xxxx	xxxxx	293	xxxx	xxxxx	882	877	551	889	891	290
Potent Cap.:	1015	xxxx	xxxxx	1281	xxxx	xxxxx	269	289	538	266	284	754
Move Cap.:	1015	xxxx	xxxxx	1281	xxxx	xxxxx	260	285	538	249	280	754
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.03	0.01	0.05	0.04	0.01	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	416	xxxxx	xxxx	374	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.4	xxxxx	xxxxx	15.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			14.4			15.3		
ApproachLOS:	*			*			B			C		

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

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AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alamitos Boulevard at 4th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Alamitos Boulevard						4th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	51	407	55	141	701	40	42	206	26	138	421	87
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	57	456	62	158	785	45	47	231	29	155	472	97
Added Vol:	0	43	0	0	33	3	14	6	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	499	62	158	818	48	61	237	29	155	475	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:	57	499	62	158	818	48	61	237	29	155	475	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	499	62	158	818	48	61	237	29	155	475	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:	57	499	62	158	818	48	61	237	29	155	475	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:	1.00	1.78	0.22	1.00	1.89	0.11	1.00	0.89	0.11	1.00	0.83	0.17
Final Sat.:	1600	2848	352	1600	3023	177	1600	1425	175	1600	1327	273
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.10	0.27	0.27	0.04	0.17	0.17	0.10	0.36	0.36
Crit Moves:	****				****		****				****	

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AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Magnolia Avenue at 3rd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Magnolia Avenue						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 1	0	0 0	0 0	0	0 1	1 1	0
Volume Module:												
Base Vol:	45	104	0	0	358	107	0	0	0	155	1095	88
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	50	116	0	0	401	120	0	0	0	174	1226	99
Added Vol:	18	43	0	0	41	5	0	0	0	11	187	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	159	0	0	442	125	0	0	0	185	1413	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	159	0	0	442	125	0	0	0	185	1413	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	159	0	0	442	125	0	0	0	185	1413	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	159	0	0	442	125	0	0	0	185	1413	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.56	0.44	0.00	0.00	0.00	0.32	2.46	0.22
Final Sat.:	1600	1600	0	0	2495	705	0	0	0	514	3936	350
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.36	0.36	0.36
Crit Moves:	****				****							****

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #12 Magnolia Avenue at Broadway Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Magnolia Avenue						Broadway Avenue					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	0	1	1 0 0	0	1	2 0 1	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	107	140	106	387	0	33	840	347	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	120	157	119	433	0	37	941	389	0	0	0
Added Vol:	0	59	1	9	43	0	1	121	50	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	179	158	128	476	0	38	1062	439	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	179	158	128	476	0	38	1062	439	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	179	158	128	476	0	38	1062	439	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	179	158	128	476	0	38	1062	439	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	2.00	1.00	0.42	1.58	0.00	0.10	2.90	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	676	2524	0	166	4634	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.10	0.08	0.19	0.00	0.23	0.23	0.27	0.00	0.00	0.00
Crit Moves:	****				****				****			

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #13 Pacific Avenue at Broadway Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Pacific Avenue						Broadway Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	1 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	189	58	70	442	0	43	627	274	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	212	65	78	495	0	48	702	307	0	0	0
Added Vol:	0	27	0	30	16	0	21	148	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	239	65	108	511	0	69	850	313	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	239	65	108	511	0	69	850	313	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	239	65	108	511	0	69	850	313	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	239	65	108	511	0	69	850	313	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	2.00	1.00	1.00	2.00	0.00	0.17	2.07	0.76	0.00	0.00	0.00
Final Sat.:	0	3200	1600	1600	3200	0	269	3312	1219	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.04	0.07	0.16	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Crit Moves:					****				****			

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #14 Pine Avenue at Broadway Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Pine Avenue						Broadway Avenue					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	1 0	1 0	0	1 0	2 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	59	42	49	236	0	39	571	138	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	66	47	55	264	0	44	640	155	0	0	0
Added Vol:	0	21	0	37	14	0	22	156	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	87	47	92	278	0	66	796	155	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	87	47	92	278	0	66	796	155	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	87	47	92	278	0	66	796	155	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	87	47	92	278	0	66	796	155	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	2.51	0.49	0.00	0.00	0.00
Final Sat.:	0	1039	561	1600	1600	0	1600	4019	781	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.06	0.17	0.00	0.04	0.20	0.20	0.00	0.00	0.00
Crit Moves:	****				****			****				

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AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #15 Alamitos Boulevard at Broadway Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Alamitos Boulevard						Broadway Avenue					
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			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:	0 0	1	1 0	1	0 1	0 0	2 0	2	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	405	39	29	473	0	123	238	34	406	0	425
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	454	44	32	530	0	138	267	38	455	0	476
Added Vol:	0	32	0	0	21	0	11	32	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	486	44	32	551	0	149	299	53	455	0	476
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	486	44	32	551	0	149	299	53	455	0	476
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	486	44	32	551	0	149	299	53	455	0	476
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	486	44	32	551	0	149	299	53	455	0	476
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.83	0.17	1.00	1.00	0.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	2936	264	1600	1600	0	3200	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.02	0.34	0.00	0.05	0.09	0.03	0.28	0.00	0.30
Crit Moves:	****				****			****			****	

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #16 Golden Shore Street/Golden Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Golden Shore Street/Golden Avenue						Ocean Boulevard					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 0	1 0	2	1 0	1 0	2	1 1
Volume Module:												
Base Vol:	19	52	124	3	6	0	56	643	129	106	1590	663
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	21	58	139	3	7	0	63	720	144	119	1781	743
Added Vol:	0	0	0	0	0	0	0	8	0	0	1	184
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	58	139	3	7	0	63	728	144	119	1782	927
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	58	139	3	7	0	63	728	144	119	1782	927
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	58	139	3	7	0	63	728	144	119	1782	927
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	58	139	3	7	0	63	728	144	119	1782	927
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	2.50	0.50	1.00	2.63	1.37
Final Sat.:	1600	1600	1600	1600	1600	0	1600	4005	795	1600	4210	2190
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.09	0.00	0.00	0.00	0.04	0.18	0.18	0.07	0.42	0.42
Crit Moves:			****	****			****				****	

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #17 Magnolia Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	E

Street Name:	Magnolia Avenue						Ocean Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	27	75	15	178	135	369	77	677	24	94	1857	93
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	30	84	17	199	151	413	86	758	27	105	2080	104
Added Vol:	28	8	15	37	10	1	8	0	0	21	157	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	92	32	236	161	414	94	758	27	126	2237	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:	58	92	32	236	161	414	94	758	27	126	2237	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	92	32	236	161	414	94	758	27	126	2237	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:	58	92	32	236	161	414	94	758	27	126	2237	152
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4636	164	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.02	0.15	0.05	0.26	0.06	0.16	0.16	0.08	0.47	0.10
Crit Moves:	****					****	****				****	

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #18 Chestnut Place at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Chestnut Place						Ocean Boulevard					
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			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	0	0 1	0	0 0	0 0	0	0 2	1 0	1	0 3	0 0
Volume Module:												
Base Vol:	42	0	60	0	0	0	0	773	29	67	2011	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	47	0	67	0	0	0	0	866	32	75	2252	0
Added Vol:	41	0	28	0	0	0	0	54	9	6	162	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	0	95	0	0	0	0	920	41	81	2414	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:	88	0	95	0	0	0	0	920	41	81	2414	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	0	95	0	0	0	0	920	41	81	2414	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:	88	0	95	0	0	0	0	920	41	81	2414	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.87	0.13	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4593	207	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.20	0.20	0.05	0.50	0.00
Crit Moves:			****				****				****	

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AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #19 Pacific Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Pacific Avenue						Ocean Boulevard					
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			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	1! 0	0	2 0	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	3	2	3	86	0	289	166	655	7	25	1853	157
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	3	2	3	96	0	324	186	734	8	28	2075	176
Added Vol:	0	0	0	17	0	5	8	74	0	0	164	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	2	3	113	0	329	194	808	8	28	2239	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	2	3	113	0	329	194	808	8	28	2239	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	2	3	113	0	329	194	808	8	28	2239	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	2	3	113	0	329	194	808	8	28	2239	195
OvlAdjVol:						135						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.25	0.38	2.00	0.00	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	600	400	600	3200	0	1600	1600	4754	46	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.04	0.00	0.21	0.12	0.17	0.17	0.02	0.47	0.12
OvlAdjV/S:						0.08						
Crit Moves:	****					****	****				****	

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #20 Pine Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Pine Avenue						Ocean Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	0	1 0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	36	24	19	27	65	65	34	672	74	95	2075	96
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	40	27	21	30	73	73	38	753	83	106	2324	108
Added Vol:	4	4	15	2	5	7	12	93	5	21	136	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	31	36	32	78	80	50	846	88	127	2460	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	31	36	32	78	80	50	846	88	127	2460	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	31	36	32	78	80	50	846	88	127	2460	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	31	36	32	78	80	50	846	88	127	2460	114
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.29	0.71	1.00	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	469	1131	1600	1600	4348	452	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.02	0.07	0.05	0.03	0.19	0.19	0.08	0.51	0.07
Crit Moves:	****				****		****				****	

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #21 Long Beach Boulevard at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.851
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Long Beach Boulevard						Ocean Boulevard					
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	98	0	254	127	586	0	0	2108	80
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	110	0	284	142	656	0	0	2361	90
Added Vol:	0	0	0	1	0	27	39	71	0	0	135	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	111	0	311	181	727	0	0	2496	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	111	0	311	181	727	0	0	2496	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	111	0	311	181	727	0	0	2496	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	111	0	311	181	727	0	0	2496	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.10	0.11	0.15	0.00	0.00	0.52	0.06
Crit Moves:						****	****				****	

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AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #22 Atlantic Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Atlantic Avenue						Ocean Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 0	0 1	0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	3	1	0	43	1	109	71	665	1	0	2024	72
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	3	1	0	48	1	122	80	745	1	0	2267	81
Added Vol:	0	0	0	4	0	14	23	49	0	0	126	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	0	52	1	136	103	794	1	0	2393	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:	3	1	0	52	1	136	103	794	1	0	2393	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	0	52	1	136	103	794	1	0	2393	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:	3	1	0	52	1	136	103	794	1	0	2393	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:	0.75	0.25	0.00	0.98	0.02	1.00	1.00	2.99	0.01	1.00	2.90	0.10
Final Sat.:	1200	400	0	1566	34	1600	1600	4793	7	1600	4632	168
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.09	0.06	0.17	0.17	0.00	0.52	0.52
Crit Moves:	****					****	****				****	

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #23 Shoreline Drive/Alamitos Boulevard at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	1.262
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Shoreline Drive/Alamitos Boulevar						Ocean Boulevard					
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:	35	88	134	55	342	459	159	548	22	367	1677	25
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	39	99	150	62	383	514	178	614	25	411	1878	28
Added Vol:	0	7	4	0	10	9	20	36	0	5	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	106	154	62	393	523	198	650	25	416	1915	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	106	154	62	393	523	198	650	25	416	1915	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	106	154	62	393	523	198	650	25	416	1915	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	106	154	62	393	523	198	650	25	416	1915	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.97	0.03
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4800	1600	3200	3154	46
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.10	0.04	0.12	0.33	0.12	0.14	0.02	0.13	0.61	0.61
Crit Moves:	****					****	****				****	

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #24 Golden Shore Street at Seaside Way (2)

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: C[16.9]

Street Name:	Golden Shore Street						Seaside Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	24	144	198	122	136	19	4	0	1	44	2	46
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	27	161	222	137	152	21	4	0	1	49	2	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	47	0	0	0	0	42	14	0	4	0	-2	0
Initial Fut:	74	161	222	137	152	63	18	0	5	49	0	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	161	222	137	152	63	18	0	5	49	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	74	161	222	137	152	63	18	0	5	49	0	52
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	216	xxxx	xxxxx	383	xxxx	xxxxx	686	988	108	769	909	192
Potent Cap.:	1366	xxxx	xxxxx	1186	xxxx	xxxxx	338	249	932	294	277	824
Move Cap.:	1366	xxxx	xxxxx	1186	xxxx	xxxxx	277	208	932	256	232	824
Volume/Cap:	0.05	xxxx	xxxx	0.12	xxxx	xxxx	0.07	0.00	0.01	0.19	0.00	0.06
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	0.1
Control Del:	7.8	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.6	xxxx	9.5
LOS by Move:	A	*	*	A	*	*	*	*	*	C	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	327	xxxxx	xxxx	394	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.9	xxxxx	xxxxx	15.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			16.9			15.2		
ApproachLOS:	*			*			C			C		

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

AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #25 Chestnut Place at Seaside Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.171
Loss Time (sec):	0	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Chestnut Place						Seaside Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	95	61	13	8	50	38	14	35	1	45	58	27
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	106	68	15	9	56	43	16	39	1	50	65	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	68	15	9	56	43	16	39	1	50	65	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	68	15	9	56	43	16	39	1	50	65	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	68	15	9	56	43	16	39	1	50	65	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	68	15	9	56	43	16	39	1	50	65	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.82	0.18	1.00	0.57	0.43	0.29	0.71	1.00	0.69	0.89	0.42
Final Sat.:	622	574	122	609	401	305	177	442	723	424	590	285
Capacity Analysis Module:												
Vol/Sat:	0.17	0.12	0.12	0.01	0.14	0.14	0.09	0.09	0.00	0.12	0.11	0.11
Crit Moves:	****				****			****		****		
Delay/Veh:	9.4	8.4	8.4	8.5	8.4	8.4	8.8	8.8	7.4	9.1	8.6	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	8.4	8.4	8.5	8.4	8.4	8.8	8.8	7.4	9.1	8.6	8.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.0			8.4			8.7			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.0			8.4			8.7			8.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1

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AM Cumulative (Year 2020)
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Linscott, Law and Greenspan, Engineers

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

Intersection #26 Pine Avenue at Seaside Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.290
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Pine Avenue						Seaside Way					
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	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	4	38	34	65	134	35	17	39	8	30	38	21
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	4	43	38	73	150	39	19	44	9	34	43	24
Added Vol:	0	22	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	65	38	73	181	39	19	44	9	34	43	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	65	38	73	181	39	19	44	9	34	43	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	65	38	73	181	39	19	44	9	34	43	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	65	38	73	181	39	19	44	9	34	43	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.64	0.36	1.00	0.83	0.17	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	2631	569	1600	1328	272	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.02	0.05	0.07	0.07	0.01	0.03	0.03	0.02	0.03	0.01
Crit Moves:		****		****				****		****		

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

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Intersection #27 Golden Shore Street at I-710 SB Off-Ramp

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Average Delay (sec/veh): 8.7 Worst Case Level Of Service: B[12.9]

****

Street Name:	Golden Shore Street						I-710 SB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 1	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	84	0	0	181	0	314	0	244	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	94	0	0	203	0	352	0	273	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	94	0	0	203	0	352	0	273	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	94	0	0	203	0	352	0	273	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	94	0	0	203	0	352	0	273	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	250	xxxx	203	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	743	xxxx	843	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	743	xxxx	843	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.47	xxxx	0.32	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.6	xxxx	1.4	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.1	xxxx	11.3	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	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			xxxxxx			12.9			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)

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Intersection #28 Golden Shore Street at Shoreline Drive

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.3]

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Street Name:	Golden Shore Street						Shoreline Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			1 0 1 0 1			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	3	74	2	5	413	9	7	0	1	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	3	83	2	6	463	10	8	0	1	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	83	2	6	463	10	8	0	1	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:	3	83	2	6	463	10	8	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	83	2	6	463	10	8	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	473	xxxx	xxxxx	85	xxxx	xxxxx	564	566	463	xxxx	xxxx	xxxxx
Potent Cap.:	1100	xxxx	xxxxx	1524	xxxx	xxxxx	490	437	603	xxxx	xxxx	xxxxx
Move Cap.:	1100	xxxx	xxxxx	1524	xxxx	xxxxx	487	434	603	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.02	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	499	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.3			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #29 Chestnut Place at Shoreline Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.367
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Chestnut Place						Shoreline Drive					
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 1	0 0	1	0 1	0 0	1	2 0	3 0	1	2 0	3 1	0
Volume Module:												
Base Vol:	1	0	32	8	2	84	56	188	14	144	270	117
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	1	0	36	9	2	94	63	211	16	161	302	131
Added Vol:	0	0	0	0	0	0	0	57	38	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	36	9	2	94	63	268	54	161	343	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	36	9	2	94	63	268	54	161	343	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	36	9	2	94	63	268	54	161	343	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	36	9	2	94	63	268	54	161	343	131
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.80	0.20	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	0	1600	1280	320	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.01	0.06	0.02	0.06	0.03	0.05	0.07	0.08
Crit Moves:			****			****		****		****		

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AM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Pine Avenue at Shoreline Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Pine Avenue						Shoreline Drive					
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	1 0	1	1 0	1 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	9	5	11	22	8	39	83	135	7	11	559	36
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	10	6	12	25	9	44	93	151	8	12	626	40
Added Vol:	0	0	0	0	0	31	22	11	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	6	12	25	9	75	115	162	8	12	641	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	6	12	25	9	75	115	162	8	12	641	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	6	12	25	9	75	115	162	8	12	641	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	6	12	25	9	75	115	162	8	12	641	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	3200	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.01	0.05	0.04	0.03	0.00	0.01	0.13	0.03
Crit Moves:	****					****	****				****	

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Magnolia Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Magnolia Avenue						7th Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	0 0	0	0 1	1 1	0
Volume Module:												
Base Vol:	102	350	0	0	310	61	0	0	0	99	654	114
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	114	392	0	0	347	68	0	0	0	111	732	128
Added Vol:	0	66	0	0	79	0	0	0	0	1	13	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	458	0	0	426	68	0	0	0	112	745	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:	114	458	0	0	426	68	0	0	0	112	745	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	458	0	0	426	68	0	0	0	112	745	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:	114	458	0	0	426	68	0	0	0	112	745	129
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.86	0.14	0.00	0.00	0.00	0.34	2.27	0.39
Final Sat.:	1600	1600	0	0	1379	221	0	0	0	545	3629	626
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.21	0.21	0.21
Crit Moves:	****				****							****

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Pacific Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Pacific Avenue						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1	1 0	0 0	0 0	0	1 0	2	1 0
Volume Module:												
Base Vol:	64	522	0	0	374	60	0	0	0	120	777	121
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	72	585	0	0	419	67	0	0	0	134	870	136
Added Vol:	0	80	0	0	98	0	0	0	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	665	0	0	517	67	0	0	0	134	885	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	665	0	0	517	67	0	0	0	134	885	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	665	0	0	517	67	0	0	0	134	885	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	665	0	0	517	67	0	0	0	134	885	136
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	0.00	0.00	0.00	1.00	2.60	0.40
Final Sat.:	1600	3200	0	0	2832	368	0	0	0	1600	4163	637
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.08	0.21	0.21
Crit Moves:	****				****							****

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Pine Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Pine Avenue						7th Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 1	1 1	0
Volume Module:												
Base Vol:	79	194	0	0	133	59	0	0	0	82	866	107
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	88	217	0	0	149	66	0	0	0	92	970	120
Added Vol:	9	49	0	0	64	0	0	0	0	3	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	266	0	0	213	66	0	0	0	95	976	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	266	0	0	213	66	0	0	0	95	976	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	266	0	0	213	66	0	0	0	95	976	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	266	0	0	213	66	0	0	0	95	976	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.24	2.46	0.30
Final Sat.:	1600	1600	0	0	1600	1600	0	0	0	382	3935	483
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.00	0.00	0.13	0.04	0.00	0.00	0.00	0.25	0.25	0.25
Crit Moves:	****				****							****

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PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Long Beach Boulevard at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Long Beach Boulevard						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	3 0	1
Volume Module:												
Base Vol:	160	517	0	0	382	85	0	0	0	145	778	79
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	179	579	0	0	428	95	0	0	0	162	871	88
Added Vol:	0	91	0	0	122	0	0	0	0	0	9	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	670	0	0	550	95	0	0	0	162	880	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:	179	670	0	0	550	95	0	0	0	162	880	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	670	0	0	550	95	0	0	0	162	880	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:	179	670	0	0	550	95	0	0	0	162	880	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.00	0.00	0.17	0.06	0.00	0.00	0.00	0.10	0.18	0.06
Crit Moves:	****				****						****	

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PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #5 Atlantic Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Atlantic Avenue						7th Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	0	0 0	0 1	1	1 0
Volume Module:												
Base Vol:	39	436	0	0	365	72	0	0	0	84	819	127
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	44	488	0	0	409	81	0	0	0	94	917	142
Added Vol:	0	50	0	0	66	0	0	0	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	538	0	0	475	81	0	0	0	94	938	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	538	0	0	475	81	0	0	0	94	938	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	538	0	0	475	81	0	0	0	94	938	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	538	0	0	475	81	0	0	0	94	938	142
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	1.85	0.00	0.00	1.71	0.29	0.00	0.00	0.00	0.24	2.40	0.36
Final Sat.:	240	2960	0	0	2735	465	0	0	0	384	3834	581
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.24	0.24	0.24
Crit Moves:	****				****						****	

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #6 Martin Luther King Boulevard at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Martin Luther King Boulevard						7th Street					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	2	1 0	0 1	0	0 0	0 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	37	112	978	110	65	65	0	0	0	0	904	62
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	41	125	1095	123	73	73	0	0	0	0	1012	69
Added Vol:	0	18	0	0	24	0	0	0	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	143	1095	123	97	73	0	0	0	0	1033	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	143	1095	123	97	73	0	0	0	0	1033	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	143	1095	123	97	73	0	0	0	0	1033	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	143	1095	123	97	73	0	0	0	0	1033	69
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:	1.00	1.00	2.00	1.00	0.57	0.43	0.00	0.00	0.00	0.00	1.87	0.13
Final Sat.:	1600	1600	3200	1600	913	687	0	0	0	0	2999	201
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.34	0.08	0.11	0.11	0.00	0.00	0.00	0.00	0.34	0.34
OvlAdjV/S:			0.00									
Crit Moves:			****	****								****

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #7 Alamitos Boulevard at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Alamitos Boulevard						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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 1	0
Volume Module:												
Base Vol:	71	505	232	69	340	99	68	955	9	133	791	57
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	80	566	260	77	381	111	76	1070	10	149	886	64
Added Vol:	0	27	21	0	35	0	0	0	0	3	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	593	281	77	416	111	76	1070	10	152	907	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	593	281	77	416	111	76	1070	10	152	907	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	593	281	77	416	111	76	1070	10	152	907	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	593	281	77	416	111	76	1070	10	152	907	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.98	0.02	1.00	1.87	0.13
Final Sat.:	1600	3200	1600	1600	2526	674	1600	3170	30	1600	2990	210
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.18	0.05	0.16	0.16	0.05	0.34	0.34	0.09	0.30	0.30
Crit Moves:		****		****				****		****		

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #8 Magnolia Avenue at 6th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Magnolia Avenue						6th Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 1	1 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	360	68	99	307	0	93	1169	60	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	403	76	111	344	0	104	1309	67	0	0	0
Added Vol:	0	66	5	1	79	0	0	20	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	469	81	112	423	0	104	1329	67	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	469	81	112	423	0	104	1329	67	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	469	81	112	423	0	104	1329	67	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	469	81	112	423	0	104	1329	67	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	0.85	0.15	1.00	1.00	0.00	0.21	2.66	0.13	0.00	0.00	0.00
Final Sat.:	0	1364	236	1600	1600	0	333	4252	215	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.07	0.26	0.00	0.31	0.31	0.31	0.00	0.00	0.00
Crit Moves:		****		****				****				

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #9 Magnolia Avenue at 5th Street

****

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[24.4]

****

Street Name:	Magnolia Avenue						5th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	390	14	24	310	51	14	24	16	11	11	45
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	12	437	16	27	347	57	16	27	18	12	12	50
Added Vol:	0	71	0	0	79	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	508	16	27	426	57	16	27	18	12	12	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	508	16	27	426	57	16	27	18	12	12	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	508	16	27	426	57	16	27	18	12	12	50
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	483	xxxx	xxxxx	523	xxxx	xxxxx	1080	1057	455	1071	1077	516
Potent Cap.:	1090	xxxx	xxxxx	1053	xxxx	xxxxx	197	227	610	200	221	563
Move Cap.:	1090	xxxx	xxxxx	1053	xxxx	xxxxx	167	219	610	171	213	563
Volume/Cap:	0.01	xxxx	xxxx	0.03	xxxx	xxxx	0.09	0.12	0.03	0.07	0.06	0.09
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	246	xxxxx	xxxx	342	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.4	xxxxx	xxxxx	18.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			24.4			18.5		
ApproachLOS:	*			*			C			C		

****

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

****

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PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Alamitos Boulevard at 4th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.998
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Alamitos Boulevard						4th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	43	977	183	174	465	43	56	423	22	62	272	45
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	48	1094	205	195	521	48	63	474	25	69	305	50
Added Vol:	0	38	0	0	55	7	12	5	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1132	205	195	576	55	75	479	25	69	312	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1132	205	195	576	55	75	479	25	69	312	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1132	205	195	576	55	75	479	25	69	312	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1132	205	195	576	55	75	479	25	69	312	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.69	0.31	1.00	0.91	0.09	1.00	0.95	0.05	1.00	0.86	0.14
Final Sat.:	1600	2710	490	1600	1460	140	1600	1522	78	1600	1377	223
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.42	0.12	0.39	0.39	0.05	0.31	0.31	0.04	0.23	0.23
Crit Moves:		****		****				****		****		

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PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Magnolia Avenue at 3rd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Magnolia Avenue						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1	1 0	0 0	0	0 0	0	1	1 1 0
Volume Module:												
Base Vol:	79	346	0	0	254	58	0	0	0	98	694	68
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	88	388	0	0	284	65	0	0	0	110	777	76
Added Vol:	27	47	0	0	56	2	0	0	0	2	149	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	435	0	0	340	67	0	0	0	112	926	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	435	0	0	340	67	0	0	0	112	926	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	435	0	0	340	67	0	0	0	112	926	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	435	0	0	340	67	0	0	0	112	926	98
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.67	0.33	0.00	0.00	0.00	0.29	2.45	0.26
Final Sat.:	1600	1600	0	0	2674	526	0	0	0	472	3913	415
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.24	0.24	0.24
Crit Moves:		****									****	

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #12 Magnolia Avenue at Broadway Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Magnolia Avenue						Broadway Avenue					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	0 1	1	0 0	0 1	2	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	323	69	58	279	0	90	988	176	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	362	77	65	312	0	101	1107	197	0	0	0
Added Vol:	0	68	10	13	45	0	6	276	112	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	87	78	357	0	107	1383	309	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	430	87	78	357	0	107	1383	309	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	87	78	357	0	107	1383	309	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	430	87	78	357	0	107	1383	309	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	2.00	1.00	0.36	1.64	0.00	0.22	2.78	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	573	2627	0	344	4456	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.05	0.05	0.14	0.00	0.31	0.31	0.19	0.00	0.00	0.00
Crit Moves:		****		****				****				

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #13 Pacific Avenue at Broadway Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Pacific Avenue						Broadway Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 1	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	445	241	92	196	0	86	1238	97	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	498	270	103	220	0	96	1387	109	0	0	0
Added Vol:	0	21	0	24	28	0	24	243	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	519	270	127	248	0	120	1630	114	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	519	270	127	248	0	120	1630	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	519	270	127	248	0	120	1630	114	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	519	270	127	248	0	120	1630	114	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	2.00	1.00	1.00	2.00	0.00	0.19	2.63	0.18	0.00	0.00	0.00
Final Sat.:	0	3200	1600	1600	3200	0	310	4197	293	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.17	0.08	0.08	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Crit Moves:			****	****				****				

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #14 Pine Avenue at Broadway Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Pine Avenue						Broadway Avenue					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	1 0	1 0	0	1 0	2 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	216	96	83	149	0	46	1476	86	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	242	108	93	167	0	52	1653	96	0	0	0
Added Vol:	0	17	0	33	24	0	59	208	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	259	108	126	191	0	111	1861	96	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	259	108	126	191	0	111	1861	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	259	108	126	191	0	111	1861	96	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	259	108	126	191	0	111	1861	96	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	0.71	0.29	1.00	1.00	0.00	1.00	2.85	0.15	0.00	0.00	0.00
Final Sat.:	0	1131	469	1600	1600	0	1600	4564	236	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.08	0.12	0.00	0.07	0.41	0.41	0.00	0.00	0.00
Crit Moves:		****		****					****			

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #15 Alamitos Boulevard at Broadway Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Alamitos Boulevard						Broadway Avenue					
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			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:	0 0	1 1	0	1	0 1	0 0	2 0	2 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	0	839	37	58	404	0	550	550	117	118	0	153
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	940	41	65	452	0	616	616	131	132	0	171
Added Vol:	0	27	0	0	33	0	11	51	56	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	967	41	65	485	0	627	667	187	132	0	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	967	41	65	485	0	627	667	187	132	0	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	967	41	65	485	0	627	667	187	132	0	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	967	41	65	485	0	627	667	187	132	0	171
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.92	0.08	1.00	1.00	0.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3068	132	1600	1600	0	3200	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.04	0.30	0.00	0.20	0.21	0.12	0.08	0.00	0.11
Crit Moves:		****		****			****					****

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #16 Golden Shore Street/Golden Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Golden Shore Street/Golden Avenue						Ocean Boulevard					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 0	1 0	2	1 0	1 0	2	1 1
Volume Module:												
Base Vol:	127	482	136	9	3	0	80	1918	50	49	841	465
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	142	540	152	10	3	0	90	2148	56	55	942	521
Added Vol:	0	0	0	0	0	0	0	3	0	0	8	128
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	540	152	10	3	0	90	2151	56	55	950	649
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	540	152	10	3	0	90	2151	56	55	950	649
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	540	152	10	3	0	90	2151	56	55	950	649
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	540	152	10	3	0	90	2151	56	55	950	649
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.56	0.44	1.00	1.00	0.00	1.00	2.92	0.08	1.00	2.38	1.62
Final Sat.:	1600	2496	704	1600	1600	0	1600	4678	122	1600	3803	2597
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.01	0.00	0.00	0.06	0.46	0.46	0.03	0.25	0.25
Crit Moves:		****		****				****				

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PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #17 Magnolia Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.835
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Magnolia Avenue						Ocean Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2	1 0	1 0	3 0	1
Volume Module:												
Base Vol:	79	103	40	146	75	207	146	1995	20	38	1113	132
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	88	115	45	164	84	232	164	2234	22	43	1247	148
Added Vol:	35	10	19	137	9	8	3	0	0	18	93	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	125	64	301	93	240	167	2234	22	61	1340	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	125	64	301	93	240	167	2234	22	61	1340	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	125	64	301	93	240	167	2234	22	61	1340	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	125	64	301	93	240	167	2234	22	61	1340	173
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4752	48	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.04	0.19	0.03	0.15	0.10	0.47	0.47	0.04	0.28	0.11
Crit Moves:		****		****				****		****		

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #18 Chestnut Place at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Chestnut Place						Ocean Boulevard					
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			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	0	0 1	0	0	0 0 0	0	0	2 1 0	1	0	3 0 0
Volume Module:												
Base Vol:	40	0	79	0	0	0	0	2129	29	56	1238	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	45	0	88	0	0	0	0	2384	32	63	1387	0
Added Vol:	20	0	14	0	0	0	0	105	35	24	119	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	102	0	0	0	0	2489	67	87	1506	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:	65	0	102	0	0	0	0	2489	67	87	1506	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	0	102	0	0	0	0	2489	67	87	1506	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:	65	0	102	0	0	0	0	2489	67	87	1506	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.92	0.08	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4673	127	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.53	0.53	0.05	0.31	0.00
Crit Moves:			****					****		****		

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #19 Pacific Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Pacific Avenue						Ocean Boulevard					
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			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	1! 0	0	2 0	0 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	13	5	18	133	0	152	198	2030	10	30	1110	180
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	15	6	20	149	0	170	222	2274	11	34	1243	202
Added Vol:	0	0	0	25	0	8	6	112	0	0	134	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	6	20	174	0	178	228	2386	11	34	1377	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	6	20	174	0	178	228	2386	11	34	1377	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	20	174	0	178	228	2386	11	34	1377	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	20	174	0	178	228	2386	11	34	1377	217
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:	0.36	0.14	0.50	2.00	0.00	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	578	222	800	3200	0	1600	1600	4778	22	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.05	0.00	0.11	0.14	0.50	0.50	0.02	0.29	0.14
OvlAdjV/S:						0.00						
Crit Moves:		****		****				****		****		

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #20 Pine Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	D

Street Name:	Pine Avenue						Ocean Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	0	1 0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	61	79	66	154	120	64	62	1916	84	76	1172	42
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	68	88	74	172	134	72	69	2146	94	85	1313	47
Added Vol:	5	5	19	6	5	13	8	96	5	18	139	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	93	93	178	139	85	77	2242	99	103	1452	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	93	93	178	139	85	77	2242	99	103	1452	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	93	93	178	139	85	77	2242	99	103	1452	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	93	93	178	139	85	77	2242	99	103	1452	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.56	0.44	1.00	1.00	2.87	0.13	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	898	702	1600	1600	4597	203	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.11	0.20	0.05	0.05	0.49	0.49	0.06	0.30	0.03
Crit Moves:	****				****			****		****		

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #21 Long Beach Boulevard at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Long Beach Boulevard						Ocean Boulevard					
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	118	0	174	155	1934	0	0	1073	175
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	132	0	195	174	2166	0	0	1202	196
Added Vol:	0	0	0	5	0	41	32	90	0	0	121	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	137	0	236	206	2256	0	0	1323	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	137	0	236	206	2256	0	0	1323	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	137	0	236	206	2256	0	0	1323	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	137	0	236	206	2256	0	0	1323	199
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.10	xxxx	1.90	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1765	0	3035	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.13	0.47	0.00	0.00	0.28	0.12
Crit Moves:						****		****		****		

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #22 Atlantic Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Atlantic Avenue						Ocean Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 0	0 1	0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	4	2	0	108	4	145	151	1881	4	19	1075	64
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	4	2	0	121	4	162	169	2107	4	21	1204	72
Added Vol:	0	0	0	7	0	24	18	77	0	0	101	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	0	128	4	186	187	2184	4	21	1305	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:	4	2	0	128	4	186	187	2184	4	21	1305	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	0	128	4	186	187	2184	4	21	1305	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:	4	2	0	128	4	186	187	2184	4	21	1305	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.33	0.00	0.97	0.03	1.00	1.00	2.99	0.01	1.00	2.83	0.17
Final Sat.:	1067	533	0	1546	54	1600	1600	4790	10	1600	4530	270
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.12	0.12	0.46	0.46	0.01	0.29	0.29
Crit Moves:	****					****		****		****		

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #23 Shoreline Drive/Alamitos Boulevard at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	1.193
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Shoreline Drive/Alamitos Boulevar						Ocean Boulevard					
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:	59	601	589	77	129	177	284	1747	29	216	892	30
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	66	673	660	86	144	198	318	1957	32	242	999	34
Added Vol:	0	10	5	0	9	19	14	46	0	5	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	683	665	86	153	217	332	2003	32	247	1041	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	683	665	86	153	217	332	2003	32	247	1041	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	683	665	86	153	217	332	2003	32	247	1041	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	683	665	86	153	217	332	2003	32	247	1041	34
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.94	0.06
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4800	1600	3200	3100	100
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.42	0.05	0.05	0.14	0.21	0.42	0.02	0.08	0.34	0.34
Crit Moves:			****	****			****				****	

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #24 Golden Shore Street at Seaside Way (2)

****

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: D[26.2]

****

Street Name:	Golden Shore Street						Seaside Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		1 0 1!	0 1	
Volume Module:												
Base Vol:	4	388	23	30	66	7	36	2	3	5	1	341
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	4	435	26	34	74	8	40	2	3	6	1	382
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	10	0	0	0	0	4	79	0	30	0	0	0
Initial Fut:	14	435	26	34	74	12	119	2	33	6	1	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	435	26	34	74	12	119	2	33	6	1	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	435	26	34	74	12	119	2	33	6	1	382
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	86	xxxx	xxxxx	460	xxxx	xxxxx	394	636	43	582	629	230
Potent Cap.:	1523	xxxx	xxxxx	1111	xxxx	xxxxx	545	398	1025	401	402	778
Move Cap.:	1523	xxxx	xxxxx	1111	xxxx	xxxxx	269	382	1025	374	386	778
Volume/Cap:	0.01	xxxx	xxxx	0.03	xxxx	xxxx	0.44	0.01	0.03	0.01	0.00	0.49
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	1.0
Control Del:	7.4	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.7	xxxx	11.1
LOS by Move:	A	*	*	A	*	*	*	*	*	B	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	321	xxxxx	xxxx	762	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.5	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.2	xxxxx	xxxxx	11.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx				26.2			11.3	
ApproachLOS:	*			*				D			B	

****

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

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PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #25 Chestnut Place at Seaside Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.286
Loss Time (sec):	0	Average Delay (sec/veh):	8.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Chestnut Place						Seaside Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 1	0	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	12	40	21	21	37	23	63	109	91	28	32	17
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	13	45	24	24	41	26	71	122	102	31	36	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	45	24	24	41	26	71	122	102	31	36	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	45	24	24	41	26	71	122	102	31	36	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	45	24	24	41	26	71	122	102	31	36	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	45	24	24	41	26	71	122	102	31	36	19
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.66	0.34	1.00	0.62	0.38	0.37	0.63	1.00	0.73	0.83	0.44
Final Sat.:	570	424	223	572	402	250	247	427	805	453	564	311
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.04	0.10	0.10	0.29	0.29	0.13	0.07	0.06	0.06
Crit Moves:		****				****		****		****		
Delay/Veh:	8.8	8.5	8.5	8.9	8.5	8.5	9.9	9.9	7.6	8.7	8.2	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.5	8.5	8.9	8.5	8.5	9.9	9.9	7.6	8.7	8.2	7.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.6			8.6			9.1			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			8.6			9.1			8.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.1	0.1	0.0	0.1	0.1	0.4	0.4	0.1	0.1	0.1	0.1

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PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #26 Pine Avenue at Seaside Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.345
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Pine Avenue						Seaside Way					
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	1 0	1	1 0	1	1 0	1 0	0	1 0	1 0	1 0	1
Volume Module:												
Base Vol:	2	153	13	23	215	37	36	50	7	22	41	28
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	2	171	15	26	241	41	40	56	8	25	46	31
Added Vol:	0	29	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	200	15	26	268	41	40	56	8	25	46	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	200	15	26	268	41	40	56	8	25	46	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	200	15	26	268	41	40	56	8	25	46	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	200	15	26	268	41	40	56	8	25	46	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.73	0.27	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	2771	429	1600	1404	196	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.01	0.02	0.10	0.10	0.03	0.04	0.04	0.02	0.03	0.02
Crit Moves:		****		****			****				****	

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #27 Golden Shore Street at I-710 SB Off-Ramp

****

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: A[9.7]

****

Street Name:	Golden Shore Street						I-710 SB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 1	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	385	0	0	85	0	34	0	36	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	431	0	0	95	0	38	0	40	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	431	0	0	95	0	38	0	40	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	431	0	0	95	0	38	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	431	0	0	95	0	38	0	40	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	311	xxxx	95	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	686	xxxx	967	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	686	xxxx	967	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.6	xxxx	8.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	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:	xxxxxx			xxxxxx			9.7			xxxxxx		
ApproachLOS:	*			*			A			*		

****

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

****

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Golden Shore Street at Shoreline Drive

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.8]

Street Name:	Golden Shore Street									Shoreline Drive					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0	0 1! 0	0	1	0 1	0 1	0	0 1! 0	0	0	0 0	0 0	0		
Volume Module:															
Base Vol:	1	386	92	30	77	17	3	1	1	0	0	0			
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12			
Initial Bse:	1	432	103	34	86	19	3	1	1	0	0	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	1	432	103	34	86	19	3	1	1	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:	1	432	103	34	86	19	3	1	1	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	1	432	103	34	86	19	3	1	1	0	0	0			
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	105	xxxx	xxxxx	535	xxxx	xxxxx	640	691	86	xxxx	xxxx	xxxxx			
Potent Cap.:	1499	xxxx	xxxxx	1043	xxxx	xxxxx	443	370	978	xxxx	xxxx	xxxxx			
Move Cap.:	1499	xxxx	xxxxx	1043	xxxx	xxxxx	432	358	978	xxxx	xxxx	xxxxx			
Volume/Cap:	0.00	xxxx	xxxx	0.03	xxxx	xxxx	0.01	0.00	0.00	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	7.4	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	465	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.8	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			12.8			xxxxxx					
ApproachLOS:	*			*			B			*					

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

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PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #29 Chestnut Place at Shoreline Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Chestnut Place						Shoreline Drive					
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 1	0	0 1	0	1	0 0 1	2	0	3 0 1	2	0	3 1 0
Volume Module:												
Base Vol:	78	7	331	74	1	59	34	591	8	47	178	26
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	87	8	371	83	1	66	38	662	9	53	199	29
Added Vol:	0	0	0	0	0	0	0	50	34	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	8	371	83	1	66	38	712	43	53	251	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	8	371	83	1	66	38	712	43	53	251	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	8	371	83	1	66	38	712	43	53	251	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	8	371	83	1	66	38	712	43	53	251	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.84	0.16	1.00	0.99	0.01	1.00	2.00	3.00	1.00	2.00	3.58	0.42
Final Sat.:	2936	264	1600	1579	21	1600	3200	4800	1600	3200	5736	664
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.23	0.05	0.05	0.04	0.01	0.15	0.03	0.02	0.04	0.04
Crit Moves:			****		****			****		****		

PM Cumulative (Year 2020)
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Pine Avenue at Shoreline Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Pine Avenue						Shoreline Drive					
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	1 0	1	1 0	1 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	21	22	43	94	33	71	80	981	32	25	194	63
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	24	25	48	105	37	80	90	1099	36	28	217	71
Added Vol:	0	0	0	0	0	27	29	14	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	25	48	105	37	107	119	1113	36	28	231	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	25	48	105	37	107	119	1113	36	28	231	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	25	48	105	37	107	119	1113	36	28	231	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	25	48	105	37	107	119	1113	36	28	231	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	3200	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.03	0.07	0.02	0.07	0.04	0.23	0.02	0.02	0.05	0.04
Crit Moves:			****	****				****		****		

YEAR 2020 CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Magnolia Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Magnolia Avenue						7th Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	0 0	0 0	0	1 0	0 0	0	0 0	0 1	1	1 0
Volume Module:												
Base Vol:	64	162	0	0	273	78	0	0	0	198	1257	80
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	72	181	0	0	306	87	0	0	0	222	1408	90
Added Vol:	0	93	0	0	63	0	0	0	0	39	15	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	274	0	0	369	87	0	0	0	261	1423	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	274	0	0	369	87	0	0	0	261	1423	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	274	0	0	369	87	0	0	0	261	1423	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	274	0	0	369	87	0	0	0	261	1423	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	1.00	0.00	0.00	0.81	0.19	0.00	0.00	0.00	0.44	2.41	0.15
Final Sat.:	1600	1600	0	0	1294	306	0	0	0	705	3849	245
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.37	0.37	0.37
Crit Moves:	****				****					****		

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #2 Pacific Avenue at 7th Street

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

****

Street Name:	Pacific Avenue						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 0	0 0	1	0 2	1 0
Volume Module:												
Base Vol:	59	192	0	0	439	68	0	0	0	227	1352	117
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	66	215	0	0	492	76	0	0	0	254	1514	131
Added Vol:	0	107	0	0	69	0	0	0	0	0	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	322	0	0	561	76	0	0	0	254	1568	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	322	0	0	561	76	0	0	0	254	1568	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	322	0	0	561	76	0	0	0	254	1568	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	322	0	0	561	76	0	0	0	254	1568	131
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.00	0.00	0.00	1.00	2.77	0.23
Final Sat.:	1600	3200	0	0	2817	383	0	0	0	1600	4430	370
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.16	0.35	0.35
Crit Moves:	****				****							****

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AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #3 Pine Avenue

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	B

****

Street Name:	Pine Avenue						7th Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 0	0	0 1	0 1	0	0 0	0 0	0	1 1	1 0
Volume Module:												
Base Vol:	39	77	0	0	82	38	0	0	0	72	1650	78
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	44	86	0	0	92	43	0	0	0	81	1848	87
Added Vol:	5	57	0	0	35	0	0	0	0	2	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	143	0	0	127	43	0	0	0	83	1897	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:	49	143	0	0	127	43	0	0	0	83	1897	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	143	0	0	127	43	0	0	0	83	1897	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:	49	143	0	0	127	43	0	0	0	83	1897	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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.12	2.75	0.13
Final Sat.:	1600	1600	0	0	1600	1600	0	0	0	192	4405	203
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.00	0.00	0.08	0.03	0.00	0.00	0.00	0.43	0.43	0.43
Crit Moves:	****				****							****

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AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Long Beach Boulevard at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Long Beach Boulevard						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0	2 0	1	0	0 0	0	1 0	3 0	1
Volume Module:												
Base Vol:	197	397	0	0	447	101	0	0	0	161	1444	118
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	221	445	0	0	501	113	0	0	0	180	1617	132
Added Vol:	0	131	0	0	83	0	0	0	0	0	51	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	576	0	0	584	113	0	0	0	180	1668	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	576	0	0	584	113	0	0	0	180	1668	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	576	0	0	584	113	0	0	0	180	1668	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	576	0	0	584	113	0	0	0	180	1668	139
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.00	0.00	0.18	0.07	0.00	0.00	0.00	0.11	0.35	0.09
Crit Moves:	****				****						****	

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #5 Atlantic Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Atlantic Avenue						7th Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	0	0 0	0 1	1	1 0
Volume Module:												
Base Vol:	66	335	0	0	360	81	0	0	0	126	1652	121
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	74	375	0	0	403	91	0	0	0	141	1850	136
Added Vol:	0	82	0	0	56	0	0	0	0	0	59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	457	0	0	459	91	0	0	0	141	1909	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	457	0	0	459	91	0	0	0	141	1909	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	457	0	0	459	91	0	0	0	141	1909	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	457	0	0	459	91	0	0	0	141	1909	136
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	1.72	0.00	0.00	1.67	0.33	0.00	0.00	0.00	0.19	2.62	0.19
Final Sat.:	445	2755	0	0	2672	528	0	0	0	310	4193	298
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.46	0.46	0.46
Crit Moves:	****				****					****		

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #6 Martin Luther King Boulevard at 7th Street

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.321
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

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Street Name:	Martin Luther King Boulevard						7th Street					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	2	1 0	0 1	0	0 0	0 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	75	141	362	135	61	118	0	0	0	0	1687	36
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	84	158	405	151	68	132	0	0	0	0	1889	40
Added Vol:	0	21	0	0	14	0	0	0	0	0	59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	179	405	151	82	132	0	0	0	0	1948	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	179	405	151	82	132	0	0	0	0	1948	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	179	405	151	82	132	0	0	0	0	1948	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	179	405	151	82	132	0	0	0	0	1948	40
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:	1.00	1.00	2.00	1.00	0.38	0.62	0.00	0.00	0.00	0.00	1.96	0.04
Final Sat.:	1600	1600	3200	1600	614	986	0	0	0	0	3135	65
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.13	0.09	0.13	0.13	0.00	0.00	0.00	0.00	0.62	0.62
OvlAdjV/S:			0.00									
Crit Moves:			****	****							****	

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AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #7 Alamitos Boulevard at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.993
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Alamitos Boulevard						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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 1	0
Volume Module:												
Base Vol:	68	350	104	58	437	126	51	477	9	234	1554	56
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	76	392	116	65	489	141	57	534	10	262	1740	63
Added Vol:	0	75	98	0	51	0	0	0	0	32	59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	467	214	65	540	141	57	534	10	294	1799	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	467	214	65	540	141	57	534	10	294	1799	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	467	214	65	540	141	57	534	10	294	1799	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	467	214	65	540	141	57	534	10	294	1799	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.59	0.41	1.00	1.96	0.04	1.00	1.93	0.07
Final Sat.:	1600	3200	1600	1600	2537	663	1600	3141	59	1600	3092	108
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.13	0.04	0.21	0.21	0.04	0.17	0.17	0.18	0.58	0.58
Crit Moves:	****				****						****	

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #8 Magnolia Avenue at 6th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Magnolia Avenue						6th Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 1	1 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	151	63	78	423	0	78	421	42	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	169	71	87	474	0	87	472	47	0	0	0
Added Vol:	0	93	47	1	102	0	0	6	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	262	118	88	576	0	87	478	47	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	262	118	88	576	0	87	478	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	262	118	88	576	0	87	478	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	262	118	88	576	0	87	478	47	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.69	0.31	1.00	1.00	0.00	0.43	2.34	0.23	0.00	0.00	0.00
Final Sat.:	0	1105	495	1600	1600	0	685	3746	369	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.06	0.36	0.00	0.13	0.13	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			

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AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #9 Magnolia Avenue at 5th Street

****

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[17.2]

****

Street Name:	Magnolia Avenue						5th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	193	4	10	430	29	6	3	22	8	3	10
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	6	216	4	11	482	32	7	3	25	9	3	11
Added Vol:	0	140	0	0	102	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	356	4	11	584	32	7	3	25	9	3	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	356	4	11	584	32	7	3	25	9	3	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	356	4	11	584	32	7	3	25	9	3	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	616	xxxx	xxxxx	361	xxxx	xxxxx	999	994	600	1006	1008	358
Potent Cap.:	974	xxxx	xxxxx	1209	xxxx	xxxxx	224	247	505	222	242	690
Move Cap.:	974	xxxx	xxxxx	1209	xxxx	xxxxx	216	243	505	206	239	690
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.03	0.01	0.05	0.04	0.01	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	370	xxxxx	xxxx	319	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.7	xxxxx	xxxxx	17.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			15.7			17.2		
ApproachLOS:	*			*			C			C		

****

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

****

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AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #10 Alamitos Boulevard at 4th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Alamitos Boulevard						4th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Include	Permitted		Include	Permitted		Include	Permitted		Include
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	51	407	55	141	701	40	42	206	26	138	421	87
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	57	456	62	158	785	45	47	231	29	155	472	97
Added Vol:	0	131	0	0	93	3	14	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	587	62	158	878	48	61	237	29	155	476	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:	57	587	62	158	878	48	61	237	29	155	476	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	587	62	158	878	48	61	237	29	155	476	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:	57	587	62	158	878	48	61	237	29	155	476	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:	1.00	1.81	0.19	1.00	1.90	0.10	1.00	0.89	0.11	1.00	0.83	0.17
Final Sat.:	1600	2896	304	1600	3035	165	1600	1425	175	1600	1328	272
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.10	0.29	0.29	0.04	0.17	0.17	0.10	0.36	0.36
Crit Moves:	****				****		****				****	

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #11 Magnolia Avenue at 3rd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Magnolia Avenue						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 0	0	0 1	1 0	0	0 0	0 0	0	1 1	1 0
Volume Module:												
Base Vol:	45	104	0	0	358	107	0	0	0	155	1095	88
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	50	116	0	0	401	120	0	0	0	174	1226	99
Added Vol:	18	110	0	0	92	5	0	0	0	12	187	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	226	0	0	493	125	0	0	0	186	1413	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	226	0	0	493	125	0	0	0	186	1413	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	226	0	0	493	125	0	0	0	186	1413	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	226	0	0	493	125	0	0	0	186	1413	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.60	0.40	0.00	0.00	0.00	0.32	2.46	0.22
Final Sat.:	1600	1600	0	0	2553	647	0	0	0	517	3934	349
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.36	0.36	0.36
Crit Moves:	****				****					****		

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #12 Magnolia Avenue at Broadway Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Magnolia Avenue						Broadway Avenue					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	0 1	1	0 0	0 1	2	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	107	140	106	387	0	33	840	347	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	120	157	119	433	0	37	941	389	0	0	0
Added Vol:	0	127	1	9	95	0	1	121	50	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	247	158	128	528	0	38	1062	439	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	247	158	128	528	0	38	1062	439	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	247	158	128	528	0	38	1062	439	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	247	158	128	528	0	38	1062	439	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	2.00	1.00	0.39	1.61	0.00	0.10	2.90	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	623	2577	0	166	4634	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.10	0.08	0.21	0.00	0.23	0.23	0.27	0.00	0.00	0.00
Crit Moves:	****				****				****			

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #13 Pacific Avenue at Broadway Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Pacific Avenue						Broadway Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 1	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	189	58	70	442	0	43	627	274	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	212	65	78	495	0	48	702	307	0	0	0
Added Vol:	0	49	0	30	30	0	21	148	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	261	65	108	525	0	69	850	313	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	261	65	108	525	0	69	850	313	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	261	65	108	525	0	69	850	313	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	261	65	108	525	0	69	850	313	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	2.00	1.00	1.00	2.00	0.00	0.17	2.07	0.76	0.00	0.00	0.00
Final Sat.:	0	3200	1600	1600	3200	0	269	3312	1219	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.04	0.07	0.16	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Crit Moves:					****				****			

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #14 Pine Avenue at Broadway Avenue

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: A

****

Street Name:	Pine Avenue						Broadway Avenue					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	1 0	1	0 1	0 0	1	0 2	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	59	42	49	236	0	39	571	138	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	66	47	55	264	0	44	640	155	0	0	0
Added Vol:	0	21	0	37	14	0	22	156	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	87	47	92	278	0	66	796	155	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	87	47	92	278	0	66	796	155	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	87	47	92	278	0	66	796	155	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	87	47	92	278	0	66	796	155	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	2.51	0.49	0.00	0.00	0.00
Final Sat.:	0	1039	561	1600	1600	0	1600	4019	781	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.06	0.17	0.00	0.04	0.20	0.20	0.00	0.00	0.00
Crit Moves:	****				****			****				

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AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #15 Alamitos Boulevard at Broadway Avenue

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	E

****

Street Name:	Alamitos Boulevard						Broadway Avenue					
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			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:	0 0	1	1 0	1 0	1	0 0	2 0	2	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	405	39	29	473	0	123	238	34	406	0	425
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	454	44	32	530	0	138	267	38	455	0	476
Added Vol:	0	120	0	0	82	0	11	32	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	574	44	32	612	0	149	299	53	455	0	476
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	574	44	32	612	0	149	299	53	455	0	476
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	574	44	32	612	0	149	299	53	455	0	476
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	574	44	32	612	0	149	299	53	455	0	476
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.86	0.14	1.00	1.00	0.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	2974	226	1600	1600	0	3200	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.02	0.38	0.00	0.05	0.09	0.03	0.28	0.00	0.30
Crit Moves:	****				****			****		****		

****

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #16 Golden Shore Street/Golden Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Golden Shore Street/Golden Avenue						Ocean Boulevard					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 0	1 0	2	1 0	1 0	2	1 1
Volume Module:												
Base Vol:	19	52	124	3	6	0	56	643	129	106	1590	663
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	21	58	139	3	7	0	63	720	144	119	1781	743
Added Vol:	40	147	90	0	0	0	0	8	45	80	1	184
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	205	229	3	7	0	63	728	189	199	1782	927
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	205	229	3	7	0	63	728	189	199	1782	927
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	205	229	3	7	0	63	728	189	199	1782	927
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	205	229	3	7	0	63	728	189	199	1782	927
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	2.38	0.62	1.00	2.63	1.37
Final Sat.:	1600	1600	1600	1600	1600	0	1600	3809	991	1600	4210	2190
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.14	0.00	0.00	0.00	0.04	0.19	0.19	0.12	0.42	0.42
Crit Moves:			****	****			****				****	

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #17 Magnolia Avenue at Ocean Boulevard

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Cycle (sec):	100	Critical Vol./Cap.(X):	1.001
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

****

Street Name:	Magnolia Avenue						Ocean Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2	1 0	1 0	3 0	1
Volume Module:												
Base Vol:	27	75	15	178	135	369	77	677	24	94	1857	93
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	30	84	17	199	151	413	86	758	27	105	2080	104
Added Vol:	28	8	15	37	10	53	76	21	0	21	186	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	92	32	236	161	466	162	779	27	126	2266	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:	58	92	32	236	161	466	162	779	27	126	2266	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	92	32	236	161	466	162	779	27	126	2266	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:	58	92	32	236	161	466	162	779	27	126	2266	152
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4640	160	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.02	0.15	0.05	0.29	0.10	0.17	0.17	0.08	0.47	0.10
Crit Moves:	****					****	****				****	

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AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #18 Chestnut Place at Ocean Boulevard

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

****

Street Name:	Chestnut Place						Ocean Boulevard					
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			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	0	0 1	0	0 0	0 0	0	0 2	1 0	1	0 3	0 0
Volume Module:												
Base Vol:	42	0	60	0	0	0	0	773	29	67	2011	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	47	0	67	0	0	0	0	866	32	75	2252	0
Added Vol:	41	0	93	0	0	0	0	76	9	23	191	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	0	160	0	0	0	0	942	41	98	2443	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:	88	0	160	0	0	0	0	942	41	98	2443	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	0	160	0	0	0	0	942	41	98	2443	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:	88	0	160	0	0	0	0	942	41	98	2443	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.87	0.13	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4598	202	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.10	0.00	0.00	0.00	0.00	0.20	0.20	0.06	0.51	0.00
Crit Moves:			****				****				****	

****

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #19 Pacific Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Pacific Avenue						Ocean Boulevard					
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			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	1! 0	0	2	0	0	1	1	0	2	1	0	1	0	3	0	1
Volume Module:																		
Base Vol:	3	2	3	86	0	289	166	655	7	25	1853	157
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	3	2	3	96	0	324	186	734	8	28	2075	176
Added Vol:	0	0	0	17	0	18	29	139	0	0	196	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	2	3	113	0	342	215	873	8	28	2271	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	2	3	113	0	342	215	873	8	28	2271	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	2	3	113	0	342	215	873	8	28	2271	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	2	3	113	0	342	215	873	8	28	2271	195
OvlAdjVol:						127						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.25	0.38	2.00	0.00	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	600	400	600	3200	0	1600	1600	4757	43	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.04	0.00	0.21	0.13	0.18	0.18	0.02	0.47	0.12
OvlAdjV/S:						0.08						
Crit Moves:	****					****	****				****	

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AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #20 Pine Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Pine Avenue						Ocean Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	36	24	19	27	65	65	34	672	74	95	2075	96
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	40	27	21	30	73	73	38	753	83	106	2324	108
Added Vol:	4	4	15	2	5	7	12	159	5	39	168	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	31	36	32	78	80	50	912	88	145	2492	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	31	36	32	78	80	50	912	88	145	2492	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	31	36	32	78	80	50	912	88	145	2492	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	31	36	32	78	80	50	912	88	145	2492	114
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.29	0.71	1.00	1.00	2.74	0.26	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	469	1131	1600	1600	4378	422	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.02	0.07	0.05	0.03	0.21	0.21	0.09	0.52	0.07
Crit Moves:	****				****		****				****	

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #21 Long Beach Boulevard at Ocean Boulevard

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

****

Street Name:	Long Beach Boulevard						Ocean Boulevard					
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	98	0	254	127	586	0	0	2108	80
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	110	0	284	142	656	0	0	2361	90
Added Vol:	0	0	0	1	0	44	61	114	0	0	169	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	111	0	328	203	770	0	0	2530	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	111	0	328	203	770	0	0	2530	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	111	0	328	203	770	0	0	2530	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	111	0	328	203	770	0	0	2530	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.10	0.13	0.16	0.00	0.00	0.53	0.06
Crit Moves:						****	****				****	

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AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #22 Atlantic Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Atlantic Avenue						Ocean Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 0	0 1	0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	3	1	0	43	1	109	71	665	1	0	2024	72
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	3	1	0	48	1	122	80	745	1	0	2267	81
Added Vol:	0	0	0	4	0	33	45	71	0	0	141	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	0	52	1	155	125	816	1	0	2408	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:	3	1	0	52	1	155	125	816	1	0	2408	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	0	52	1	155	125	816	1	0	2408	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:	3	1	0	52	1	155	125	816	1	0	2408	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:	0.75	0.25	0.00	0.98	0.02	1.00	1.00	2.99	0.01	1.00	2.90	0.10
Final Sat.:	1200	400	0	1566	34	1600	1600	4793	7	1600	4633	167
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.10	0.08	0.17	0.17	0.00	0.52	0.52
Crit Moves:	****					****	****				****	

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #23 Shoreline Drive/Alamitos Boulevard at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	1.267
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Shoreline Drive/Alamitos Boulevar						Ocean Boulevard					
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:	35	88	134	55	342	459	159	548	22	367	1677	25
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	39	99	150	62	383	514	178	614	25	411	1878	28
Added Vol:	0	95	4	0	71	9	20	57	0	5	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	194	154	62	454	523	198	671	25	416	1930	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	194	154	62	454	523	198	671	25	416	1930	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	194	154	62	454	523	198	671	25	416	1930	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	194	154	62	454	523	198	671	25	416	1930	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.97	0.03
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4800	1600	3200	3154	46
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.10	0.04	0.14	0.33	0.12	0.14	0.02	0.13	0.61	0.61
Crit Moves:	****					****	****				****	

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #24 Golden Shore Street at Seaside Way (2)

****

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[15.8]

****

Street Name:	Golden Shore Street						Seaside Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	24	144	198	122	136	19	4	0	1	44	2	46
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	27	161	222	137	152	21	4	0	1	49	2	52
Added Vol:	-74	162	-8	0	65	-63	-18	0	-5	0	0	21
PasserByVol:	47	0	0	0	0	42	14	0	4	0	-2	0
Initial Fut:	0	323	214	137	217	0	0	0	0	49	0	73
User Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.00	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	323	214	137	217	0	0	0	0	49	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	323	214	137	217	0	0	0	0	49	0	73
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	537	xxxx	xxxxx	653	1028	109	812	921	269
Potent Cap.:	xxxx	xxxx	xxxxx	1041	xxxx	xxxxx	357	236	930	274	273	736
Move Cap.:	xxxx	xxxx	xxxxx	1041	xxxx	xxxxx	289	205	930	246	237	736
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	0.00	0.00	0.00	0.20	0.00	0.10
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.2	xxxx	10.1
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	335	xxxxx	xxxx	407	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.8	xxxxx	xxxxx	15.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			15.8			15.0		
ApproachLOS:	*			*			C			C		

****

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

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

Intersection #25 Chestnut Place at Seaside Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.289
Loss Time (sec):	0	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Chestnut Place						Seaside Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 1	0	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	95	61	13	8	50	38	14	35	1	45	58	27
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	106	68	15	9	56	43	16	39	1	50	65	30
Added Vol:	61	0	0	0	0	17	65	0	28	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	68	15	9	56	60	81	39	29	50	84	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	68	15	9	56	60	81	39	29	50	84	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	68	15	9	56	60	81	39	29	50	84	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	68	15	9	56	60	81	39	29	50	84	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.82	0.18	1.00	0.48	0.52	0.67	0.33	1.00	0.61	1.02	0.37
Final Sat.:	580	530	113	557	312	332	383	186	678	351	620	231
Capacity Analysis Module:												
Vol/Sat:	0.29	0.13	0.13	0.02	0.18	0.18	0.21	0.21	0.04	0.14	0.14	0.13
Crit Moves:	****					****		****		****		
Delay/Veh:	11.0	8.8	8.8	9.0	9.1	9.1	10.3	10.3	7.9	9.6	9.2	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	8.8	8.8	9.0	9.1	9.1	10.3	10.3	7.9	9.6	9.2	8.9
LOS by Move:	B	A	A	A	A	A	B	B	A	A	A	A
ApproachDel:		10.3			9.1			9.8			9.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			9.1			9.8			9.3	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.4	0.1	0.1	0.0	0.2	0.2	0.2	0.2	0.0	0.2	0.1	0.1

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

Intersection #26 Pine Avenue at Seaside Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.290
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Pine Avenue						Seaside Way					
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	1	0 1	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	4	38	34	65	134	35	17	39	8	30	38	21
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	4	43	38	73	150	39	19	44	9	34	43	24
Added Vol:	0	22	0	0	31	19	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	65	38	73	181	58	19	44	9	34	43	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	65	38	73	181	58	19	44	9	34	43	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	65	38	73	181	58	19	44	9	34	43	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	65	38	73	181	58	19	44	9	34	43	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.51	0.49	1.00	0.83	0.17	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	2422	778	1600	1328	272	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.02	0.05	0.07	0.07	0.01	0.03	0.03	0.02	0.03	0.01
Crit Moves:		****		****				****		****		

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #27 Golden Shore Street at I-710 SB Off-Ramp

****

Average Delay (sec/veh): 10.7 Worst Case Level Of Service: C[16.1]

****

Street Name:	Golden Shore Street						I-710 SB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 1	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	84	0	0	181	0	314	0	244	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	94	0	0	203	0	352	0	273	0	0	0
Added Vol:	0	0	0	0	60	0	79	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	94	0	0	263	0	431	0	273	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	94	0	0	263	0	431	0	273	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	94	0	0	263	0	431	0	273	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	310	xxxx	263	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	687	xxxx	781	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	687	xxxx	781	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.63	xxxx	0.35	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.4	xxxx	1.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.6	xxxx	12.1	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	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			xxxxxx			16.1			xxxxxx		
ApproachLOS:	*			*			C			*		

****

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 #28 Golden Shore Street at Shoreline Drive

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[13.8]

Street Name:	Golden Shore Street						Shoreline Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			1 0 1 0 1			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	3	74	2	5	413	9	7	0	1	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	3	83	2	6	463	10	8	0	1	0	0	0
Added Vol:	0	0	0	60	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	83	2	66	463	10	8	0	1	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:	3	83	2	66	463	10	8	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	83	2	66	463	10	8	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	473	xxxx	xxxxx	85	xxxx	xxxxx	684	686	463	xxxx	xxxx	xxxxx
Potent Cap.:	1100	xxxx	xxxxx	1524	xxxx	xxxxx	417	373	603	xxxx	xxxx	xxxxx
Move Cap.:	1100	xxxx	xxxxx	1524	xxxx	xxxxx	402	356	603	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	0.04	xxxx	xxxx	0.02	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	420	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.8			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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AM Cumulative (2020) + Project
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Linscott, Law and Greenspan, Engineers

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

Intersection #29 Chestnut Place at Shoreline Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.401
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Chestnut Place									Shoreline Drive					
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	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	1	0	1	0	0	1	2	0	3	0	1	2	0	3	1	0
Volume Module:																				
Base Vol:	1	0	32	8	2	84	56	188	14	144	270	117
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	1	0	36	9	2	94	63	211	16	161	302	131
Added Vol:	0	0	0	28	0	0	0	116	38	0	41	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	36	37	2	94	63	327	54	161	343	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	36	37	2	94	63	327	54	161	343	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	36	37	2	94	63	327	54	161	343	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	36	37	2	94	63	327	54	161	343	192
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.94	0.06	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	0	1600	1509	91	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.02	0.02	0.02	0.06	0.02	0.07	0.03	0.05	0.07	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12
Crit Moves:			****			****	****					****

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Pine Avenue at Shoreline Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.415
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Pine Avenue						Shoreline Drive					
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	1 0	1	1 0	1 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	9	5	11	22	8	39	83	135	7	11	559	36
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	10	6	12	25	9	44	93	151	8	12	626	40
Added Vol:	0	0	0	0	0	31	22	99	0	0	76	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	6	12	25	9	75	115	250	8	12	702	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	6	12	25	9	75	115	250	8	12	702	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	6	12	25	9	75	115	250	8	12	702	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	6	12	25	9	75	115	250	8	12	702	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	3200	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.01	0.05	0.04	0.05	0.00	0.01	0.15	0.03
Crit Moves:	****					****	****				****	

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #90 Golden Shore at Driveway A

****

Average Delay (sec/veh): 34.2 Worst Case Level Of Service: F[149.9]

****

Street Name:	Golden Shore						Driveway A					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	194	0	0	277	0	0	0	0	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	217	0	0	310	0	0	0	0	0	0	0
Added Vol:	180	3	-18	-7	-63	196	205	0	65	0	0	69
PasserByVol:	0	0	11	14	63	0	0	0	0	0	0	0
Initial Fut:	180	220	-7	7	310	196	205	0	65	0	0	69
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	220	0	7	310	196	205	0	65	0	0	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	180	220	0	7	310	196	205	0	65	0	0	69
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	506	xxxx	xxxxx	220	xxxx	xxxxx	892	1003	253	xxxx	xxxx	110
Potent Cap.:	1069	xxxx	xxxxx	1361	xxxx	xxxxx	240	244	752	xxxx	xxxx	929
Move Cap.:	1069	xxxx	xxxxx	1361	xxxx	xxxxx	192	202	752	xxxx	xxxx	929
Volume/Cap:	0.17	xxxx	xxxx	0.01	xxxx	xxxx	1.07	0.00	0.09	xxxx	xxxx	0.07
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2
Control Del:	9.0	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.2
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	234	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	150	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			149.9			9.2		
ApproachLOS:	*			*			F			A		

****

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)

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Intersection #91 Driveway B at Seaside Way

****

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[11.2]

****

Street Name:	Driveway B						Seaside Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0 0	0 0	1! 0	0 0	1 0	1 0	0 0	0 0	1 1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	320	0	0	92	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	0	0	0	0	358	0	0	103	0
Added Vol:	0	0	0	48	0	21	-8	0	0	0	0	-21
PasserByVol:	0	0	0	0	0	0	8	0	0	0	0	21
Initial Fut:	0	0	0	48	0	21	0	358	0	0	103	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	21	0	358	0	0	103	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	48	0	21	0	358	0	0	103	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	461	461	52	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	562	500	1022	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	562	500	1022	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	0.00	0.02	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	651	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.2			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)

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Intersection #92 Driveway C at Seaside Way

****

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[11.0]

****

Street Name:	Driveway C									Seaside Way					
Approach:	North Bound			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	1 0	0	1 0	2 0	0			
Volume Module:															
Base Vol:	0	0	0	0	0	0	0	320	0	0	92	0			
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12			
Initial Bse:	0	0	0	0	0	0	0	358	0	0	103	0			
Added Vol:	0	0	45	0	0	0	0	48	0	117	-21	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	21	0			
Initial Fut:	0	0	45	0	0	0	0	406	0	117	103	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	45	0	0	0	0	406	0	117	103	0			
Reduct Vol:	0	0	0	0	0	0	0	406	0	0	0	0			
FinalVolume:	0	0	45	0	0	0	0	406	0	117	103	0			
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	406	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	406	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	649	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1163	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	649	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1163	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	11.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx			
LOS by Move:	*	*	B	*	*	*	*	*	*	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:		11.0			xxxxxx			xxxxxx			xxxxxx				
ApproachLOS:		B			*			*			*				

****

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

****

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

Intersection #1 Magnolia Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Magnolia Avenue						7th Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	0 0	0	0 0	1 0	0	0 0	0 0	0	1 1	1 0
Volume Module:												
Base Vol:	102	350	0	0	310	61	0	0	0	99	654	114
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	114	392	0	0	347	68	0	0	0	111	732	128
Added Vol:	0	84	0	0	100	0	0	0	0	46	13	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	476	0	0	447	68	0	0	0	157	745	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:	114	476	0	0	447	68	0	0	0	157	745	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	476	0	0	447	68	0	0	0	157	745	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:	114	476	0	0	447	68	0	0	0	157	745	129
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.87	0.13	0.00	0.00	0.00	0.46	2.17	0.37
Final Sat.:	1600	1600	0	0	1388	212	0	0	0	730	3471	599
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.21	0.21	0.21
Crit Moves:	****				****							****

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Pacific Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Pacific Avenue						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 0	0 0	1	0 2	1 0
Volume Module:												
Base Vol:	64	522	0	0	374	60	0	0	0	120	777	121
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	72	585	0	0	419	67	0	0	0	134	870	136
Added Vol:	0	96	0	0	118	0	0	0	0	0	60	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	681	0	0	537	67	0	0	0	134	930	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	681	0	0	537	67	0	0	0	134	930	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	681	0	0	537	67	0	0	0	134	930	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	681	0	0	537	67	0	0	0	134	930	136
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.78	0.22	0.00	0.00	0.00	1.00	2.62	0.38
Final Sat.:	1600	3200	0	0	2844	356	0	0	0	1600	4190	610
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.08	0.22	0.22
Crit Moves:	****				****							****

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Pine Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Pine Avenue						7th Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 0	0	0 1	0 1	0	0 0	0 0	0	1 1	1 0
Volume Module:												
Base Vol:	79	194	0	0	133	59	0	0	0	82	866	107
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	88	217	0	0	149	66	0	0	0	92	970	120
Added Vol:	9	49	0	0	64	0	0	0	0	3	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	266	0	0	213	66	0	0	0	95	1021	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	266	0	0	213	66	0	0	0	95	1021	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	266	0	0	213	66	0	0	0	95	1021	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	266	0	0	213	66	0	0	0	95	1021	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.23	2.48	0.29
Final Sat.:	1600	1600	0	0	1600	1600	0	0	0	368	3966	466
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.00	0.00	0.13	0.04	0.00	0.00	0.00	0.26	0.26	0.26
Crit Moves:	****				****					****		

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Long Beach Boulevard at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Long Beach Boulevard						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	3 0	1
Volume Module:												
Base Vol:	160	517	0	0	382	85	0	0	0	145	778	79
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	179	579	0	0	428	95	0	0	0	162	871	88
Added Vol:	0	112	0	0	142	0	0	0	0	0	53	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	691	0	0	570	95	0	0	0	162	924	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:	179	691	0	0	570	95	0	0	0	162	924	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	691	0	0	570	95	0	0	0	162	924	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:	179	691	0	0	570	95	0	0	0	162	924	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.00	0.00	0.18	0.06	0.00	0.00	0.00	0.10	0.19	0.06
Crit Moves:	****				****						****	

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #5 Atlantic Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Atlantic Avenue						7th Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	0	0 0	0 1	1	1 0
Volume Module:												
Base Vol:	39	436	0	0	365	72	0	0	0	84	819	127
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	44	488	0	0	409	81	0	0	0	94	917	142
Added Vol:	0	72	0	0	87	0	0	0	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	560	0	0	496	81	0	0	0	94	983	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	560	0	0	496	81	0	0	0	94	983	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	560	0	0	496	81	0	0	0	94	983	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	560	0	0	496	81	0	0	0	94	983	142
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	1.86	0.00	0.00	1.72	0.28	0.00	0.00	0.00	0.23	2.42	0.35
Final Sat.:	231	2969	0	0	2752	448	0	0	0	370	3870	560
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.25	0.25	0.25
Crit Moves:	****				****							****

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #6 Martin Luther King Boulevard at 7th Street

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

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Street Name:	Martin Luther King Boulevard						7th Street					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	2	1 0	0 1	0	0 0	0 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	37	112	978	110	65	65	0	0	0	0	904	62
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	41	125	1095	123	73	73	0	0	0	0	1012	69
Added Vol:	0	18	0	0	24	0	0	0	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	143	1095	123	97	73	0	0	0	0	1078	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	143	1095	123	97	73	0	0	0	0	1078	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	143	1095	123	97	73	0	0	0	0	1078	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	143	1095	123	97	73	0	0	0	0	1078	69
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:	1.00	1.00	2.00	1.00	0.57	0.43	0.00	0.00	0.00	0.00	1.88	0.12
Final Sat.:	1600	1600	3200	1600	913	687	0	0	0	0	3006	194
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.34	0.08	0.11	0.11	0.00	0.00	0.00	0.00	0.36	0.36
OvlAdjV/S:			0.00									
Crit Moves:			****	****							****	

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PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #7 Alamitos Boulevard at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Alamitos Boulevard						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0
Volume Module:												
Base Vol:	71	505	232	69	340	99	68	955	9	133	791	57
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	80	566	260	77	381	111	76	1070	10	149	886	64
Added Vol:	0	64	98	0	76	0	0	0	0	45	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	630	358	77	457	111	76	1070	10	194	952	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	630	358	77	457	111	76	1070	10	194	952	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	630	358	77	457	111	76	1070	10	194	952	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	630	358	77	457	111	76	1070	10	194	952	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.61	0.39	1.00	1.98	0.02	1.00	1.87	0.13
Final Sat.:	1600	3200	1600	1600	2575	625	1600	3170	30	1600	2999	201
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.22	0.05	0.18	0.18	0.05	0.34	0.34	0.12	0.32	0.32
Crit Moves:			****	****				****		****		

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #8 Magnolia Avenue at 6th Street

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

****

Street Name:	Magnolia Avenue						6th Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	1 0	1	0 1	0 0	0 1	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	360	68	99	307	0	93	1169	60	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	403	76	111	344	0	104	1309	67	0	0	0
Added Vol:	0	84	45	1	144	0	0	20	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	487	121	112	488	0	104	1329	67	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	487	121	112	488	0	104	1329	67	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	487	121	112	488	0	104	1329	67	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	487	121	112	488	0	104	1329	67	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	0.80	0.20	1.00	1.00	0.00	0.21	2.66	0.13	0.00	0.00	0.00
Final Sat.:	0	1281	319	1600	1600	0	333	4252	215	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.07	0.30	0.00	0.31	0.31	0.31	0.00	0.00	0.00
Crit Moves:		****		****				****				

****

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #9 Magnolia Avenue at 5th Street

****

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: D[29.6]

****

Street Name:	Magnolia Avenue						5th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	390	14	24	310	51	14	24	16	11	11	45
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	12	437	16	27	347	57	16	27	18	12	12	50
Added Vol:	0	129	0	0	144	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	566	16	27	491	57	16	27	18	12	12	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	566	16	27	491	57	16	27	18	12	12	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	566	16	27	491	57	16	27	18	12	12	50
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	548	xxxx	xxxxx	581	xxxx	xxxxx	1203	1180	520	1194	1200	574
Potent Cap.:	1031	xxxx	xxxxx	1003	xxxx	xxxxx	163	192	560	165	187	522
Move Cap.:	1031	xxxx	xxxxx	1003	xxxx	xxxxx	135	185	560	138	179	522
Volume/Cap:	0.01	xxxx	xxxx	0.03	xxxx	xxxx	0.12	0.15	0.03	0.09	0.07	0.10
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	206	xxxxx	xxxx	295	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	29.6	xxxxx	xxxxx	21.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			29.6			21.3		
ApproachLOS:	*			*			D			C		

****

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

****

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PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #10 Alamitos Boulevard at 4th Street

****

Cycle (sec):	100	Critical Vol./Cap.(X):	1.021
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

****

Street Name:	Alamitos Boulevard						4th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	43	977	183	174	465	43	56	423	22	62	272	45
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	48	1094	205	195	521	48	63	474	25	69	305	50
Added Vol:	0	111	0	0	137	7	12	6	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1205	205	195	658	55	75	480	25	69	313	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1205	205	195	658	55	75	480	25	69	313	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1205	205	195	658	55	75	480	25	69	313	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1205	205	195	658	55	75	480	25	69	313	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.71	0.29	1.00	0.92	0.08	1.00	0.95	0.05	1.00	0.86	0.14
Final Sat.:	1600	2735	465	1600	1476	124	1600	1522	78	1600	1378	222
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.12	0.45	0.45	0.05	0.32	0.32	0.04	0.23	0.23
Crit Moves:		****		****				****		****		

****

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #11 Magnolia Avenue at 3rd Street

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	B

****

Street Name:	Magnolia Avenue						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 0	0	0 1	1 0	0	0 0	0 0	0	1 1	1 0
Volume Module:												
Base Vol:	79	346	0	0	254	58	0	0	0	98	694	68
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	88	388	0	0	284	65	0	0	0	110	777	76
Added Vol:	27	106	0	0	121	2	0	0	0	3	149	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	494	0	0	405	67	0	0	0	113	926	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	494	0	0	405	67	0	0	0	113	926	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	494	0	0	405	67	0	0	0	113	926	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	494	0	0	405	67	0	0	0	113	926	98
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.72	0.28	0.00	0.00	0.00	0.30	2.44	0.26
Final Sat.:	1600	1600	0	0	2746	454	0	0	0	476	3910	414
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.24	0.24	0.24
Crit Moves:		****								****		

****

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #12 Magnolia Avenue at Broadway Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Magnolia Avenue						Broadway Avenue					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	0	1	1 0 0	0	1	2 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	0	323	69	58	279	0	90	988	176	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	362	77	65	312	0	101	1107	197	0	0	0
Added Vol:	0	128	11	13	111	0	6	276	112	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	490	88	78	423	0	107	1383	309	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	490	88	78	423	0	107	1383	309	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	490	88	78	423	0	107	1383	309	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	490	88	78	423	0	107	1383	309	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	2.00	1.00	0.31	1.69	0.00	0.22	2.78	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	498	2702	0	344	4456	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.06	0.05	0.16	0.00	0.31	0.31	0.19	0.00	0.00	0.00
Crit Moves:		****		****				****				

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #13 Pacific Avenue at Broadway Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Pacific Avenue						Broadway Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 1	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	445	241	92	196	0	86	1238	97	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	498	270	103	220	0	96	1387	109	0	0	0
Added Vol:	0	38	0	24	48	0	24	245	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	536	270	127	268	0	120	1632	114	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	536	270	127	268	0	120	1632	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	536	270	127	268	0	120	1632	114	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	536	270	127	268	0	120	1632	114	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	2.00	1.00	1.00	2.00	0.00	0.19	2.63	0.18	0.00	0.00	0.00
Final Sat.:	0	3200	1600	1600	3200	0	310	4198	292	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.08	0.08	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Crit Moves:		****		****				****				

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #14 Pine Avenue at Broadway Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Pine Avenue						Broadway Avenue					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	1 0	1 0	0	1 0	2 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	216	96	83	149	0	46	1476	86	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	242	108	93	167	0	52	1653	96	0	0	0
Added Vol:	0	17	0	33	24	0	59	210	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	259	108	126	191	0	111	1863	96	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	259	108	126	191	0	111	1863	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	259	108	126	191	0	111	1863	96	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	259	108	126	191	0	111	1863	96	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	0.71	0.29	1.00	1.00	0.00	1.00	2.85	0.15	0.00	0.00	0.00
Final Sat.:	0	1131	469	1600	1600	0	1600	4564	236	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.08	0.12	0.00	0.07	0.41	0.41	0.00	0.00	0.00
Crit Moves:		****		****				****				

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #15 Alamitos Boulevard at Broadway Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Alamitos Boulevard						Broadway Avenue					
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			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:	0 0	1	1 0	1 0	1	0 0	2 0	2	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	839	37	58	404	0	550	550	117	118	0	153
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	940	41	65	452	0	616	616	131	132	0	171
Added Vol:	0	101	0	0	115	0	11	52	56	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1041	41	65	567	0	627	668	187	132	0	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1041	41	65	567	0	627	668	187	132	0	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1041	41	65	567	0	627	668	187	132	0	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1041	41	65	567	0	627	668	187	132	0	171
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.92	0.08	1.00	1.00	0.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3077	123	1600	1600	0	3200	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.04	0.35	0.00	0.20	0.21	0.12	0.08	0.00	0.11
Crit Moves:		****		****			****					****

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #16 Golden Shore Street/Golden Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Golden Shore Street/Golden Avenue						Ocean Boulevard					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 0	1 0	2	1 0	1 0	2	1 1
Volume Module:												
Base Vol:	127	482	136	9	3	0	80	1918	50	49	841	465
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	142	540	152	10	3	0	90	2148	56	55	942	521
Added Vol:	50	105	79	0	0	0	0	3	38	105	8	128
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	645	231	10	3	0	90	2151	94	160	950	649
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	645	231	10	3	0	90	2151	94	160	950	649
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	645	231	10	3	0	90	2151	94	160	950	649
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	645	231	10	3	0	90	2151	94	160	950	649
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.47	0.53	1.00	1.00	0.00	1.00	2.87	0.13	1.00	2.38	1.62
Final Sat.:	1600	2355	845	1600	1600	0	1600	4599	201	1600	3803	2597
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.27	0.01	0.00	0.00	0.06	0.47	0.47	0.10	0.25	0.25
Crit Moves:		****		****				****				

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PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #17 Magnolia Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Magnolia Avenue						Ocean Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	79	103	40	146	75	207	146	1995	20	38	1113	132
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	88	115	45	164	84	232	164	2234	22	43	1247	148
Added Vol:	35	10	19	137	9	74	64	18	0	18	133	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	125	64	301	93	306	228	2252	22	61	1380	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	125	64	301	93	306	228	2252	22	61	1380	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	125	64	301	93	306	228	2252	22	61	1380	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	125	64	301	93	306	228	2252	22	61	1380	173
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4753	47	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.04	0.19	0.03	0.19	0.14	0.47	0.47	0.04	0.29	0.11
Crit Moves:	****					****		****		****		

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #18 Chestnut Place at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Chestnut Place						Ocean Boulevard					
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			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	0	0 1	0 0	0	0 0	0 0	2	1 0	1 0	3	0 0
Volume Module:												
Base Vol:	40	0	79	0	0	0	0	2129	29	56	1238	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	45	0	88	0	0	0	0	2384	32	63	1387	0
Added Vol:	20	0	73	0	0	0	0	123	35	44	159	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	161	0	0	0	0	2507	67	107	1546	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:	65	0	161	0	0	0	0	2507	67	107	1546	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	0	161	0	0	0	0	2507	67	107	1546	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:	65	0	161	0	0	0	0	2507	67	107	1546	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.92	0.08	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4674	126	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.10	0.00	0.00	0.00	0.00	0.54	0.54	0.07	0.32	0.00
Crit Moves:			****					****		****		

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #19 Pacific Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Pacific Avenue						Ocean Boulevard					
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			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	1! 0	0	2	0	0	1	1	0	2	1	0	1	0	3	0	1
Volume Module:																		
Base Vol:	13	5	18	133	0	152	198	2030	10	30	1110	180
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	15	6	20	149	0	170	222	2274	11	34	1243	202
Added Vol:	0	0	0	25	0	28	23	172	0	0	175	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	6	20	174	0	198	245	2446	11	34	1418	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	6	20	174	0	198	245	2446	11	34	1418	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	20	174	0	198	245	2446	11	34	1418	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	20	174	0	198	245	2446	11	34	1418	217
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:	0.36	0.14	0.50	2.00	0.00	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	578	222	800	3200	0	1600	1600	4778	22	1600	4800	1600
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.03	0.03	0.05	0.00	0.12	0.15	0.51	0.51	0.02	0.30	0.14
OvlAdjV/S:						0.00						
Crit Moves:		****		****				****		****		

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #20 Pine Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.922
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	Level Of Service:	E

Street Name:	Pine Avenue						Ocean Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	0	1 0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	61	79	66	154	120	64	62	1916	84	76	1172	42
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	68	88	74	172	134	72	69	2146	94	85	1313	47
Added Vol:	5	5	19	6	5	13	8	157	5	39	180	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	93	93	178	139	85	77	2303	99	124	1493	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	93	93	178	139	85	77	2303	99	124	1493	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	93	93	178	139	85	77	2303	99	124	1493	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	93	93	178	139	85	77	2303	99	124	1493	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.56	0.44	1.00	1.00	2.88	0.12	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	898	702	1600	1600	4602	198	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.11	0.20	0.05	0.05	0.50	0.50	0.08	0.31	0.03
Crit Moves:	****				****			****			****	

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #21 Long Beach Boulevard at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Long Beach Boulevard						Ocean Boulevard					
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	118	0	174	155	1934	0	0	1073	175
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	132	0	195	174	2166	0	0	1202	196
Added Vol:	0	0	0	5	0	62	52	130	0	0	162	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	137	0	257	226	2296	0	0	1364	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	137	0	257	226	2296	0	0	1364	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	137	0	257	226	2296	0	0	1364	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	137	0	257	226	2296	0	0	1364	199
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.04	0.00	1.96	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1671	0	3129	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.14	0.48	0.00	0.00	0.28	0.12
Crit Moves:						****		****			****	

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #22 Atlantic Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Atlantic Avenue						Ocean Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 0	0 1	0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	4	2	0	108	4	145	151	1881	4	19	1075	64
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	4	2	0	121	4	162	169	2107	4	21	1204	72
Added Vol:	0	0	0	7	0	44	39	96	0	0	121	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	0	128	4	206	208	2203	4	21	1325	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:	4	2	0	128	4	206	208	2203	4	21	1325	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	0	128	4	206	208	2203	4	21	1325	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:	4	2	0	128	4	206	208	2203	4	21	1325	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.33	0.00	0.97	0.03	1.00	1.00	2.99	0.01	1.00	2.83	0.17
Final Sat.:	1067	533	0	1546	54	1600	1600	4790	10	1600	4534	266
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.13	0.13	0.46	0.46	0.01	0.29	0.29
Crit Moves:	****					****		****		****		

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

****

Intersection #23 Shoreline Drive/Alamitos Boulevard at Ocean Boulevard

****

Cycle (sec):	100	Critical Vol./Cap.(X):	1.199
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

****

Street Name:	Shoreline Drive/Alamitos Boulevar						Ocean Boulevard					
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:	59	601	589	77	129	177	284	1747	29	216	892	30
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	66	673	660	86	144	198	318	1957	32	242	999	34
Added Vol:	0	83	5	0	92	19	14	64	0	5	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	756	665	86	236	217	332	2021	32	247	1061	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	756	665	86	236	217	332	2021	32	247	1061	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	756	665	86	236	217	332	2021	32	247	1061	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	756	665	86	236	217	332	2021	32	247	1061	34
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.94	0.06
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4800	1600	3200	3102	98
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.42	0.05	0.07	0.14	0.21	0.42	0.02	0.08	0.34	0.34
Crit Moves:			****	****			****				****	

****

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

****

Intersection #24 Golden Shore Street at Seaside Way (2)

****

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: C[17.3]

****

Street Name:	Golden Shore Street						Seaside Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	4	388	23	30	66	7	36	2	3	5	1	341
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	4	435	26	34	74	8	40	2	3	6	1	382
Added Vol:	-14	134	17	0	103	-12	-119	0	-33	0	0	1
PasserByVol:	10	0	0	0	0	4	79	0	30	0	0	0
Initial Fut:	0	569	43	34	177	0	0	2	0	6	1	383
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	569	43	34	177	0	0	2	0	6	1	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	569	43	34	177	0	0	2	0	6	1	383
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	177	xxxx	xxxxx	611	xxxx	xxxxx	530	856	88	748	835	306
Potent Cap.:	1411	xxxx	xxxxx	977	xxxx	xxxxx	436	297	959	305	306	696
Move Cap.:	1411	xxxx	xxxxx	977	xxxx	xxxxx	191	287	959	295	295	696
Volume/Cap:	0.00	xxxx	xxxx	0.03	xxxx	xxxx	0.00	0.01	0.00	0.02	0.00	0.55
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	1.1
Control Del:	7.6	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.3	xxxx	12.1
LOS by Move:	A	*	*	A	*	*	*	*	*	C	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	296	xxxxx	xxxx	678	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	1.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.3	xxxxx	xxxxx	12.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			17.3			12.3		
ApproachLOS:	*			*			C			B		

****

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

****

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PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #25 Chestnut Place at Seaside Way

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
Optimal Cycle:	0	Level Of Service:	B

****

Street Name:	Chestnut Place						Seaside Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	12	40	21	21	37	23	63	109	91	28	32	17
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	13	45	24	24	41	26	71	122	102	31	36	19
Added Vol:	83	0	0	0	0	21	59	0	4	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	45	24	24	41	47	130	122	106	31	57	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	45	24	24	41	47	130	122	106	31	57	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	45	24	24	41	47	130	122	106	31	57	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	45	24	24	41	47	130	122	106	31	57	19
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.66	0.34	1.00	0.47	0.53	0.51	0.49	1.00	0.58	1.06	0.36
Final Sat.:	542	400	210	531	287	324	319	301	739	337	646	224
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.11	0.04	0.14	0.14	0.41	0.41	0.14	0.09	0.09	0.08
Crit Moves:	****				****			****		****		
Delay/Veh:	10.3	8.9	8.9	9.4	9.1	9.1	12.0	12.0	8.2	9.2	8.9	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	8.9	8.9	9.4	9.1	9.1	12.0	12.0	8.2	9.2	8.9	8.6
LOS by Move:	B	A	A	A	A	A	B	B	A	A	A	A
ApproachDel:		9.7			9.2			10.9			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			9.2			10.9			8.9	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.2	0.1	0.1	0.0	0.1	0.1	0.6	0.6	0.2	0.1	0.1	0.1

****

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #26 Pine Avenue at Seaside Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.345
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Pine Avenue						Seaside Way					
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	1 0	1	1 0	1	1 0	1 0	0	1 0	1 0	1 0	1
Volume Module:												
Base Vol:	2	153	13	23	215	37	36	50	7	22	41	28
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	2	171	15	26	241	41	40	56	8	25	46	31
Added Vol:	0	29	0	0	27	21	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	200	15	26	268	62	40	56	8	25	46	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	200	15	26	268	62	40	56	8	25	46	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	200	15	26	268	62	40	56	8	25	46	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	200	15	26	268	62	40	56	8	25	46	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.62	0.38	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	2595	605	1600	1404	196	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.01	0.02	0.10	0.10	0.03	0.04	0.04	0.02	0.03	0.02
Crit Moves:		****		****			****				****	

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

****

Intersection #27 Golden Shore Street at I-710 SB Off-Ramp

****

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: B[12.3]

****

Street Name:	Golden Shore Street						I-710 SB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 1	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	385	0	0	85	0	34	0	36	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	431	0	0	95	0	38	0	40	0	0	0
Added Vol:	0	0	0	0	70	0	137	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	431	0	0	165	0	175	0	40	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	431	0	0	165	0	175	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	431	0	0	165	0	175	0	40	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	381	xxxx	165	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	625	xxxx	884	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	625	xxxx	884	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.28	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.1	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.0	xxxx	9.3	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	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:	xxxxxx			xxxxxx			12.3			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

****

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Golden Shore Master Plan, Long Beach (2.08.2995.1)
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #28 Golden Shore Street at Shoreline Drive

****

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.9]

****

Street Name:	Golden Shore Street						Shoreline Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			1 0 1 0 1			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	1	386	92	30	77	17	3	1	1	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	1	432	103	34	86	19	3	1	1	0	0	0
Added Vol:	0	0	0	70	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	432	103	104	86	19	3	1	1	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:	1	432	103	104	86	19	3	1	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	432	103	104	86	19	3	1	1	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	105	xxxx	xxxxx	535	xxxx	xxxxx	780	831	86	xxxx	xxxx	xxxxx
Potent Cap.:	1499	xxxx	xxxxx	1043	xxxx	xxxxx	367	307	978	xxxx	xxxx	xxxxx
Move Cap.:	1499	xxxx	xxxxx	1043	xxxx	xxxxx	339	277	978	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	0.10	xxxx	xxxx	0.01	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	371	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.9			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

****

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PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #29 Chestnut Place at Shoreline Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Chestnut Place						Shoreline Drive					
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 1	0	0 1	0 1	0	0 1	2 0	3	0 1	2 0	3	1 0
Volume Module:												
Base Vol:	78	7	331	74	1	59	34	591	8	47	178	26
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	87	8	371	83	1	66	38	662	9	53	199	29
Added Vol:	0	0	0	4	0	0	0	119	34	0	52	83
PasserByVol:	0	0	0	0	0	0	0	0	43	53	251	112
Initial Fut:	87	8	371	87	1	66	38	781	1.00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	43	53	251	112
PHF Volume:	87	8	371	87	1	66	38	781	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	43	53	251	112
Reduced Vol:	87	8	371	87	1	66	38	781	1.00	1.00	1.00	1.00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	43	53	251	112
FinalVolume:	87	8	371	87	1	66	38	781				
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.84	0.16	1.00	0.99	0.01	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2936	264	1600	1580	20	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.23	0.06	0.05	0.04	0.01	0.16	0.03	0.02	0.05	0.07
Crit Moves:			****	****				****		****		

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Pine Avenue at Shoreline Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Pine Avenue						Shoreline Drive					
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	1 0	1	1 0	1 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	21	22	43	94	33	71	80	981	32	25	194	63
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	24	25	48	105	37	80	90	1099	36	28	217	71
Added Vol:	0	0	0	0	0	27	29	88	0	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	25	48	105	37	107	119	1187	36	28	313	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	25	48	105	37	107	119	1187	36	28	313	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	25	48	105	37	107	119	1187	36	28	313	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	25	48	105	37	107	119	1187	36	28	313	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	3200	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.03	0.07	0.02	0.07	0.04	0.25	0.02	0.02	0.07	0.04
Crit Moves:			****	****				****		****		

PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

****

Intersection #90 Golden Shore at Driveway A

****

Average Delay (sec/veh): 104.3 Worst Case Level Of Service: F[396.5]

****

Street Name:	Golden Shore									Driveway A					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	0	0	0	1
Volume Module:																				
Base Vol:	0	765	0	0	103	0	0	0	0	0	0	0								
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12								
Initial Bse:	0	857	0	0	115	0	0	0	0	0	0	0								
Added Vol:	113	-118	20	41	-12	114	344	0	103	0	0	7								
PasserByVol:	0	117	0	0	12	0	0	0	0	0	0	0								
Initial Fut:	113	856	20	41	115	114	344	0	103	0	0	7								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	113	856	20	41	115	114	344	0	103	0	0	7								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	113	856	20	41	115	114	344	0	103	0	0	7								
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	xxxx	6.9								
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3								
Capacity Module:																				
Cnflict Vol:	229	xxxx	xxxxx	876	xxxx	xxxxx	908	1356	115	xxxx	xxxx	438								
Potent Cap.:	1351	xxxx	xxxxx	779	xxxx	xxxxx	233	151	922	xxxx	xxxx	572								
Move Cap.:	1351	xxxx	xxxxx	779	xxxx	xxxxx	207	131	922	xxxx	xxxx	572								
Volume/Cap:	0.08	xxxx	xxxx	0.05	xxxx	xxxx	1.66	0.00	0.11	xxxx	xxxx	0.01								
Level Of Service Module:																				
2Way95thQ:	0.3	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0								
Control Del:	7.9	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.4								
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	B								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	252	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	29.9	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	396	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			396.5			11.4										
ApproachLOS:	*			*			F			B										

****

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

****

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PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

****

Intersection #91 Driveway B at Seaside Way

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[11.0]

****

Street Name:	Driveway B						Seaside Way					
Approach:	North Bound			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	1 0	1 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	55	0	0	347	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	0	0	0	0	62	0	0	389	0
Added Vol:	0	0	0	2	0	1	17	0	0	0	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	1	17	62	0	0	389	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2	0	1	17	62	0	0	389	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	1	17	62	0	0	389	32
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	500	500	210	421	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	534	475	835	1149	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	528	468	835	1149	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	602	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

****

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PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

****

Intersection #92 Driveway C at Seaside Way

****

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: A[8.8]

****

Street Name:	Driveway C									Seaside Way				
Approach:	North Bound			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 1	0 0	1	0 2	0 0		
Volume Module:														
Base Vol:	0	0	0	0	0	0	0	55	0	0	347	0		
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12		
Initial Bse:	0	0	0	0	0	0	0	62	0	0	389	0		
Added Vol:	0	0	61	0	0	0	0	2	0	92	32	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	0	61	0	0	0	0	64	0	92	421	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	61	0	0	0	0	64	0	92	421	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	0	0	61	0	0	0	0	64	0	92	421	0		
Critical Gap Module:														
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx		
Capacity Module:														
Cnflict Vol:	xxxx	xxxx	64	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	64	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	1007	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1552	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	1007	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1552	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx		
Level Of Service Module:														
2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx		
LOS by Move:	*	*	A	*	*	*	*	*	*	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:		8.8			xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:		A			*			*			*			

****

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

****

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YEAR 2020 CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS WITH MITIGATION

AM Cumulative (2020) + Project Mitigation
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #7 Alamitos Boulevard at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	149	Level Of Service:	C

Street Name:	Alamitos Boulevard						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	2 1	0
Volume Module:												
Base Vol:	68	350	104	58	437	126	51	477	9	234	1554	56
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	76	392	116	65	489	141	57	534	10	262	1740	63
Added Vol:	0	75	98	0	51	0	0	0	0	32	59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	467	214	65	540	141	57	534	10	294	1799	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	467	214	65	540	141	57	534	10	294	1799	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	467	214	65	540	141	57	534	10	294	1799	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	467	214	65	540	141	57	534	10	294	1799	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.59	0.41	1.00	1.96	0.04	1.00	2.90	0.10
Final Sat.:	1600	3200	1600	1600	2537	663	1600	3141	59	1600	4638	162
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.13	0.04	0.21	0.21	0.04	0.17	0.17	0.18	0.39	0.39
Crit Moves:	****				****						****	

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AM Cumulative (2020) + Project Mitigation
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #15 Alamitos Boulevard at Broadway Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Alamitos Boulevard						Broadway Avenue					
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			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:	0 0	1	1 0	1 0	2	0 0	2 0	2	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	405	39	29	473	0	123	238	34	406	0	425
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	454	44	32	530	0	138	267	38	455	0	476
Added Vol:	0	120	0	0	82	0	11	32	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	574	44	32	612	0	149	299	53	455	0	476
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	574	44	32	612	0	149	299	53	455	0	476
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	574	44	32	612	0	149	299	53	455	0	476
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	574	44	32	612	0	149	299	53	455	0	476
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.86	0.14	1.00	2.00	0.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	2974	226	1600	3200	0	3200	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.02	0.19	0.00	0.05	0.09	0.03	0.28	0.00	0.30
Crit Moves:		****		****				****		****		

AM Cumulative (2020) + Project Mitigation
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #17 Magnolia Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Magnolia Avenue						Ocean Boulevard					
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			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	2	0 1	1 0	2	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	27	75	15	178	135	369	77	677	24	94	1857	93
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	30	84	17	199	151	413	86	758	27	105	2080	104
Added Vol:	28	8	15	37	10	53	76	21	0	21	186	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	92	32	236	161	466	162	779	27	126	2266	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:	58	92	32	236	161	466	162	779	27	126	2266	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	92	32	236	161	466	162	779	27	126	2266	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:	58	92	32	236	161	466	162	779	27	126	2266	152
OvlAdjVol:						304						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4640	160	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.02	0.15	0.05	0.29	0.10	0.17	0.17	0.08	0.47	0.10
OvlAdjV/S:						0.19						
Crit Moves:	****					****	****				****	

AM Cumulative (2020) + Project Mitigation
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #20 Pine Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Pine Avenue						Ocean Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	36	24	19	27	65	65	34	672	74	95	2075	96
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	40	27	21	30	73	73	38	753	83	106	2324	108
Added Vol:	4	4	15	2	5	7	12	159	5	39	168	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	31	36	32	78	80	50	912	88	145	2492	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	31	36	32	78	80	50	912	88	145	2492	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	31	36	32	78	80	50	912	88	145	2492	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	31	36	32	78	80	50	912	88	145	2492	114
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.49	0.51	1.00	2.74	0.26	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	790	810	1600	4378	422	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.02	0.10	0.10	0.03	0.21	0.21	0.09	0.52	0.07
Crit Moves:	****				****		****				****	

AM Cumulative (2020) + Project Mitigation
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #90 Golden Shore at Driveway A

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

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Street Name:	Golden Shore						Driveway A					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	194	0	0	277	0	0	0	0	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	217	0	0	310	0	0	0	0	0	0	0
Added Vol:	180	3	-18	-7	-63	196	205	0	65	0	0	69
PasserByVol:	0	0	11	14	63	0	0	0	0	0	0	0
Initial Fut:	180	220	-7	7	310	196	205	0	65	0	0	69
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	220	0	7	310	196	205	0	65	0	0	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	220	0	7	310	196	205	0	65	0	0	69
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	220	0	7	310	196	205	0	65	0	0	69
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.23	0.77	0.76	0.00	0.24	0.00	0.00	1.00
Final Sat.:	1600	3200	0	1600	1961	1239	1215	0	385	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.00	0.00	0.16	0.16	0.13	0.00	0.17	0.00	0.00	0.04
Crit Moves:	****				****		****					****

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PM Cumulative (2020) + Project Mitigation
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #7 Alamitos Boulevard at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Alamitos Boulevard						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	2 1	0
Volume Module:												
Base Vol:	71	505	232	69	340	99	68	955	9	133	791	57
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	80	566	260	77	381	111	76	1070	10	149	886	64
Added Vol:	0	64	98	0	76	0	0	0	0	45	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	630	358	77	457	111	76	1070	10	194	952	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	630	358	77	457	111	76	1070	10	194	952	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	630	358	77	457	111	76	1070	10	194	952	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	630	358	77	457	111	76	1070	10	194	952	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.61	0.39	1.00	1.98	0.02	1.00	2.81	0.19
Final Sat.:	1600	3200	1600	1600	2575	625	1600	3170	30	1600	4498	302
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.22	0.05	0.18	0.18	0.05	0.34	0.34	0.12	0.21	0.21
Crit Moves:			****	****				****		****		

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PM Cumulative (2020) + Project Mitigation
Golden Shore Master Plan, Long Beach (2.08.2995.1)
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Alamitos Boulevard at Broadway Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Alamitos Boulevard						Broadway Avenue					
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			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:	0 0	1	1 0	1 0	2	0 0	2 0	2	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	839	37	58	404	0	550	550	117	118	0	153
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	940	41	65	452	0	616	616	131	132	0	171
Added Vol:	0	101	0	0	115	0	11	52	56	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1041	41	65	567	0	627	668	187	132	0	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1041	41	65	567	0	627	668	187	132	0	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1041	41	65	567	0	627	668	187	132	0	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1041	41	65	567	0	627	668	187	132	0	171
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.92	0.08	1.00	2.00	0.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3077	123	1600	3200	0	3200	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.04	0.18	0.00	0.20	0.21	0.12	0.08	0.00	0.11
Crit Moves:		****		****			****					****

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PM Cumulative (2020) + Project Mitigation
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #17 Magnolia Avenue at Ocean Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Magnolia Avenue						Ocean Boulevard					
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			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	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	79	103	40	146	75	207	146	1995	20	38	1113	132
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	88	115	45	164	84	232	164	2234	22	43	1247	148
Added Vol:	35	10	19	137	9	74	64	18	0	18	133	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	125	64	301	93	306	228	2252	22	61	1380	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	125	64	301	93	306	228	2252	22	61	1380	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	125	64	301	93	306	228	2252	22	61	1380	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	125	64	301	93	306	228	2252	22	61	1380	173
OvlAdjVol:						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	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	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4753	47	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.04	0.19	0.03	0.19	0.14	0.47	0.47	0.04	0.29	0.11
OvlAdjV/S:						0.05						
Crit Moves:		****		****				****		****		

PM Cumulative (2020) + Project Mitigation
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

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Intersection #20 Pine Avenue at Ocean Boulevard

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

****

Street Name:	Pine Avenue						Ocean Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	61	79	66	154	120	64	62	1916	84	76	1172	42
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	68	88	74	172	134	72	69	2146	94	85	1313	47
Added Vol:	5	5	19	6	5	13	8	157	5	39	180	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	93	93	178	139	85	77	2303	99	124	1493	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	93	93	178	139	85	77	2303	99	124	1493	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	93	93	178	139	85	77	2303	99	124	1493	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	93	93	178	139	85	77	2303	99	124	1493	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.62	0.38	1.00	2.88	0.12	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	995	605	1600	4602	198	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.11	0.14	0.14	0.05	0.50	0.50	0.08	0.31	0.03
Crit Moves:	****				****			****			****	

****

PM Cumulative (2020) + Project Mitigation
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #90 Golden Shore at Driveway A

Cycle (sec):	100	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Golden Shore						Driveway A					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	765	0	0	103	0	0	0	0	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	857	0	0	115	0	0	0	0	0	0	0
Added Vol:	113	-118	20	41	-12	114	344	0	103	0	0	7
PasserByVol:	0	117	0	0	12	0	0	0	0	0	0	0
Initial Fut:	113	856	20	41	115	114	344	0	103	0	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	856	20	41	115	114	344	0	103	0	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	856	20	41	115	114	344	0	103	0	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	856	20	41	115	114	344	0	103	0	0	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.95	0.05	1.00	1.01	0.99	0.77	0.00	0.23	0.00	0.00	1.00
Final Sat.:	1600	3127	73	1600	1609	1591	1231	0	369	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.03	0.07	0.07	0.22	0.00	0.28	0.00	0.00	0.00
Crit Moves:		****		****					****	****		

YEAR 2020 CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS (CALTRANS)

AM Cumulative (2020) + Project Caltrans
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

Intersection #16 Golden Shore Street/Golden Avenue at Ocean Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	12	Average Delay (sec/veh):	18.3
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Golden Shore Street/Golden Avenue						Ocean Boulevard					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	28	28	28	6	22	22	19	19	19
Y+R:	4.0	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 0	1 0	2	1 0	1 0	2	1 1
Volume Module:												
Base Vol:	19	52	124	3	6	0	56	643	129	106	1590	663
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	21	58	139	3	7	0	63	720	144	119	1781	743
Added Vol:	37	150	90	0	0	0	0	8	19	80	1	184
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	208	229	3	7	0	63	728	163	199	1782	927
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	208	229	3	7	0	63	728	163	199	1782	927
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	208	229	3	7	0	63	728	163	199	1782	927
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	208	229	3	7	0	63	728	163	199	1782	927
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	2.45	0.55	1.00	2.63	1.37
Final Sat.:	1700	1800	1800	1700	1800	0	1700	4410	990	1700	4737	2463
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.13	0.00	0.00	0.00	0.04	0.17	0.17	0.12	0.38	0.38
Crit Moves:			****				****				****	
Green Time:	31.0	31.0	31.0	31.0	31.0	0.0	6.9	77.0	77.0	70.1	70.1	70.1
Volume/Cap:	0.13	0.45	0.49	0.01	0.01	0.00	0.64	0.26	0.26	0.20	0.64	0.64
Delay/Veh:	34.3	37.7	38.2	33.1	33.1	0.0	69.2	9.3	9.3	11.8	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	37.7	38.2	33.1	33.1	0.0	69.2	9.3	9.3	11.8	17.0	17.0
LOS by Move:	C	D	D	C	C	A	E	A	A	B	B	B
HCM2kAvgQ:	2	7	7	0	0	0	4	5	5	4	17	17

AM Cumulative (2020) + Project Caltrans
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

****

Intersection #27 Golden Shore Street at I-710 SB Off-Ramp

****

Average Delay (sec/veh): 11.4 Worst Case Level Of Service: C[17.0]

****

Street Name:	Golden Shore Street							I-710 SB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Lanes:	0 0 2	0	0	0 0 1	0	0	1 0 0	0	1	0 0 0	0	0	
Volume Module:													
Base Vol:	0	84	0	0	181	0	314	0	244	0	0	0	
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	
Initial Bse:	0	94	0	0	203	0	352	0	273	0	0	0	
Added Vol:	0	0	0	0	60	0	105	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	94	0	0	263	0	457	0	273	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	94	0	0	263	0	457	0	273	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	94	0	0	263	0	457	0	273	0	0	0	
Critical Gap Module:													
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	
Capacity Module:													
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	310	xxxx	263	xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	687	xxxx	781	xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	687	xxxx	781	xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.66	xxxx	0.35	xxxx	xxxx	xxxx	
Level Of Service Module:													
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	5.1	xxxx	1.6	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.0	xxxx	12.1	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	C	*	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			xxxxxx			17.0			xxxxxx			
ApproachLOS:	*			*			C			*			

****

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

****

PM Cumulative (2020) + Project Caltrans
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

****

Intersection #16 Golden Shore Street/Golden Avenue at Ocean Boulevard

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.767	
Loss Time (sec):	12	Average Delay (sec/veh):	35.1	
Optimal Cycle:	180	Level Of Service:	D	

****

Street Name:	Golden Shore Street/Golden Avenue						Ocean Boulevard					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	28	28	28	6	22	22	19	19	19
Y+R:	4.0	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 0	1 0	2	1 0	1 0	2	1 1
Volume Module:												
Base Vol:	127	482	136	9	3	0	80	1918	50	49	841	465
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	142	540	152	10	3	0	90	2148	56	55	942	521
Added Vol:	26	128	79	0	0	0	0	3	33	105	8	128
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	668	231	10	3	0	90	2151	89	160	950	649
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	668	231	10	3	0	90	2151	89	160	950	649
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	668	231	10	3	0	90	2151	89	160	950	649
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	668	231	10	3	0	90	2151	89	160	950	649
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.49	0.51	1.00	1.00	0.00	1.00	2.88	0.12	1.00	2.38	1.62
Final Sat.:	1700	2674	926	1700	1800	0	1700	5185	215	1700	4278	2922
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.01	0.00	0.00	0.05	0.41	0.41	0.09	0.22	0.22
Crit Moves:		****						****				
Green Time:	31.0	31.0	31.0	31.0	31.0	0.0	27.5	47.0	47.0	19.5	19.5	19.5
Volume/Cap:	0.29	0.73	0.73	0.02	0.01	0.00	0.17	0.79	0.79	0.43	1.02	1.02
Delay/Veh:	21.7	27.9	27.9	19.5	19.4	0.0	23.1	19.2	19.2	31.3	64.0	64.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	27.9	27.9	19.5	19.4	0.0	23.1	19.2	19.2	31.3	64.0	64.0
LOS by Move:	C	C	C	B	B	A	C	B	B	C	E	E
HCM2kAvgQ:	4	12	12	0	0	0	2	19	19	4	18	18

****

PM Cumulative (2020) + Project Caltrans
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

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

****

Intersection #27 Golden Shore Street at I-710 SB Off-Ramp

****

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: B[12.4]

****

Street Name:	Golden Shore Street						I-710 SB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 1	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0 385	0		0 85	0		34	0	36	0	0	0
Growth Adj:	1.12 1.12	1.12		1.12 1.12	1.12		1.12 1.12	1.12	1.12	1.12 1.12	1.12	
Initial Bse:	0 431	0		0 95	0		38	0	40	0	0	0
Added Vol:	0 0	0		0 70	0		141	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	0 431	0		0 165	0		179	0	40	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	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	1.00	1.00 1.00	1.00	
PHF Volume:	0 431	0		0 165	0		179	0	40	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
FinalVolume:	0 431	0		0 165	0		179	0	40	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		6.4 xxxx		6.2	xxxxx xxxx	xxxxx	
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		3.5 xxxx		3.3	xxxxx xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		381 xxxx		165	xxxx xxxx	xxxxx	
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		625 xxxx		884	xxxx xxxx	xxxxx	
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		625 xxxx		884	xxxx xxxx	xxxxx	
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		0.29 xxxx		0.05	xxxx xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		1.2 xxxx		0.1	xxxx xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		13.0 xxxx		9.3	xxxxx xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	B	*	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:	xxxxxx			xxxxxx			12.4			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

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APPENDIX D

SIGNAL WARRANT WORKSHEETS

AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #9 Magnolia Avenue at 5th Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	6	356		4	11	584		32	7		3	25	9		3	11
ApproachDel:	xxxxxx				xxxxxx				15.7				17.2			

Approach[eastbound] [lanes=1] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1052]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound] [lanes=1] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=24]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1052]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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AM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 Magnolia Avenue at 5th Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	356	4	11	584	32	7	3	25	9	3	11

Major Street Volume: 994
Minor Approach Volume: 35
Minor Approach Volume Threshold: 287

SIGNAL WARRANT DISCLAIMER

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AM Cumulative (2020) + Project
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Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #24 Golden Shore Street at Seaside Way (2)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		1 0 1!	0 1	
Initial Vol:	0	323	214	137	217	0	0	0	0	49	0	73
ApproachDel:	xxxxxx			xxxxxx			15.8			15.0		

Approach[eastbound] [lanes=1] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=1]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1014]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound] [lanes=3] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=122]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1014]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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AM Cumulative (2020) + Project
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Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #24 Golden Shore Street at Seaside Way (2)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		1 0 1!	0 1	
Initial Vol:	0	323	214	137	217	0	0	0	0	49	0	73

Major Street Volume: 891
Minor Approach Volume: 122
Minor Approach Volume Threshold: 424

SIGNAL WARRANT DISCLAIMER

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Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #25 Chestnut Place at Seaside Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 1	0
Initial Vol:	167	68	15	9	56	60	81	39	29	50	84	30

Major Street Volume: 375
Minor Approach Volume: 165
Minor Approach Volume Threshold: 796

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

****

Intersection #27 Golden Shore Street at I-710 SB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	0 0		0 0 1	0 0		1 0	0 0	1	0 0	0 0	0
Initial Vol:	0	94	0	0	263	0	431	0	273	0	0	0
ApproachDel:	xxxxxx			xxxxxx			16.1			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=704]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1061]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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AM Cumulative (2020) + Project
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #27 Golden Shore Street at I-710 SB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	0 0		0 0 1	0 0		1 0 0	0 1		0 0 0	0 0	
Initial Vol:	0	94	0	0	263	0	431	0	273	0	0	0

Major Street Volume: 357
Minor Approach Volume: 704
Minor Approach Volume Threshold: 817

SIGNAL WARRANT DISCLAIMER

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Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #28 Golden Shore Street at Shoreline Drive

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0 0			1 0 1 0 1			0 0 1! 0 0			0 0 0 0 0		
Initial Vol:	3	83	2	66	463	10	8	0	1	0	0	0
ApproachDel:	xxxxxx			xxxxxx			13.8			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=636]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #28 Golden Shore Street at Shoreline Drive

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0 0		1 0	1 0	1	0 0	1! 0 0		0 0	0 0	0
Initial Vol:	3	83	2	66	463	10	8	0	1	0	0	0

Major Street Volume: 627
Minor Approach Volume: 9
Minor Approach Volume Threshold: 446

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

****

Intersection #90 Golden Shore at Driveway A

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	1	0	1 0 1	1	0	0 0 1!	0	0	0 0 0	0	1
Initial Vol:	180	220	-7	7	310	196	205	0	65	0	0	69
ApproachDel:	xxxxxx			xxxxxx			149.9			9.2		

Approach[eastbound] [lanes=1] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=11.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=270]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1246]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound] [lanes=1] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=69]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1246]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #90 Golden Shore at Driveway A

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 0	0 1	
Initial Vol:	180	220	-7	7	310	196	205	0	65	0	0	69

Major Street Volume: 907
Minor Approach Volume: 270
Minor Approach Volume Threshold: 319

SIGNAL WARRANT DISCLAIMER

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AM Cumulative (2020) + Project
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Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #91 Driveway B at Seaside Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	1 1	0
Initial Vol:	0	0	0	48	0	21	0	358	0	0	103	0
ApproachDel:	xxxxxx			11.2			xxxxxx			xxxxxx		

Approach[southbound] [lanes=1] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=69]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=530]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #91 Driveway B at Seaside Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	1 1	0
Initial Vol:	0	0	0	48	0	21	0	358	0	0	103	0

Major Street Volume: 461
Minor Approach Volume: 69
Minor Approach Volume Threshold: 551

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

****

Intersection #92 Driveway C at Seaside Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				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			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	1	0 0	1	0	2	0 0
Initial Vol:	0		0	45	0		0	0	0		406	0	117		103	0
ApproachDel:	11.0				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound] [lanes=1] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=45]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=671]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #92 Driveway C at Seaside Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 0	0 1		0 0 0	0 0		0 0 1	0 0		1 0 2	0 0	
Initial Vol:	0	0	45	0	0	0	0	406	0	117	103	0

Major Street Volume: 626
Minor Approach Volume: 45
Minor Approach Volume Threshold: 446

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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PM Cumulative (2020) + Project
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Peak Hour Delay Signal Warrant Report

****

Intersection #9 Magnolia Avenue at 5th Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	12	566	16	27	491	57	16	27	18	12	12	50
ApproachDel:	xxxxxx			xxxxxx			29.6			21.3		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=60]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1305]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=75]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1305]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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PM Cumulative (2020) + Project
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Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 Magnolia Avenue at 5th Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	12	566	16	27	491	57	16	27	18	12	12	50

Major Street Volume: 1169
Minor Approach Volume: 75
Minor Approach Volume Threshold: 231

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

****

Intersection #24 Golden Shore Street at Seaside Way (2)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	1 0	1! 0	1
Initial Vol:	0	569	43	34	177	0	0	2	0	6	1	383
ApproachDel:	xxxxxx			xxxxxx			17.3			12.3		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=3]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1215]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=3][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=390]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1215]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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PM Cumulative (2020) + Project
Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #24 Golden Shore Street at Seaside Way (2)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	1 0	1! 0	1
Initial Vol:	0	569	43	34	177	0	0	2	0	6	1	383

Major Street Volume: 822
Minor Approach Volume: 390
Minor Approach Volume Threshold: 458

SIGNAL WARRANT DISCLAIMER

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PM Cumulative (2020) + Project
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #25 Chestnut Place at Seaside Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 1	0
Initial Vol:	96	45	24	24	41	47	130	122	106	31	57	19

Major Street Volume: 465
Minor Approach Volume: 165
Minor Approach Volume Threshold: 704

SIGNAL WARRANT DISCLAIMER

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PM Cumulative (2020) + Project
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Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #27 Golden Shore Street at I-710 SB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	0 0		0 0 1	0 0		1 0	0 0	1	0 0	0 0	0
Initial Vol:	0	431	0	0	165	0	175	0	40	0	0	0
ApproachDel:	xxxxxx			xxxxxx			12.3			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=215]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=812]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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PM Cumulative (2020) + Project
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Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #27 Golden Shore Street at I-710 SB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	0 0		0 0 1	0 0		1 0 0	0 1		0 0 0	0 0	
Initial Vol:	0	431	0	0	165	0	175	0	40	0	0	0

Major Street Volume: 596
Minor Approach Volume: 215
Minor Approach Volume Threshold: 596

SIGNAL WARRANT DISCLAIMER

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Golden Shore Master Plan, Long Beach (2.08.2995.1)
Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #28 Golden Shore Street at Shoreline Drive

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1!	0 0		1 0 1	0 1		0 0 1!	0 0		0 0 0	0 0	
Initial Vol:	1	432	103	104	86	19	3	1	1	0	0	0
ApproachDel:	xxxxxx			xxxxxx			14.9			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=751]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #28 Golden Shore Street at Shoreline Drive

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0 0			1 0 1 0 1			0 0 1! 0 0			0 0 0 0 0		
Initial Vol:	1	432	103	104	86	19	3	1	1	0	0	0

Major Street Volume: 745
Minor Approach Volume: 6
Minor Approach Volume Threshold: 386

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

****

Intersection #90 Golden Shore at Driveway A

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0	0 0	1
Initial Vol:	113	856	20	41	115	114	344	0	103	0	0	7
ApproachDel:	xxxxxx			xxxxxx			396.5			11.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=49.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=447]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1713]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=7]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1713]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #90 Golden Shore at Driveway A

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	0 0	1
Initial Vol:	113	856	20	41	115	114	344	0	103	0	0	7

Major Street Volume: 1259
Minor Approach Volume: 447
Minor Approach Volume Threshold: 205

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

****

Intersection #91 Driveway B at Seaside Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	1 1	0
Initial Vol:	0	0	0	2	0	1	17	62	0	0	389	32
ApproachDel:	xxxxxx			11.0			xxxxxx			xxxxxx		

Approach[southbound] [lanes=1] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=3]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=502]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #91 Driveway B at Seaside Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	1 1	0
Initial Vol:	0	0	0	2	0	1	17	62	0	0	389	32

Major Street Volume: 499
Minor Approach Volume: 3
Minor Approach Volume Threshold: 524

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

****

Intersection #92 Driveway C at Seaside Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 0	0	1	0 0 0	0	0	0 0 1	0	0	1 0 2	0	0
Initial Vol:	0	0	61	0	0	0	0	64	0	92	421	0
ApproachDel:	8.8			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=61]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=637]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #92 Driveway C at Seaside Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0	0 0	1	0 0	0 0	0	0 0	1 0	0	1 0	2 0	0
Initial Vol:	0	0	61	0	0	0	0	64	0	92	421	0

Major Street Volume: 576
Minor Approach Volume: 61
Minor Approach Volume Threshold: 475

SIGNAL WARRANT DISCLAIMER

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