APPENDIX D

TRAFFIC IMPACT ANALYSIS MEMORANDUM

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RIVERSIDE
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MEMORANDUM

DATE: November 6, 2019

TO: Maryanne Cronin, City of Long Beach Development Services Department

FROM: Dean Arizabal, LSA

SUBJECT: Davenport Park Expansion Project – Traffic Impact Assessment

LSA is pleased to submit this traffic impact assessment for the proposed Davenport Park expansion (project). The purpose of this effort is to establish baseline conditions and evaluate potential impacts associated with the expansion of the park, which is located at 2910 East 55th Way in Long Beach, California.

LSA has prepared the following traffic impact assessment for existing and cumulative conditions for study area intersections both with and without the proposed project. In addition, this assessment evaluates temporary impacts that construction activity may have on study area intersections. Intersection levels of service (LOS) for the aforementioned conditions have been determined, and potential impacts to traffic and parking associated with the proposed project have been identified.

PROJECT DESCRIPTION

The project proposes to expand the existing 5.5-acre (ac) Davenport Park facilities by approximately 6 additional ac located directly west of the current site. This park expansion includes the construction of a soccer field and a 5,000-square-foot (sf) skate park and the addition of 31 diagonal surface parking spaces (along the south side of East 55th Way adjacent to the park). The proposed project would also provide a school bus drop-off area in the existing roundabout, which would eliminate 11 existing parking spaces. The proposed project would integrate the existing Davenport Park with facilities included as part of the project by removing the existing vegetated fence currently located along the eastern boundary of the site. Vehicular access to the existing park and future expansion is provided via the right-in/right-out intersection of Paramount Boulevard/East 55th Way (North). Pedestrian access and circulation are provided around the perimeter of the park. The project is illustrated on Figure 1 (all figures included in Attachment A).

Trip Generation

Project a.m. and p.m. peak-hour trips were generated using trip rates referenced in the San Diego Association of Governments (SANDAG) *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (2002), the *Long Beach Sports Park Environmental Impact Report* (EIR) (LSA 2004), and the *Center Avenue Skate Park Study* (Austin-Foust Associates 2011). The SANDAG trip generation rates for the park use were utilized as they provide trip-generating characteristics more

customized to Southern California and the project area. SANDAG-developed rates for park uses have been utilized in recent nearby studies such as the *Drake Park Soccer Field Project Traffic Impact Analysis* (LSA 2013). The rates developed in the *Long Beach Sports Park EIR* (LSA 2004) were used in this traffic impact assessment to provide a worst-case estimate for the potential usage of the soccer field. The *Long Beach Sports Park EIR* (LSA 2004) developed trip generation rates for soccer field use based on the estimated number of participants and attendees and times of usage. The estimated activity was based on a review of typical schedules of use at other soccer fields in Long Beach. The rates developed in the *Center Avenue Skate Park Study* (Austin-Foust Associates 2011) were used in this traffic impact assessment because they most closely reflect the proposed skate park.

As use of the entire park may overlap with or occur concurrently with the soccer field and the skate park, the project trip generation includes the 6 ac expansion, soccer field, and 5,000 sf skate park in an effort to provide a conservative assessment. The project is forecast to generate a total of 14 trips in the a.m. peak hour (11 inbound and 3 outbound) and 79 trips in the p.m. peak hour (37 inbound and 42 outbound), and 418 average daily trips (ADT).

The existing 5.5 ac Davenport Park generates a total of 11 trips in the a.m. peak hour (9 inbound and 2 outbound), 22 trips in the p.m. peak hour (9 inbound and 13 outbound), and 275 ADT.

With the proposed expansion, Davenport Park is anticipated to generate a total of 25 trips in the a.m. peak hour (20 inbound and 5 outbound), 101 trips in the p.m. peak hour (46 inbound and 55 outbound), and 693 ADT.

Trips generated by the project are shown in Table A (all tables are provided in Attachment B).

Trip Distribution and Assignment

Project-related trips were distributed through the study area intersections based on the trip distribution utilized for the existing portion of Davenport Park in the previous *Traffic and Parking Study for Proposed 55th Way Park* (Meyer, Mohaddes Associates 2003), as the project would have an identical land use. Project volumes were assigned to the arterial street system based on this trip distribution, as summarized below:

- North: 5 percent via Paramount Boulevard
- South: 10 percent via Paramount Boulevard
- East: 5 percent via South Street and 20 percent via Candlewood Street
- West: 40 percent via South Street and 20 percent via Candlewood Street

The resulting project trip assignment, which takes into account the right-in/right-out access to the park, was overlaid onto the existing and cumulative traffic volumes to determine the “plus project” volumes.

Existing Circulation System

Key roadways in the vicinity of the proposed project are as follows:

- **Paramount Boulevard** is located west of the project site and is a four-lane roadway with two lanes of traffic in each direction. Paramount Boulevard is classified as a Major Avenue in the City of Long Beach (City) *General Plan Mobility Element* (2013). The cross-streets along Paramount Boulevard between East South Street and Candlewood Street are stop-controlled intersections, with the exception of the signalized intersection of Paramount Boulevard/East 55th Way (South). The roadway has on-street parking and Class II bike lanes on each side. The posted speed limit is 40 miles per hour (mph).

- **East 55th Way** (South) west of Paramount Boulevard serves as a one-lane one-way street with angled on-street parking to facilitate outbound traffic from the Southwood Garden Apartments complex. All inbound traffic into the Southwood Garden Apartments complex utilizes East 56th Street approximately 230 feet (ft) to the north. Sidewalks are provided along each side of the street on the west leg. The intersections of the east and west approaches are offset by approximately 80 ft with the east approach to the north. East 55th Way (North) provides right-in/right-out–only access for Davenport Park. The speed limit on East 55th Way is 25 mph.

- **South Street** is located north of the project site and is a four-lane roadway with two lanes of traffic in each direction. South Street is classified as a Major Avenue in the City's *General Plan Mobility Element* (2013). The roadway has on-street parking along both sides of the roadways. Sidewalks are provided along each side of the street. There are no bike lanes along the roadway, and the posted speed limit is 35 mph.

- **Candlewood Street** is located south of the project site and is a four-lane roadway with two lanes of traffic in each direction. Candlewood Street (Market Street) west of Paramount Boulevard is classified as a Minor Avenue in the City's *General Plan Mobility Element* (2013). The roadway has on-street parking west of Paramount Boulevard. Sidewalks are provided along each side of the street. There are no bike lanes along the roadway, and the posted speed limit is 40 mph.

LEVEL OF SERVICE ANALYSIS

This traffic analysis focuses on the a.m. and p.m. peak-hour LOS at four intersections for existing and cumulative conditions with and without the project. In addition, construction activities have also been evaluated.

Intersections

The study area includes the following locations:

1. Paramount Boulevard/South Street
2. Paramount Boulevard East 55th Way (North)
3. Paramount Boulevard/East 55th Way (South)
4. Paramount Boulevard/Candlewood Street

The study area is illustrated on Figure 2. A.M. peak-hour (between 7:00 a.m. and 9:00 a.m.) and p.m. peak-hour (between 4:00 p.m. and 6:00 p.m.) turning movement volumes for the study area

intersections were collected by National Data and Surveying Services (NDS) in March 2015. The existing traffic counts are provided as Attachment C.

Methodology

The following traffic analysis was conducted according to the applicable methodologies of the City, the Los Angeles County (County) Metropolitan Transportation Authority Congestion Management Program (CMP) (2010), and applicable provisions from the California Environmental Quality Act (CEQA).

Intersection Capacity Utilization Methodology

The Intersection Capacity Utilization (ICU) methodology has been used to determine the signalized intersection LOS in the study area. The ICU methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The resulting ICU is expressed in terms of LOS, where LOS A represents free-flow activity and LOS F represents overcapacity operation. The ICUs were developed for this analysis using Traffix (Version 8.0) software.

According to the City's *General Plan Mobility Element* (2013), LOS at an intersection is considered to be unsatisfactory when the v/c ratio exceeds 0.90 (LOS D). As such, improvements are recommended at locations that operate at LOS E or F. The relationship of the v/c ratio to LOS is demonstrated in the following table:

LOS	V/C Ratio
A	0.00–0.60
B	0.61–0.70
C	0.71–0.80
D	0.81–0.90
E	0.91–1.00
F	>1.00

LOS = level of service
V/C = volume to capacity

The City considers LOS D as the upper limit of satisfactory operations for total intersection operation. Mitigation is required for any signalized intersection where project traffic causes the intersection to deteriorate from LOS D to LOS E or F, or if the project traffic causes an increase in the v/c ratio of 0.02 or greater when the intersection is operating at LOS E or F in the baseline condition.

Highway Capacity Manual Methodology

The *Highway Capacity Manual* (HCM), 6th Edition, (Transportation Research Board 2017) methodology has been used to determine the LOS for the unsignalized, stop-controlled intersection of Paramount Boulevard/East 55th Way (North). The HCM methodology calculates the average delay experienced by all vehicles at an intersection. The resulting calculation of average delay experienced by vehicles at the intersection is then used to determine the LOS at that location. LOS A represents free-flow activity, and LOS F represents overcapacity operation. LOS is a qualitative assessment of

the quantitative effects of such factors as traffic volume, roadway geometrics, speed, delay, and maneuverability on roadway and intersection operations. The relationship between LOS and the delay (in seconds) at intersections is as follows:

Level of Service	Unsignalized Intersection Delay (seconds)
A	≤10.0
B	>10.0 and ≤15.0
C	>15.0 and ≤25.0
D	>25.0 and ≤35.0
E	>35.0 and ≤50.0
F	>50.0

Source: *Highway Capacity Manual* (Transportation Research Board 2017)

Existing Baseline Conditions and Level of Service Analysis

Consistent with the County CMP, LSA applied 6.1 percent total growth to the year 2015 traffic counts to represent existing (2019) conditions. Table B summarizes the results of the existing a.m. and p.m. peak-hour analyses for the study area intersections. All LOS worksheets are provided in Attachment D. As Table B indicates, all intersections operate at satisfactory LOS (LOS D or better), with the exception of the intersection of Paramount Boulevard/South Street (LOS E) in the p.m. peak hour.

Existing Plus Project Conditions and Level of Service Analysis

Table B presents a summary of the existing plus project conditions. As Table B indicates, all study area intersections would operate at satisfactory LOS (LOS D or better) with the proposed project, with the exception of the intersection of Paramount Boulevard/South Street (LOS E) in the p.m. peak hour. The addition of project traffic would not exceed the City's level-of-significance threshold.

Cumulative Baseline Conditions and Level of Service Analysis

Per the City Development Services Development Projects Map (http://www.longbeach.gov/lbds/maps/), there are no cumulative (approved or pending) projects in the vicinity of Davenport Park. However, for consistency with the County CMP, LSA applied 7.9 percent total growth to the year 2015 traffic counts to develop cumulative (2022) traffic conditions, corresponding to the project opening year. Table C presents a summary of the cumulative a.m. and p.m. peak-hour analyses for the study area intersections. As Table C indicates, all intersections are forecast to operate at satisfactory LOS (LOS D or better), with the exception of the intersection of Paramount Boulevard/South Street (LOS E) in the p.m. peak hour.

Cumulative Plus Project Conditions and Level of Service Analysis

Table C presents a summary of the cumulative plus project intersection LOS. As Table C indicates, all study area intersections would operate at satisfactory LOS (LOS D or better) with the proposed project, with the exception of the intersection of Paramount Boulevard/South Street (LOS E) in the p.m. peak hour. The addition of project traffic would not exceed the City's level-of-significance threshold.

Existing Plus Construction Activity Conditions

Study area intersection LOS have been evaluated to identify any impacts associated with peak construction activity of the proposed project. Project construction is anticipated to generate a maximum of 7 workers and 50 haul trucks per weekday. Workers are anticipated to arrive during the a.m. peak hour and depart during p.m. peak hour. Haul truck activity would occur between 7:00 a.m. and 5:00 p.m. As such, a uniform distribution of haul truck trips has been assumed for a 10-hour construction day.

The size and speed of these 50 haul trucks have been taken into consideration when developing construction traffic generation through the use of passenger car equivalent (PCE) factors. As a haul truck would take more time and space than a typical passenger car to traverse any given roadway facility, a PCE factor of 2.5 has been utilized to convert haul truck traffic into typical passenger car traffic. The 7 workers and 50 haul trucks are anticipated to generate a total of 32 a.m. peak-hour trips (20 inbound and 12 outbound) and 32 p.m. peak-hour trips (12 inbound and 20 outbound) in PCEs.

Trips generated by peak project construction activity are shown in Table D.

Based on knowledge of the study area and the right-in/right-out access at Paramount Boulevard/East 55th Way (North), construction vehicles are anticipated to access the site from the south via Paramount Boulevard/Candlewood Street and exit to the north via Paramount Boulevard/South Street.

Table E presents a summary of existing plus construction activity intersection LOS. As Table E indicates, all study area intersections would operate at satisfactory LOS (LOS D or better) with the project, with the exception of the intersection of Paramount Boulevard/South Street (LOS E) in the p.m. peak hour. Construction-related traffic would not exceed the City's level-of-significance threshold.

PARKING

This parking analysis reviews the parking supply and demand for the proposed project. The existing parking supply is 53 spaces. The proposed project would reduce the existing parking by 11 spaces to provide a new bus drop-off area. In addition, the project would add 31 diagonal parking spaces along the south side of East 55th Way to the modified parking supply of 42 spaces, for a total of 73 parking spaces within the park.

The proposed project would expand the existing park to a total of 11.5 ac. Based on parking standards from the City's Municipal Code Chapter 21.41.216, Off-Street Parking and Loading Requirements, Table 41-1C, 11.5 ac of park space would require 23 parking spaces (2 parking spaces per acre). The proposed soccer field is not expected to be used for any league purposes (i.e., for the American Youth Soccer Organization [AYSO]) and is anticipated to be used for recreation use only. The City Code has not defined any separate parking requirement for the proposed skate park; therefore, this results in a total demand of 23 parking spaces.

The total parking supply of 73 spaces after construction of the proposed project would allow for a residual of 50 parking spaces compared to City Code and is adequate for the future parking demand of the park.

PEDESTRIAN ACCESS

The project site currently has full pedestrian and bicycle access via existing facilities along Paramount Boulevard. Paramount Boulevard within the study area currently provides sidewalks and Class II bike lanes along each side. In addition, Paramount Boulevard/East 55th Way (South) currently has crosswalks at all four corners of the intersection.

Full pedestrian access to the project site via sidewalks is also provided along both South Street and Candlewood Street. Class I bike routes currently exist along Candlewood Street east of Paramount Boulevard. South Street currently does not provide bicycle facilities. According to the City's *General Plan Mobility Element* (2013), Class II bike lanes are proposed along South Street west and east of Paramount Boulevard.

CONCLUSION

Based on the results of this traffic impact assessment, the anticipated traffic generated to and from the project site can be accommodated without causing a significant impact to the study area intersections. The project is also not anticipated to experience any parking deficiencies.

Attachments: A: Figures 1 and 2
B: Tables A through E
C: Existing Traffic Counts
D: Level of Service Worksheets

BIBLIOGRAPHY

Austin-Foust Associates. 2011. *Center Avenue Skate Park Study*.

City of Long Beach. 2013. *General Plan Mobility Element.*

_____. 2019. Municipal Code, Title 21—Zoning: Chapter 21.41—Off-Street Parking and Loading Requirements, Chapter 21.41.216—Required Number of Parking Spaces, and Table 41-1C: Required Number of Parking Spaces for Commercial, Industrial/Manufacturing, and All Other Uses.

City of Long Beach Development Services. 2019. Development Projects Map. Website: http://www.longbeach.gov/lbds/maps/ (accessed 28 October 2019).

Los Angeles County Metropolitan Transportation Authority. 2010. Congestion Management Program.

LSA Associates, Inc. 2004. *Long Beach Sports Park Environmental Impact Report*.

_____. 2013. *Drake Park Soccer Field Project Traffic Impact Analysis*.

Meyer, Mohaddes Associates, Inc. 2003. *Traffic and Parking Study for Proposed 55th Way Park*.

San Diego Association of Governments (SANDAG). 2002. *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region.*

ATTACHMENT A

FIGURES 1 AND 2



NOTES:

1. Performance in Lighting 25'-0" Light Pole with System Park Square #079280 at 22'-0" AFG
2. Performance in Lighting System Park Line #072290 at 15'-0" AFG on opposite side of pole.

LSA

FIGURE 1

N

0 65 130

FEET

SOURCE: Anchor QEA

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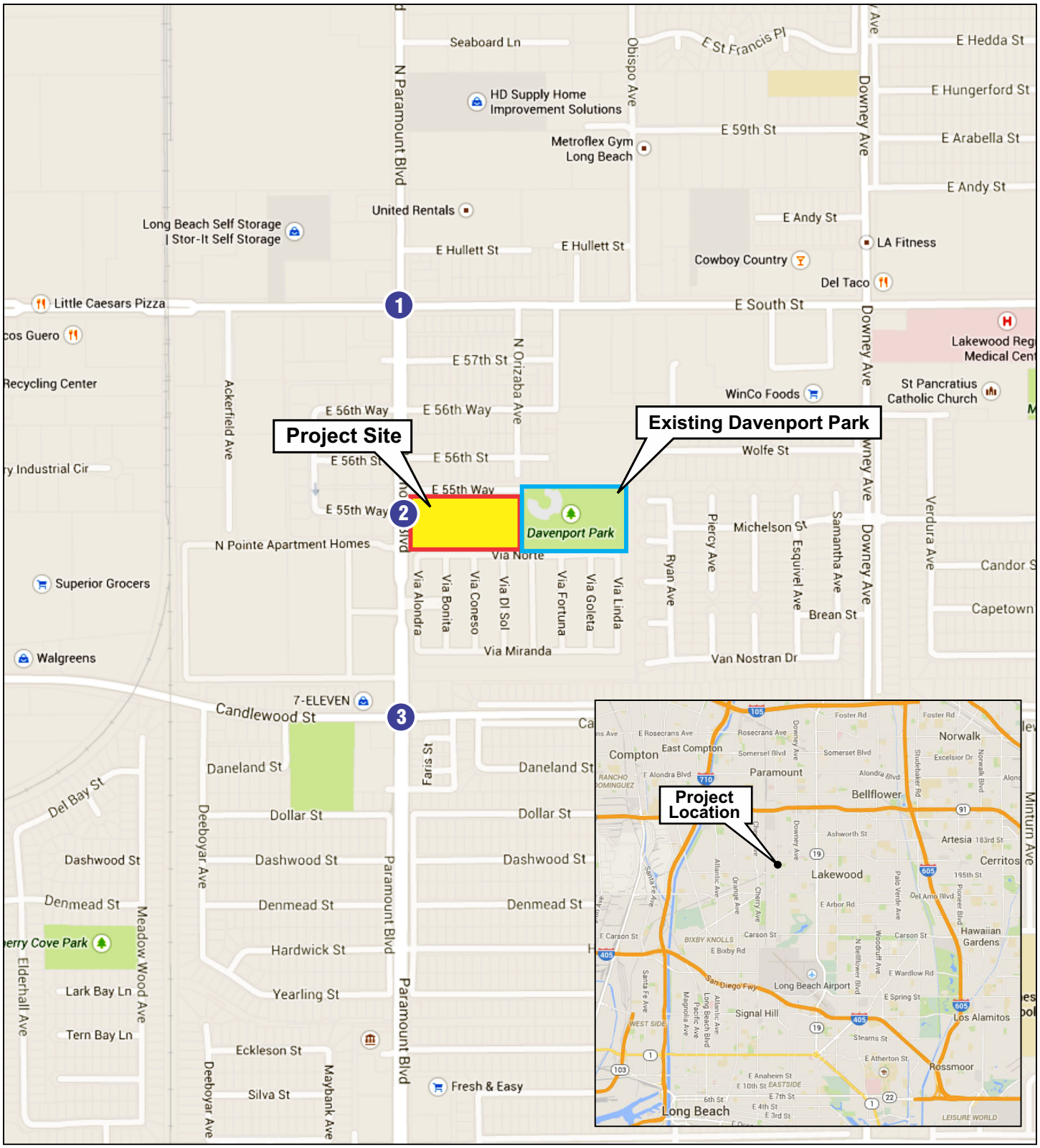
Davenport Park Expansion

Conceptual Site Plan



LSA

LEGEND

- Project Site
- Existing Davenport Park
- # Study Area Intersection

0 500 1000

FEET

SOURCE: Google Maps

FIGURE 2

Davenport Park Expansion
Traffic Impact and Parking Analysis
Project Location and
Study Area Intersections

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ATTACHMENT B

TABLES A THROUGH E

LSA

Table A: Project Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates									
City Park[1]		acre	50.00	1.60	0.40	2.00	1.60	2.40	4.00
Soccer Field[2]		field	72.00	-	-	-	24.00	24.00	48.00
Skate Park[3]		TSF	9.10	0.16	0.14	0.30	0.63	0.73	1.36
Existing Trip Generation									
City Park	5.5	acre	275	9	2	11	9	13	22
Project Trip Generation									
City Park	6.0	acre	300	10	2	12	10	14	24
Soccer Field	1	field	72	-	-	-	24	24	48
Skate Park	5.0	TSF	46	1	1	2	3	4	7
Total			418	11	3	14	37	42	79
Existing Plus Project Trip Generation									
City Park	11.5	acre	575	19	4	23	19	27	46
Soccer Field	1	field	72	-	-	-	24	24	48
Skate Park	5.0	TSF	46	1	1	2	3	4	7
Total			693	20	5	25	46	55	101

[1] Trip rates referenced from the San Diego Association of Governments (SANDAG) *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (2002).

[2] Trip rates based on players and spectators per field and an average vehicle occupancy, as documented in the *Long Beach Sports Park Environmental Impact Report* (LSA 2004).

[3] Trip rates from the *Center Avenue Skate Park Study* (Austin-Foust Associates 2011).

ADT = average daily traffic

TSF = thousand square feet

LSA

Table B: Existing Baseline and Plus Project Level of Service Summary

	Intersection	Existing			
		AM Peak Hour		PM Peak Hour	
		V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS
1	Paramount Boulevard/South Street (Signal)				
	Baseline ICU	0.689	B	0.933	E
	Plus Project ICU	0.689	B	0.952	E
	Δ	0.000		0.019	
2	Paramount Boulevard/East 55th Way (North—Stop Control)				
	Baseline Delay (HCM)	11.3	B	13.2	B
	Plus Project Delay (HCM)	11.4	B	14.1	B
	Δ	0.1		0.9	
3	Paramount Boulevard/East 55th Way (South—Signal)				
	Baseline ICU	0.388	A	0.484	A
	Plus Project ICU	0.401	A	0.568	A
	Δ	0.013		0.084	
4	Paramount Boulevard/Candlewood Street (Signal)				
	Baseline ICU	0.662	B	0.815	D
	Plus Project ICU	0.666	B	0.844	D
	Δ	0.004		0.029	

Δ = change in V/C Ratio or Delay (reported in seconds)

HCM = *Highway Capacity Manual*

ICU = Intersection Capacity Utilization

LOS = level of service

V/C = volume to capacity

LSA

Table C: Cumulative Baseline and Plus Project Level of Service Summary

	Intersection	Cumulative			
		AM Peak Hour		PM Peak Hour	
		V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS
1	Paramount Boulevard/South Street (Signal)				
	Baseline ICU	0.710	C	0.964	E
	Plus Project ICU	0.710	C	0.982	E
	Δ	0.000		0.018	
2	Paramount Boulevard/East 55th Way (North—Stop Control)				
	Baseline Delay (HCM)	11.4	B	13.3	B
	Plus Project Delay (HCM)	11.4	B	14.3	B
	Δ	0.0		1.0	
3	Paramount Boulevard/East 55th Way (South—Signal)				
	Baseline ICU	0.399	A	0.499	A
	Plus Project ICU	0.412	A	0.582	A
	Δ	0.013		0.083	
4	Paramount Boulevard/Candlewood Street (Signal)				
	Baseline ICU	0.682	B	0.843	D
	Plus Project ICU	0.687	B	0.871	D
	Δ	0.005		0.028	

Δ = change in V/C Ratio or Delay (reported in seconds)

HCM = *Highway Capacity Manual*

ICU = Intersection Capacity Utilization

LOS = level of service

V/C = volume to capacity

LSA

Table D: Construction Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Construction Trip Generation[1]									
Workers	7	PCE	14	7	0	7	0	7	7
Haul Trucks	125	PCE	250	13	12	25	12	13	25
Total			264	20	12	32	12	20	32

[1] Construction of the project is anticipated to generate a maximum of 7 workers and 50 haul trucks.
Workers have a PCE factor of 1, and haul trucks have a PCE factor of 2.5.
Workers are expected to arrive in the a.m. peak hour and depart during the p.m. peak hour.
Truck activity will occur between 7:00 a.m. and 5:00 p.m.
A uniform distribution has been assumed for truck trips during a typical 10-hour construction day.

ADT = average daily traffic

PCE = passenger car equivalent

LSA

Table E: Existing Baseline and Plus Construction Level of Service Summary

	Intersection	Existing			
		AM Peak Hour		PM Peak Hour	
		V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS
1	Paramount Boulevard/South Street (Signal)				
	Baseline ICU	0.689	B	0.933	E
	Plus Project ICU	0.695	B	0.943	E
	Δ	0.006		0.010	
2	Paramount Boulevard/East 55th Way (North—Stop Control)				
	Baseline Delay (HCM)	11.3	B	13.2	B
	Plus Project Delay (HCM)	11.5	B	13.6	B
	Δ	0.2		0.4	
3	Paramount Boulevard/East 55th Way (South—Signal)				
	Baseline ICU	0.388	A	0.484	A
	Plus Project ICU	0.398	A	0.490	A
	Δ	0.010		0.006	
4	Paramount Boulevard/Candlewood Street (Signal)				
	Baseline ICU	0.662	B	0.815	D
	Plus Project ICU	0.664	B	0.825	D
	Δ	0.002		0.010	

Δ = change in V/C Ratio or Delay (reported in seconds)

HCM = *Highway Capacity Manual*

ICU = Intersection Capacity Utilization

LOS = level of service

V/C = volume to capacity

ATTACHMENT C

EXISTING TRAFFIC COUNTS

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Paramount Blvd and South St , Long Beach

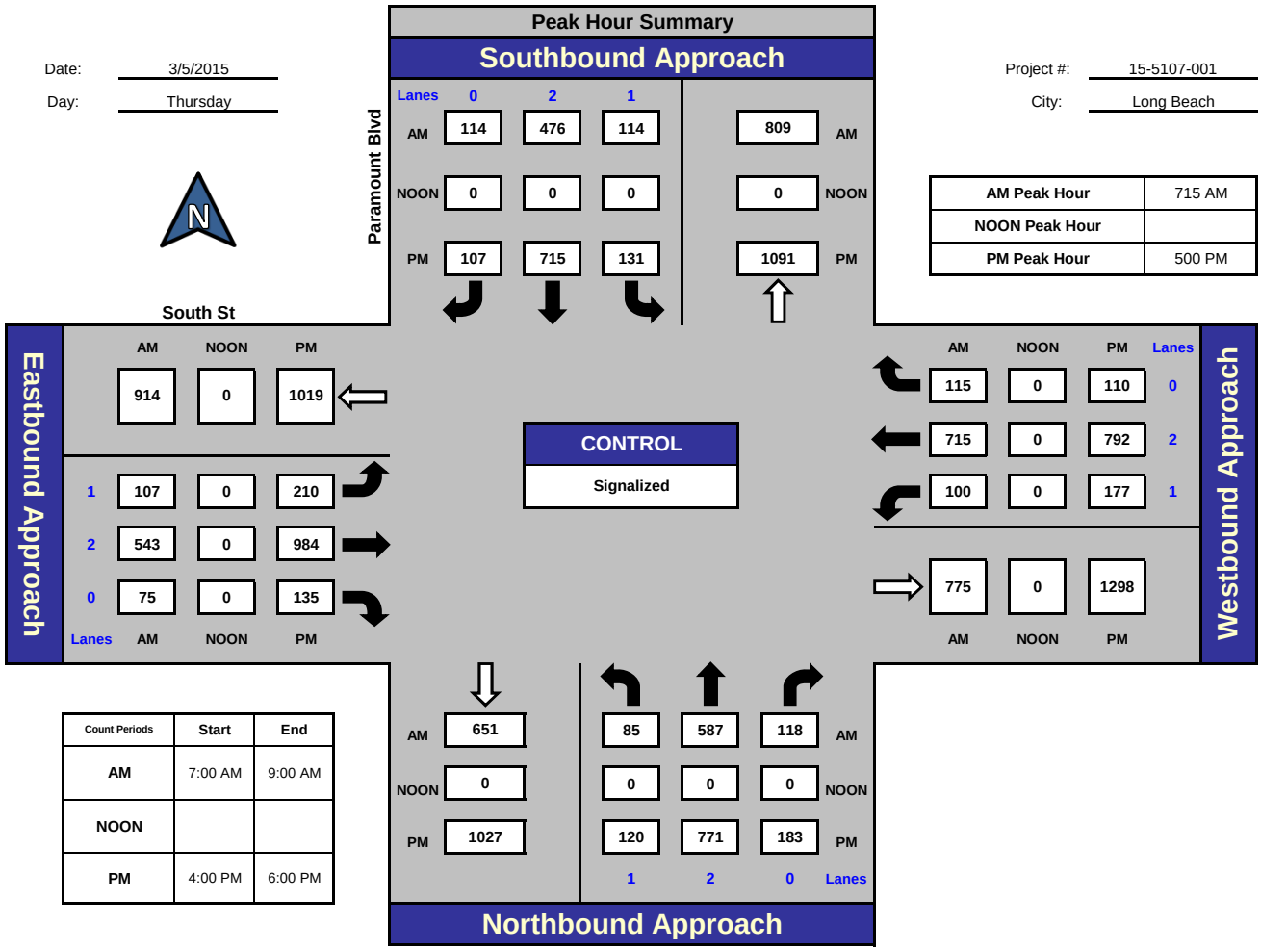
Date: 3/5/2015

Day: Thursday

Project #: 15-5107-001

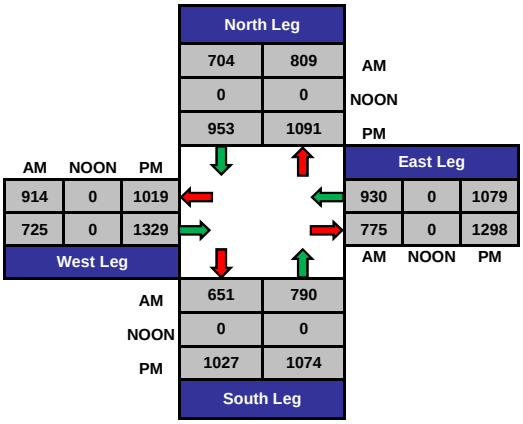
City: Long Beach

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

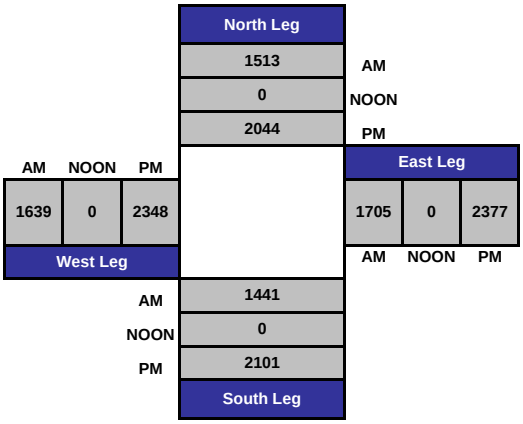


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Paramount Blvd and E 55th Way , Long Beach

Date: 3/5/2015
Day: Thursday

Project #: 15-5107-002
City: Long Beach

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Paramount Blvd

Lanes	0	2	0		
AM	0	664	1	776	AM
NOON	0	0	0	0	NOON
PM	0	943	2	1040	PM

E 55th Way

Eastbound Approach

	AM	NOON	PM	
	1	0	2	
0	16	0	22	
1	0	0	0	
0	18	0	16	
Lanes	AM	NOON	PM	

CONTROL

Signalized

Westbound Approach

	AM	NOON	PM	Lanes
	0	0	0	0
	0	0	0	0
	0	0	0	0
	1	0	2	
	AM	NOON	PM	

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

AM	682	1	760	0	AM
NOON	0	0	0	0	NOON
PM	959	2	1018	0	PM
		0	2	0	Lanes

Northbound Approach

Total Ins & Outs

North Leg		
665	776	AM
0	0	NOON
945	1040	PM

West Leg				East Leg			
AM	NOON	PM					
1	0	2		0	0	0	AM
34	0	38		1	0	2	NOON
				AM	NOON	PM	PM

South Leg		
682	761	AM
0	0	NOON
959	1020	PM

Total Volume Per Leg

North Leg	
1441	AM
0	NOON
1985	PM

West Leg			East Leg			
AM	NOON	PM				
35	0	40	1	0	2	AM
			AM	NOON	PM	NOON
						PM

South Leg	
1443	AM
0	NOON
1979	PM

ITM Peak Hour Summary

Prepared by:

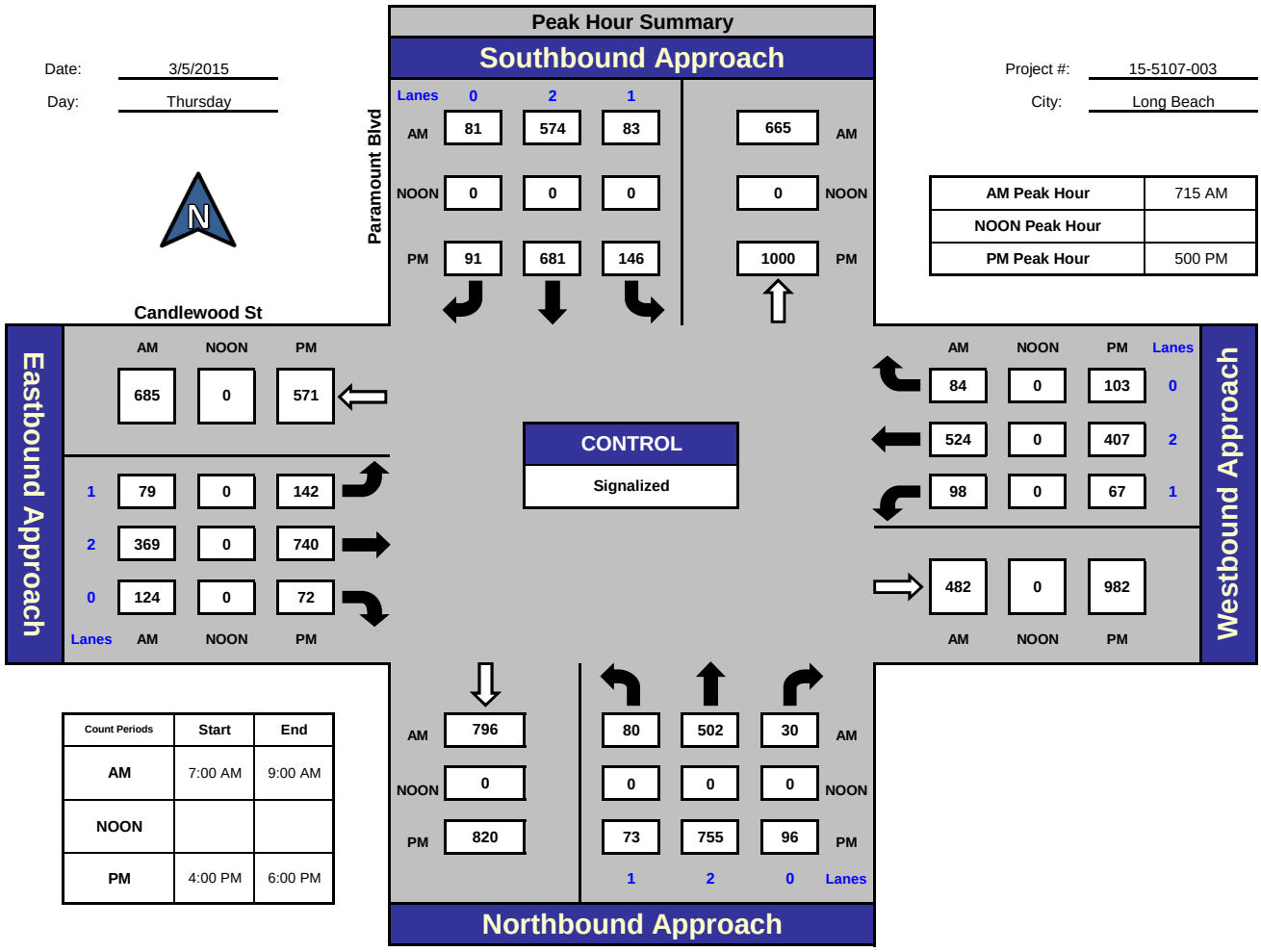
National Data & Surveying Services

Paramount Blvd and Candlewood St , Long Beach

Date: 3/5/2015
Day: Thursday

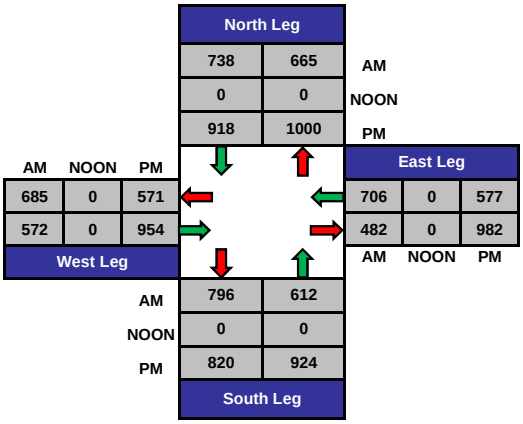
Project #: 15-5107-003
City: Long Beach

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

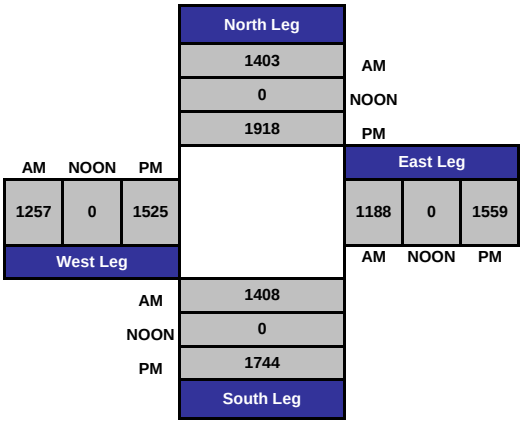


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ATTACHMENT D

LEVEL OF SERVICE WORKSHEETS

Davenport Park
CLB1805

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

Intersection #1 Paramount Blvd/South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Paramount Blvd							South St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	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	2	0	1	1	0	2	0	1	1	0	2	0	1	
Volume Module:																
Base Vol:	90	623	125		121	505	121		114	576	80		106	759	122	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	90	623	125		121	505	121		114	576	80		106	759	122	
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:	90	623	125		121	505	121		114	576	80		106	759	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	92	634	127		123	514	123		116	587	81		108	773	124	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	634	127		123	514	123		116	587	81		108	773	124	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	92	634	127		123	514	123		116	587	81		108	773	124	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.20	0.08		0.08	0.16	0.08		0.07	0.18	0.05		0.07	0.24	0.08	
Crit Moves:		****				****				****				****		

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Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	824	9	0	706
Future Vol, veh/h	0	2	824	9	0	706
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	1	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	867	9	0	743

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	434	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	570	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	570	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 570	-
HCM Lane V/C Ratio	-	- 0.004	-
HCM Control Delay (s)	-	- 11.3	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0	-

Davenport Park
CLB1805

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

Intersection #3 Paramount Blvd/E 55th Way (South)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Paramount Blvd						E 55th Way					
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	0	2 0	0	0	2 0	0	0	1! 0	0	0	0 0
Volume Module:												
Base Vol:	0	807	0	0	706	0	17	0	19	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	807	0	0	706	0	17	0	19	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	807	0	0	706	0	17	0	19	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	847	0	0	741	0	18	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	847	0	0	741	0	18	0	20	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	847	0	0	741	0	18	0	20	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	0.00	0.00	2.00	0.00	0.47	0.00	0.53	0.00	0.00	0.00
Final Sat.:	0	3200	0	0	3200	0	756	0	844	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.23	0.00	0.01	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****			****				****			

Davenport Park
CLB1805

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

Intersection #4 Paramount Blvd/Candlewood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name:	Paramount Blvd						Candlewood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	85	533	32	88	609	86	84	392	132	104	556	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	533	32	88	609	86	84	392	132	104	556	89
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:	85	533	32	88	609	86	84	392	132	104	556	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	91	571	34	94	653	92	90	420	141	111	596	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	571	34	94	653	92	90	420	141	111	596	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:	91	571	34	94	653	92	90	420	141	111	596	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:	1.00	1.89	0.11	1.00	1.75	0.25	1.00	1.50	0.50	1.00	1.72	0.28
Final Sat.:	1600	3019	181	1600	2804	396	1600	2394	806	1600	2758	442
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.06	0.23	0.23	0.06	0.18	0.18	0.07	0.22	0.22
Crit Moves:	****				****		****				****	

Davenport Park
CLB1805

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

Intersection #1 Paramount Blvd/South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.933
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Paramount Blvd							South St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	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	2	0	1	1	0	2	0	1	1	0	2	0	1	
Volume Module:																
Base Vol:	127	818	194		139	759	114		223	1044	143		188	840	117	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	127	818	194		139	759	114		223	1044	143		188	840	117	
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:	127	818	194		139	759	114		223	1044	143		188	840	117	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	135	867	206		147	804	121		236	1106	151		199	890	124	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	135	867	206		147	804	121		236	1106	151		199	890	124	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	135	867	206		147	804	121		236	1106	151		199	890	124	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.27	0.13		0.09	0.25	0.08		0.15	0.35	0.09		0.12	0.28	0.08	
Crit Moves:		****				****				****				****		

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	13	1106	9	0	1003
Future Vol, veh/h	0	13	1106	9	0	1003
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	1	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	1177	10	0	1067

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	589	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	452	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	452	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 452	-
HCM Lane V/C Ratio	-	- 0.031	-
HCM Control Delay (s)	-	- 13.2	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.1	-

Davenport Park
CLB1805

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

Intersection #3 Paramount Blvd/E 55th Way (South)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Paramount Blvd						E 55th Way					
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	0	2 0	0	0	2 0	0	0	1! 0	0	0	0 0
Volume Module:												
Base Vol:	0	1082	0	0	1003	0	23	0	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1082	0	0	1003	0	23	0	17	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	1082	0	0	1003	0	23	0	17	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1145	0	0	1061	0	24	0	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1145	0	0	1061	0	24	0	18	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	1145	0	0	1061	0	24	0	18	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	0.00	0.00	2.00	0.00	0.57	0.00	0.43	0.00	0.00	0.00
Final Sat.:	0	3200	0	0	3200	0	920	0	680	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.33	0.00	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****			****				****			

Davenport Park
CLB1805

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

Intersection #4 Paramount Blvd/Candlewood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: D

Street Name:	Paramount Blvd						Candlewood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	1 1	0	1	0 1
Volume Module:												
Base Vol:	77	801	102	155	723	97	151	785	76	71	432	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	801	102	155	723	97	151	785	76	71	432	109
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:	77	801	102	155	723	97	151	785	76	71	432	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	80	827	105	160	747	100	156	811	79	73	446	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	827	105	160	747	100	156	811	79	73	446	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	827	105	160	747	100	156	811	79	73	446	113
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.76	0.24	1.00	1.82	0.18	1.00	1.60	0.40
Final Sat.:	1600	2839	361	1600	2821	379	1600	2918	282	1600	2555	645
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.10	0.26	0.26	0.10	0.28	0.28	0.05	0.17	0.17
Crit Moves:		****			****				****		****	

Davenport Park
CLB1805

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

Intersection #1 Paramount Blvd/South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Paramount Blvd							South St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	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	2	0	1	1	0	2	0	1	1	0	2	0	1	
Volume Module:																
Base Vol:	93	623	125		121	506	121		114	576	84		107	759	122	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	93	623	125		121	506	121		114	576	84		107	759	122	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	1	0	0		0	1	0		0	0	4		1	0	0	
Initial Fut:	94	623	125		121	507	121		114	576	88		108	759	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	96	634	127		123	516	123		116	587	90		110	773	124	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	96	634	127		123	516	123		116	587	90		110	773	124	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	96	634	127		123	516	123		116	587	90		110	773	124	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.20	0.08		0.08	0.16	0.08		0.07	0.18	0.06		0.07	0.24	0.08	
Crit Moves:		****				****				****				****		

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Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	5	824	20	0	714
Future Vol, veh/h	0	5	824	20	0	714
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	1	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	867	21	0	752

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	434	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	570	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	570	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	570	-
HCM Lane V/C Ratio	-	-	0.009	-
HCM Control Delay (s)	-	-	11.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

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

Intersection #3 Paramount Blvd/E 55th Way (South)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.401
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Paramount Blvd						E 55th Way					
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	0	1 1	0	1	0 2	0 1	0	0 1!	0 0	0	0 1! 0 0
Volume Module:												
Base Vol:	0	818	0	0	714	0	17	0	19	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	818	0	0	714	0	17	0	19	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	-5	10	10	-1	0	0	0	0	2	0	2
Initial Fut:	0	813	10	10	713	0	17	0	19	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	853	10	10	748	0	18	0	20	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	853	10	10	748	0	18	0	20	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	853	10	10	748	0	18	0	20	2	0	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.98	0.02	1.00	2.00	1.00	0.47	0.00	0.53	0.50	0.00	0.50
Final Sat.:	0	3161	39	1600	3200	1600	756	0	844	800	0	800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.01	0.23	0.00	0.01	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****					****	****		

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

Intersection #4 Paramount Blvd/Candlewood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Paramount Blvd						Candlewood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	0	1	0 1	0	1	0 1 0
Volume Module:												
Base Vol:	85	534	32	95	609	87	86	392	132	104	556	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	534	32	95	609	87	86	392	132	104	556	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	1	0	0	0	0	2	0	0	0	0	2
Initial Fut:	85	535	32	95	609	87	88	392	132	104	556	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	91	573	34	102	653	93	94	420	141	111	596	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	573	34	102	653	93	94	420	141	111	596	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	573	34	102	653	93	94	420	141	111	596	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.75	0.25	1.00	1.50	0.50	1.00	1.71	0.29
Final Sat.:	1600	3019	181	1600	2800	400	1600	2394	806	1600	2741	459
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.06	0.23	0.23	0.06	0.18	0.18	0.07	0.22	0.22
Crit Moves:	****				****		****				****	

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

Intersection #1 Paramount Blvd/South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	E

Street Name:	Paramount Blvd							South St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	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	2	0	1	1	0	2	0	1	1	0	2	0	1	
Volume Module:																
Base Vol:	165	820	196		139	761	114		223	1044	158		190	840	117	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	165	820	196		139	761	114		223	1044	158		190	840	117	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	25	3	3		0	3	0		0	0	23		3	0	0	
Initial Fut:	190	823	199		139	764	114		223	1044	181		193	840	117	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	201	872	211		147	809	121		236	1106	192		204	890	124	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	201	872	211		147	809	121		236	1106	192		204	890	124	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	201	872	211		147	809	121		236	1106	192		204	890	124	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.27	0.13		0.09	0.25	0.08		0.15	0.35	0.12		0.13	0.28	0.08	
Crit Moves:	****					****				****			****			

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Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	55	1106	46	0	1043
Future Vol, veh/h	0	55	1106	46	0	1043
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	1	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	59	1177	49	0	1110

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	589	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	452	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	452	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 452	-
HCM Lane V/C Ratio	-	- 0.129	-
HCM Control Delay (s)	-	- 14.1	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.4	-

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

Intersection #3 Paramount Blvd/E 55th Way (South)

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.568
Loss Time (sec): 10 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 | Level Of Service: A

Street Name:	Paramount Blvd						E 55th Way					
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	0	1 1	0	1	0 2	0 1	0	0	1! 0	0	0 1! 0 0
Volume Module:												
Base Vol:	0	1119	0	0	1043	0	23	0	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1119	0	0	1043	0	23	0	17	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	-5	34	34	-7	0	0	0	0	38	0	38
Initial Fut:	0	1114	34	34	1036	0	23	0	17	38	0	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1179	36	36	1096	0	24	0	18	40	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1179	36	36	1096	0	24	0	18	40	0	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:	0	1179	36	36	1096	0	24	0	18	40	0	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:	0.00	1.94	0.06	1.00	2.00	1.00	0.57	0.00	0.43	0.50	0.00	0.50
Final Sat.:	0	3105	95	1600	3200	1600	920	0	680	800	0	800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.02	0.34	0.00	0.02	0.00	0.03	0.03	0.00	0.05
Crit Moves:		****		****			****					****

Davenport Park
CLB1805

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

Intersection #4 Paramount Blvd/Candlewood St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.844
Loss Time (sec): 10 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 | Level Of Service: D

Street Name:	Paramount Blvd						Candlewood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1 0	1	0	1	0	1 1 0
Volume Module:												
Base Vol:	77	805	102	182	727	105	158	785	76	71	432	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	805	102	182	727	105	158	785	76	71	432	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	6	0	12	6	12	12	0	0	0	0	12
Initial Fut:	77	811	102	194	733	117	170	785	76	71	432	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	80	838	105	200	757	121	176	811	79	73	446	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	838	105	200	757	121	176	811	79	73	446	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	838	105	200	757	121	176	811	79	73	446	132
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.72	0.28	1.00	1.82	0.18	1.00	1.54	0.46
Final Sat.:	1600	2842	358	1600	2760	440	1600	2918	282	1600	2469	731
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.13	0.27	0.27	0.11	0.28	0.28	0.05	0.18	0.18
Crit Moves:		****		****				****		****		

Davenport Park
CLB1805

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

Intersection #1 Paramount Blvd/South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Paramount Blvd							South St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	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	2	0	1	1	0	2	0	1	1	0	2	0	1	
Volume Module:																
Base Vol:	92	633	127		123	514	123		115	586	81		108	771	124	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	94	646	130		125	524	125		117	598	83		110	786	126	
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:	94	646	130		125	524	125		117	598	83		110	786	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:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	96	657	132		128	534	128		119	609	84		112	801	129	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	96	657	132		128	534	128		119	609	84		112	801	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:	96	657	132		128	534	128		119	609	84		112	801	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	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.21	0.08		0.08	0.17	0.08		0.07	0.19	0.05		0.07	0.25	0.08	
Crit Moves:		****				****				****				****		

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Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	838	9	0	718
Future Vol, veh/h	0	2	838	9	0	718
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	1	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	882	9	0	756

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	441	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	564	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	564	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	564	-
HCM Lane V/C Ratio	-	-	0.004	-
HCM Control Delay (s)	-	-	11.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

Davenport Park
CLB1805

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

Intersection #3 Paramount Blvd/E 55th Way (South)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.399
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Paramount Blvd						E 55th Way					
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	0	2 0	0	0	2 0	0	0	1! 0	0	0	0 0
Volume Module:												
Base Vol:	0	821	0	0	718	0	17	0	19	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	837	0	0	732	0	17	0	19	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	837	0	0	732	0	17	0	19	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	879	0	0	768	0	18	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	879	0	0	768	0	18	0	20	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	879	0	0	768	0	18	0	20	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	0.00	0.00	2.00	0.00	0.47	0.00	0.53	0.00	0.00	0.00
Final Sat.:	0	3200	0	0	3200	0	756	0	844	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.24	0.00	0.01	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****			****				****			

Davenport Park
CLB1805

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

Intersection #4 Paramount Blvd/Candlewood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Paramount Blvd						Candlewood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	86	542	32	90	619	87	85	398	134	106	565	91
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	88	553	33	92	631	89	87	406	137	108	576	93
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:	88	553	33	92	631	89	87	406	137	108	576	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	94	593	35	98	677	95	93	435	146	116	618	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	593	35	98	677	95	93	435	146	116	618	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	593	35	98	677	95	93	435	146	116	618	99
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.75	0.25	1.00	1.50	0.50	1.00	1.72	0.28
Final Sat.:	1600	3022	178	1600	2806	394	1600	2394	806	1600	2756	444
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.06	0.24	0.24	0.06	0.18	0.18	0.07	0.22	0.22
Crit Moves:	****				****		****				****	

Davenport Park
CLB1805

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

Intersection #1 Paramount Blvd/South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.964
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	147	Level Of Service:	E

Street Name:	Paramount Blvd							South St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	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	2	0	1	1	0	2	0	1	1	0	2	0	1	
Volume Module:																
Base Vol:	129	832	197		141	771	115		227	1062	146		191	855	119	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	132	849	201		144	786	117		232	1083	149		195	872	121	
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:	132	849	201		144	786	117		232	1083	149		195	872	121	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	139	899	213		152	833	124		245	1148	158		206	924	129	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	139	899	213		152	833	124		245	1148	158		206	924	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:	139	899	213		152	833	124		245	1148	158		206	924	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	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.28	0.13		0.10	0.26	0.08		0.15	0.36	0.10		0.13	0.29	0.08	
Crit Moves:		****				****				****			****			

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	13	1124	9	0	1020
Future Vol, veh/h	0	13	1124	9	0	1020
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	1	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	1196	10	0	1085

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	598	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	445	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	445	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 445	-
HCM Lane V/C Ratio	-	- 0.031	-
HCM Control Delay (s)	-	- 13.3	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.1	-

Davenport Park
CLB1805

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

Intersection #3 Paramount Blvd/E 55th Way (South)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.499
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Paramount Blvd						E 55th Way					
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	0	2 0	0	0	2 0	0	0	1! 0	0	0	0 0
Volume Module:												
Base Vol:	0	1101	0	0	1020	0	24	0	17	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1123	0	0	1040	0	24	0	17	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	1123	0	0	1040	0	24	0	17	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1188	0	0	1101	0	26	0	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1188	0	0	1101	0	26	0	18	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	1188	0	0	1101	0	26	0	18	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	0.00	0.00	2.00	0.00	0.59	0.00	0.41	0.00	0.00	0.00
Final Sat.:	0	3200	0	0	3200	0	937	0	663	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.34	0.00	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****			****				****			

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

Intersection #4 Paramount Blvd/Candlewood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Street Name:	Paramount Blvd						Candlewood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	79	815	104	158	735	98	153	798	78	72	439	111
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	81	831	106	161	750	100	156	814	80	73	448	113
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:	81	831	106	161	750	100	156	814	80	73	448	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	83	859	110	166	774	103	161	841	82	76	463	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	859	110	166	774	103	161	841	82	76	463	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	859	110	166	774	103	161	841	82	76	463	117
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.76	0.24	1.00	1.82	0.18	1.00	1.60	0.40
Final Sat.:	1600	2838	362	1600	2824	376	1600	2915	285	1600	2554	646
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.30	0.10	0.27	0.27	0.10	0.29	0.29	0.05	0.18	0.18
Crit Moves:		****			****				****		****	

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

Intersection #1 Paramount Blvd/South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Paramount Blvd							South St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	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	2	0	1	1	0	2	0	1	1	0	2	0	1	
Volume Module:																
Base Vol:	95	633	127		123	515	123		115	586	85		109	771	124	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	97	646	130		125	525	125		117	598	87		111	786	126	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	1	0	0		0	1	0		0	0	4		1	0	0	
Initial Fut:	98	646	130		125	526	125		117	598	91		112	786	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:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	100	657	132		128	536	128		119	609	92		114	801	129	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	100	657	132		128	536	128		119	609	92		114	801	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:	100	657	132		128	536	128		119	609	92		114	801	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	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.21	0.08		0.08	0.17	0.08		0.07	0.19	0.06		0.07	0.25	0.08	
Crit Moves:		****				****				****				****		

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Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	838	20	0	726
Future Vol, veh/h	0	5	838	20	0	726
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	1	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	882	21	0	764

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	441	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	564	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	564	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	564	-
HCM Lane V/C Ratio	-	-	0.009	-
HCM Control Delay (s)	-	-	11.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

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

Intersection #3 Paramount Blvd/E 55th Way (South)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.412
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Paramount Blvd						E 55th Way					
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	0	1 1	0	1	0 2	0 1	0	0 1!	0 0	0	0 1! 0 0
Volume Module:												
Base Vol:	0	832	0	0	726	0	17	0	19	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	849	0	0	741	0	17	0	19	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	-5	10	10	-1	0	0	0	0	2	0	2
Initial Fut:	0	844	10	10	740	0	17	0	19	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	885	10	10	776	0	18	0	20	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	885	10	10	776	0	18	0	20	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	885	10	10	776	0	18	0	20	2	0	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.98	0.02	1.00	2.00	1.00	0.47	0.00	0.53	0.50	0.00	0.50
Final Sat.:	0	3163	37	1600	3200	1600	756	0	844	800	0	800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.01	0.24	0.00	0.01	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****					****	****		

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

Intersection #4 Paramount Blvd/Candlewood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Paramount Blvd						Candlewood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1 0	1	0 1	0 0	1	0 1 1 0
Volume Module:												
Base Vol:	86	543	32	97	619	88	87	398	134	106	565	93
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	88	554	33	99	631	90	89	406	137	108	576	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	1	0	0	0	0	2	0	0	0	0	2
Initial Fut:	88	555	33	99	631	90	91	406	137	108	576	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	94	595	35	106	677	96	97	435	146	116	618	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	595	35	106	677	96	97	435	146	116	618	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	595	35	106	677	96	97	435	146	116	618	104
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.75	0.25	1.00	1.50	0.50	1.00	1.71	0.29
Final Sat.:	1600	3022	178	1600	2802	398	1600	2394	806	1600	2740	460
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.07	0.24	0.24	0.06	0.18	0.18	0.07	0.23	0.23
Crit Moves:	****				****		****				****	

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

Intersection #1 Paramount Blvd/South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.982
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	170	Level Of Service:	E

Street Name:	Paramount Blvd							South St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	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	2	0	1	1	0	2	0	1	1	0	2	0	1	
Volume Module:																
Base Vol:	167	834	199		141	773	115		227	1062	161		193	855	119	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	170	851	203		144	788	117		232	1083	164		197	872	121	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	25	3	3		0	3	0		0	0	23		3	0	0	
Initial Fut:	195	854	206		144	791	117		232	1083	187		200	872	121	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	207	904	218		152	838	124		245	1148	198		212	924	129	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	207	904	218		152	838	124		245	1148	198		212	924	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:	207	904	218		152	838	124		245	1148	198		212	924	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	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.28	0.14		0.10	0.26	0.08		0.15	0.36	0.12		0.13	0.29	0.08	
Crit Moves:	****					****				****			****			

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Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	55	1124	46	0	1060
Future Vol, veh/h	0	55	1124	46	0	1060
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	1	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	59	1196	49	0	1128

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	598	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	445	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	445	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 445	-
HCM Lane V/C Ratio	-	- 0.131	-
HCM Control Delay (s)	-	- 14.3	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.5	-

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

Intersection #3 Paramount Blvd/E 55th Way (South)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Paramount Blvd						E 55th Way					
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	0	1 1	0	1	0 2	0 1	0	0	1! 0	0	0
Volume Module:												
Base Vol:	0	1138	0	0	1060	0	24	0	17	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1161	0	0	1081	0	24	0	17	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	-5	34	34	-7	0	0	0	0	38	0	38
Initial Fut:	0	1156	34	34	1074	0	24	0	17	38	0	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1223	36	36	1137	0	26	0	18	40	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1223	36	36	1137	0	26	0	18	40	0	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:	0	1223	36	36	1137	0	26	0	18	40	0	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:	0.00	1.94	0.06	1.00	2.00	1.00	0.59	0.00	0.41	0.50	0.00	0.50
Final Sat.:	0	3109	91	1600	3200	1600	937	0	663	800	0	800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.02	0.36	0.00	0.02	0.00	0.03	0.03	0.00	0.05
Crit Moves:		****		****			****					****

Davenport Park
CLB1805

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

Intersection #4 Paramount Blvd/Candlewood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: D

Street Name:	Paramount Blvd						Candlewood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1 0	1	0	1	0	1 1
Volume Module:												
Base Vol:	79	819	104	185	739	106	160	798	78	72	439	118
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	81	835	106	189	754	108	163	814	80	73	448	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	6	0	12	6	12	12	0	0	0	0	12
Initial Fut:	81	841	106	201	760	120	175	814	80	73	448	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	83	869	110	207	785	124	181	841	82	76	463	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	869	110	207	785	124	181	841	82	76	463	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	869	110	207	785	124	181	841	82	76	463	137
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.73	0.27	1.00	1.82	0.18	1.00	1.54	0.46
Final Sat.:	1600	2842	358	1600	2763	437	1600	2915	285	1600	2470	730
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.13	0.28	0.28	0.11	0.29	0.29	0.05	0.19	0.19
Crit Moves:		****		****				****		****		

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

Intersection #1 Paramount Blvd/South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Paramount Blvd							South St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	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	2	0	1	1	0	2	0	1	1	0	2	0	1	
Volume Module:																
Base Vol:	90	635	125		121	505	121		114	576	80		106	759	122	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	90	635	125		121	505	121		114	576	80		106	759	122	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	6	0		0	10	0		0	0	0		0	0	0	
Initial Fut:	90	641	125		121	515	121		114	576	80		106	759	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	92	653	127		123	524	123		116	587	81		108	773	124	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	653	127		123	524	123		116	587	81		108	773	124	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	92	653	127		123	524	123		116	587	81		108	773	124	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.20	0.08		0.08	0.16	0.08		0.07	0.18	0.05		0.07	0.24	0.08	
Crit Moves:		****				****				****				****		

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	14	824	29	0	706
Future Vol, veh/h	0	14	824	29	0	706
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	1	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	15	867	31	0	743

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	434	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	570	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	570	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	570	-
HCM Lane V/C Ratio	-	-	0.026	-
HCM Control Delay (s)	-	-	11.5	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

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

Intersection #3 Paramount Blvd/E 55th Way (South)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Paramount Blvd						E 55th Way					
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	0	2 0	0	0	2 0	0	0	1! 0	0	0	0 0
Volume Module:												
Base Vol:	0	827	0	0	706	0	17	0	19	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	827	0	0	706	0	17	0	19	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	10	0	0	6	0	0	0	0	0	0	0
Initial Fut:	0	837	0	0	712	0	17	0	19	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	878	0	0	747	0	18	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	878	0	0	747	0	18	0	20	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	878	0	0	747	0	18	0	20	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	0.00	0.00	2.00	0.00	0.47	0.00	0.53	0.00	0.00	0.00
Final Sat.:	0	3200	0	0	3200	0	756	0	844	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.23	0.00	0.01	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****					****			

Davenport Park
CLB1805

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

Intersection #4 Paramount Blvd/Candlewood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Paramount Blvd						Candlewood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	85	533	32	88	609	86	84	392	132	124	556	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	533	32	88	609	86	84	392	132	124	556	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	10	0	0	6	0	0	0	0	0	0	0
Initial Fut:	85	543	32	88	615	86	84	392	132	124	556	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	91	582	34	94	659	92	90	420	141	133	596	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	582	34	94	659	92	90	420	141	133	596	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:	91	582	34	94	659	92	90	420	141	133	596	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:	1.00	1.89	0.11	1.00	1.75	0.25	1.00	1.50	0.50	1.00	1.72	0.28
Final Sat.:	1600	3022	178	1600	2807	393	1600	2394	806	1600	2758	442
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.06	0.23	0.23	0.06	0.18	0.18	0.08	0.22	0.22
Crit Moves:	****				****		****				****	

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

Intersection #1 Paramount Blvd/South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	Level Of Service:	E

Street Name:	Paramount Blvd							South St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	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	2	0	1	1	0	2	0	1	1	0	2	0	1	
Volume Module:																
Base Vol:	127	838	194		139	759	114		223	1044	143		188	840	117	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	127	838	194		139	759	114		223	1044	143		188	840	117	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	10	0		0	6	0		0	0	0		0	0	0	
Initial Fut:	127	848	194		139	765	114		223	1044	143		188	840	117	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	135	898	206		147	810	121		236	1106	151		199	890	124	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	135	898	206		147	810	121		236	1106	151		199	890	124	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	135	898	206		147	810	121		236	1106	151		199	890	124	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.28	0.13		0.09	0.25	0.08		0.15	0.35	0.09		0.12	0.28	0.08	
Crit Moves:		****				****				****				****		

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	33	1106	21	0	1003
Future Vol, veh/h	0	33	1106	21	0	1003
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	1	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	35	1177	22	0	1067

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	589	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	452	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	452	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	452	-
HCM Lane V/C Ratio	-	-	0.078	-
HCM Control Delay (s)	-	-	13.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

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

Intersection #3 Paramount Blvd/E 55th Way (South)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Paramount Blvd						E 55th Way					
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	0	2 0	0	0	2 0	0	0	1! 0	0	0	0 0
Volume Module:												
Base Vol:	0	1094	0	0	1003	0	23	0	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1094	0	0	1003	0	23	0	17	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	6	0	0	10	0	0	0	0	0	0	0
Initial Fut:	0	1100	0	0	1013	0	23	0	17	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1164	0	0	1072	0	24	0	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1164	0	0	1072	0	24	0	18	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	1164	0	0	1072	0	24	0	18	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	0.00	0.00	2.00	0.00	0.57	0.00	0.43	0.00	0.00	0.00
Final Sat.:	0	3200	0	0	3200	0	920	0	680	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.33	0.00	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****			****				****			

Davenport Park
CLB1805

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

Intersection #4 Paramount Blvd/Candlewood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Street Name:	Paramount Blvd						Candlewood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	77	801	102	155	723	97	151	785	76	83	432	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	801	102	155	723	97	151	785	76	83	432	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	6	0	0	10	0	0	0	0	0	0	0
Initial Fut:	77	807	102	155	733	97	151	785	76	83	432	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	80	834	105	160	757	100	156	811	79	86	446	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	834	105	160	757	100	156	811	79	86	446	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	834	105	160	757	100	156	811	79	86	446	113
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.77	0.23	1.00	1.82	0.18	1.00	1.60	0.40
Final Sat.:	1600	2841	359	1600	2826	374	1600	2918	282	1600	2555	645
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.10	0.27	0.27	0.10	0.28	0.28	0.05	0.17	0.17
Crit Moves:		****			****				****		****	