Appendix E2
Saturday Traffic Analysis at Paramount Boulevard/SR-60 Ramp Terminals Technical Study

TECHNICAL MEMORANDUM

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FROM: Dennis M. Pascua, PTP
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DATE: September 3, 2010

SUBJECT: **Monterey Park Market Place: Saturday Traffic Analysis at Paramount Boulevard/SR 60 Ramp Terminals**

The following presents the traffic impact analysis for the Saturday midday peak hour conditions for the proposed Monterey Park Market Place located west of Neil Armstrong Drive, adjacent to the Paramount Boulevard/SR 60 westbound ramps in the City of Monterey Park. Consistent with the previous EIR prepared in 2000, this traffic analysis studies the potential project impacts during Saturday midday peak hour conditions at the two ramp intersections along Paramount Boulevard, adjacent to the project site: 1) Paramount Boulevard/SR 60 westbound ramps – Neil Armstrong Drive; and, 2) Paramount Boulevard/SR 60 eastbound ramps – Town Center Drive.

The following analysis is consistent with the methodologies used in the *Draft Traffic Impact Analysis (TIA) for the Monterey Park Market Place* (Draft TIA) prepared by Arch Beach Consulting in August 2010.

Existing Saturday Conditions

Existing Saturday midday peak hour traffic conditions were estimated by comparing the weekday p.m. peak hour and Saturday midday peak hour traffic volumes used in the 2000 EIR and applying the proportional relationship of weekday to Saturday peak hour volumes to the current April 2010 weekday p.m. peak hour traffic volumes. These adjusted traffic volumes can be seen in the attached Traffix level of service (LOS) worksheets, as well as the resulting existing Saturday LOS. Table 1 presents the results of the existing Saturday midday peak hour traffic analysis.

Table 1 – Existing Condition Intersection Level of Service Summary

Intersection	Control	Midday Peak Hour	
		ICU	LOS
11. Paramount Boulevard/SR-60 westbound ramps [1]	signal	0.776	C
12. Paramount Boulevard/SR-60 eastbound ramps [1]	signal	0.859	D

Notes: ICU based on Intersection Capacity Utilization analysis methodology.

[1] – Intersection analyzed using City of Montebello criteria.

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Saturday Project Trip Generation, Distribution and Assignment

As discussed in the Draft TIA, Saturday daily and peak hour trip generation estimates for the proposed project were developed using trip rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation*, *8th Edition.* Summaries of the trip generation rates and resulting vehicle trips for the proposed project are presented in Table 2.

Table 2 – Saturday Project Trip Generation Estimates

Land Use	Size[1]		Daily	Midday Peak Hour In	Out	Total
TRIP RATES[2]						
- Home Improvement Superstore (862)	per	TSF	56.72	2.30	2.21	4.51
- Department Store (875)	per	TSF	25.40	1.55	1.32	2.87
- Free-Standing Discount Store (813)	per	TSF	64.07	2.82	2.82	5.64
- Health/Fitness Club (492)	per	TSF	38.46	1.25	1.53	2.78
- Fast Food Restrant w/ Drive Thru (934)	per	TSF	722.03	30.29	29.10	59.39
- Shopping Center (820)	per	TSF	*ITE*	*ITE Equation Used*		
TRIP GENERATION						
Retail "A" - Anchor 1						
Home Improvement	153.000	TSF	8,678	352	338	690
Pass-by (10% Daily & AM/48% PM			*-868*	*-169*	*-162*	*-331*
Subtotal			**7,810**	**183**	**176**	**359**
Retail "B" - Anchor 2						
Department Store	99.011	TSF	2,515	153	131	284
Pass-by (10% Daily & AM/12% PM			*-251*	*-18*	*-16*	*-34*
Subtotal			**2,263**	**135**	**115**	**250**
Retail "C" - Anchor 3						
Department Store	146.000	TSF	3,708	226	193	419
Pass-by (10% Daily & AM/12% PM			*-371*	*-27*	*-23*	*-50*
Subtotal			**3,338**	**199**	**170**	**369**
Retail "D" - Anchor 4						
Free-Standing Discount Store	138.000	TSF	8,842	389	389	778
Pass-by (10% Daily & AM/11% PM)			*-884*	*-43*	*-43*	*-86*
Subtotal			**7,957**	**346**	**346**	**693**
Health/Fitness Club	25.000	TSF	962	31	38	70
Pass-by (10% Daily & AM/10% PM)			*-96*	*-3*	*-4*	*-7*
Subtotal			**865**	**28**	**34**	**63**
Pad 2 – Restaurant						
Fast-Food with Drive Through	5.000	TSF	3,610	151	146	297
Pass-by (50% Daily & AM/49% PM)			*-1,805*	*-74*	*-71*	*-146*
Subtotal			**1,805**	**77**	**74**	**151**
Non-Anchor Retail Uses						
Shopping Center	33.989	TSF	4,682	221	204	425
Pass-by (10% Daily & AM/31% PM)			*-468*	*-68*	*-63*	*-132*
Subtotal			**4,213**	**152**	**141**	**293**
Pad 6 – Gas						
Gas Station[3]			--	--	--	--
Total Gross Trip Generation			**32,996**	**1,524**	**1,438**	**2,963**
Pass-By Trip Reduction[4]			***-4,744***	***-403***	***-382***	***-785***
Internal Trip Capture for Non- Anchor uses (5%)[5]			***-1,416***	***-65***	***-62***	***-127***
NET TOTAL TRIP GENERATION			**26,837**	**1,056**	**994**	**2,051**

Notes: Trip rates based on Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition*, 2008 and *Trip Generation Handbook*, 2004.

[1] TSF = Thousand Square Feet.

[2] Trip rates based on Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition*, 2008.

[3] Gas station is not a stand-alone brand. It is part of Retail D - Anchor 4. Gas station trips are accounted within the Free-Standing Discount Store rate.

[4] Pass-by trip reductions based on ITE *Trip Generation Handbook* (2004). PM peak hour percentages were provided. Daily and AM reductions are conservatively estimated at 10%.

[5] Internal Trip Capture percentage estimated at 5%.

The project trip distribution and assignment for the Saturday midday peak hour was determined using the same methodologies and parameters as presented in the August 2010 Draft TIA.

Traffic Analysis – Project Impacts

Since both study area ramp intersections are within the city limits of the City of Montebello, the City of Montebello significant criteria has been used to determine project impacts to the ramp intersections. A detailed discussion of the City's significance criteria can be found in the Draft TIA.

Future traffic projections for the Opening Year 2015 and Buildout Year 2025 conditions were based on a regional growth rate of one percent per year, per the Los Angeles County Congestion Management Program (CMP), plus traffic volumes of cumulative projects as provided by the City of Monterey Park's Planning Department which were obtained from the *Traffic Impact Study – Montebello Hills Residential Project* prepared by KOA Corporation in March 2009. The attached LOS calculation sheets provide the future traffic volumes and resulting LOS.

Opening Year 2015

Table 3 presents the results of the Opening Year 2015 baseline and plus project scenarios. Per the City of Montebello's significance criteria, the project volume-to-capacity (V/C) increases at both intersections would create a significant impact.

Table 3 – Opening Year 2015 plus Project Saturday Intersection Level of Service Summary

Intersection	Control	Baseline		Plus Project		ICU
		ICU	LOS	ICU	LOS	Change
11. Paramount Boulevard/SR-60 westbound ramps [1]	signal	0.873	D	1.640	F	**0.767**
12. Paramount Boulevard/SR-60 eastbound ramps [1]	signal	0.959	E	0.992	E	**0.033**

Notes: ICU based on Intersection Capacity Utilization analysis methodology.
Bold value indicates significant project impact per the appropriate Cities' LOS significance criteria.
[1] – Intersection analyzed using City of Montebello criteria.

Since both of the significantly impacted intersections are within the jurisdiction of the City of Montebello, and not the Lead Agency (City of Monterey Park), the Lead Agency could not require implementation of the recommended mitigation measures below on to another jurisdiction. Therefore, the project impacts to these facilities in Montebello would be considered as significant and unavoidable impacts.

Significant and Unavoidable Project Impacts

Although the following intersections in the City of Montebello were found to be significant and unavoidable since there are no funding mechanisms to implement the improvements, nor can the Lead Agency, the City of Monterey Park, require the project applicant to implement these mitigation measures in another jurisdiction (City of Montebello), the following physical improvements would mitigate these impacted intersections to levels of insignificance:

- Paramount Boulevard/SR 60 westbound ramps – Market Place Drive
    - Widen eastbound approach to have: 1) left turn lane; and 2) two dedicated right turn lanes.
    - Provide a second (dual) left turn on the northbound approach.
    - Widen the westbound approach to provide a second (dual) left turn lane, one through lane, and a dedicated right turn lane.

- Paramount Boulevard/SR 60 eastbound ramps – Town Center Drive
    - Widen eastbound approach to have: 1) left turn lane; 2) shared left plus through lane; 3) shared through plus right turn lane; and 4) dedicated right turn lane.
    - Widen the westbound approach to have: 1) left turn lane; 2) shared left plus right turn lane; and 3) dedicated right turn lane.

Table 4 presents the improved LOS, and insignificant V/C ratio increases, with implementation of the improvements listed above.

Table 4 – Opening Year 2015 plus Project Saturday Intersection LOS with Mitigation Measures

Intersection	Control	Plus Project		with Mitigation		ICU Change
		ICU	LOS	ICU	LOS	
11. Paramount Boulevard/SR-60 westbound ramps [1]	signal	1.640	F	0.660	B	-0.980
12. Paramount Boulevard/SR-60 eastbound ramps [1]	signal	0.992	E	0.896	D	-0.096

Notes: ICU based on Intersection Capacity Utilization analysis methodology.
Bold value indicates significant project impact per the appropriate Cities' LOS significance criteria.
[1] – Intersection analyzed using City of Montebello criteria.

Buildout Year 2025

Table 5 presents the results of the Buildout Year 2025 baseline and plus project scenarios. Per the City of Montebello's significance criteria, the project volume-to-capacity (V/C) increases at both intersections would also create a significant impact.

Table 5 – Buildout Year 2025 plus Project Saturday Intersection Level of Service Summary

Intersection	Control	Baseline		Plus Project		ICU Change
		ICU	LOS	ICU	LOS	
11. Paramount Boulevard/SR-60 westbound ramps [1]	signal	0.951	E	1.701	F	**0.750**
12. Paramount Boulevard/SR-60 eastbound ramps [1]	signal	1.044	F	1.077	F	**0.033**

Notes: ICU based on Intersection Capacity Utilization analysis methodology.
Bold value indicates significant project impact per the appropriate Cities' LOS significance criteria.
[1] – Intersection analyzed using City of Montebello criteria.

As discussed previously in the Opening Year 2015 plus Project impact analysis, both of the significantly impacted intersections are within the jurisdiction of the City of Montebello, and not the Lead Agency (City of Monterey Park), the Lead Agency could not require implementation of the recommended mitigation measures below on to another jurisdiction. Therefore, the project impacts to these facilities in Montebello would be considered as significant and unavoidable impacts.

The same physical mitigation measures listed above would mitigate the project impacts to less than significant levels. Table 6 presents the improved LOS, and insignificant V/C ratio increases, with implementation of the improvements listed above.

Table 6 – Buildout Year 2025 plus Project Saturday Intersection LOS with Mitigation Measures

Intersection	Control	Plus Project		with Mitigation		ICU
		ICU	LOS	ICU	LOS	Change
11. Paramount Boulevard/SR-60 westbound ramps [1]	signal	1.701	F	0.715	C	-0.986
12. Paramount Boulevard/SR-60 eastbound ramps [1]	signal	1.077	F	0.969	E	-0.108

Notes: ICU based on Intersection Capacity Utilization analysis methodology.
Bold value indicates significant project impact per the appropriate Cities' LOS significance criteria.
[1] – Intersection analyzed using City of Montebello criteria.

Attachments: Level of service calculation sheets

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

Intersection #1 Paramount Blvd/SR 60 WB ramps - Neil Armstrong Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	C

Street Name:	Paramount Blvd						SR 60 WB ramps - Neil Armstrong D					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	115	572	636	0	743	6	3	12	129	447	15	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	572	636	0	743	6	3	12	129	447	15	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	572	636	0	743	6	3	12	129	447	15	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	572	636	0	743	6	3	12	129	447	15	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	572	636	0	743	6	3	12	129	447	15	203
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.00	2.98	0.02	0.02	0.08	0.90	0.97	0.03	1.00
Final Sat.:	1600	3200	1600	0	4762	38	33	133	1433	1548	52	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.40	0.00	0.16	0.16	0.09	0.09	0.09	0.29	0.29	0.13
Crit Moves:			****	****			****				****	

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

Intersection #2 Paramount Blvd/SR 60 EB ramps - Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	162	Level Of Service:	D

Street Name:	Paramount Blvd						SR 60 EB ramps - Town Center Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	2 0	2	0 0	1 1	0	0 1	1 0	0	0 2
Volume Module:												
Base Vol:	0	1886	43	172	704	0	248	363	576	41	0	312
Growth Adj:	1.00	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	1886	43	172	704	0	248	363	576	41	0	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1886	43	172	704	0	248	363	576	41	0	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1886	43	172	704	0	248	363	576	41	0	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1886	43	172	704	0	248	363	576	41	0	312
OvlAdjVol:												140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.93	0.07	2.00	2.00	0.00	1.00	1.00	1.00	1.00	0.00	2.00
Final Sat.:	0	4693	107	3200	3200	0	1600	1600	1600	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.05	0.22	0.00	0.16	0.23	0.36	0.03	0.00	0.10
OvlAdjV/S:												0.04
Crit Moves:		****		****					****			****

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

Intersection #1 Paramount Blvd/SR 60 WB ramps - Neil Armstrong Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Paramount Blvd						SR 60 WB ramps - Neil Armstrong D					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	121	629	700	0	825	6	3	13	135	530	16	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	629	700	0	825	6	3	13	135	530	16	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	629	700	0	825	6	3	13	135	530	16	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	629	700	0	825	6	3	13	135	530	16	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	629	700	0	825	6	3	13	135	530	16	216
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.00	2.98	0.02	0.02	0.09	0.89	0.97	0.03	1.00
Final Sat.:	1600	3200	1600	0	4765	35	32	138	1430	1553	47	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.44	0.00	0.17	0.17	0.09	0.09	0.09	0.34	0.34	0.14
Crit Moves:			****	****				****		****		

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

Intersection #2 Paramount Blvd/SR 60 EB ramps - Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.959
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Paramount Blvd						SR 60 EB ramps - Town Center Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	2 0	2	0 0	1 1	0	0 1	1 0	0	0 2
Volume Module:												
Base Vol:	0	2067	45	180	840	0	266	381	666	43	0	328
Growth Adj:	1.00	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	2067	45	180	840	0	266	381	666	43	0	328
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2067	45	180	840	0	266	381	666	43	0	328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2067	45	180	840	0	266	381	666	43	0	328
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2067	45	180	840	0	266	381	666	43	0	328
OvlAdjVol:												148
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.94	0.06	2.00	2.00	0.00	1.00	1.00	1.00	1.00	0.00	2.00
Final Sat.:	0	4698	102	3200	3200	0	1600	1600	1600	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.06	0.26	0.00	0.17	0.24	0.42	0.03	0.00	0.10
OvlAdjV/S:												0.05
Crit Moves:		****		****					****			****

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

Intersection #1 Paramount Blvd/SR 60 WB ramps - Neil Armstrong Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.640
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Paramount Blvd						SR 60 WB ramps - Neil Armstrong D					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	649	629	700	0	825	80	73	13	831	530	227	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	649	629	700	0	825	80	73	13	831	530	227	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	649	629	700	0	825	80	73	13	831	530	227	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	649	629	700	0	825	80	73	13	831	530	227	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	649	629	700	0	825	80	73	13	831	530	227	216
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.00	2.73	0.27	0.08	0.01	0.91	0.70	0.30	1.00
Final Sat.:	1600	3200	1600	0	4376	424	127	23	1450	1120	480	1600
Capacity Analysis Module:												
Vol/Sat:	0.41	0.20	0.44	0.00	0.19	0.19	0.57	0.57	0.57	0.47	0.47	0.14
Crit Moves:	****			****			****			****		

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

Intersection #2 Paramount Blvd/SR 60 EB ramps - Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.992
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Paramount Blvd						SR 60 EB ramps - Town Center Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	2 0	2	0 0	1 1	0	0 1	1 0	0	0 2
Volume Module:												
Base Vol:	0	2225	45	180	989	0	635	381	666	43	0	328
Growth Adj:	1.00	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	2225	45	180	989	0	635	381	666	43	0	328
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2225	45	180	989	0	635	381	666	43	0	328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2225	45	180	989	0	635	381	666	43	0	328
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2225	45	180	989	0	635	381	666	43	0	328
OvlAdjVol:												148
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.94	0.06	2.00	2.00	0.00	1.25	0.75	1.00	1.00	0.00	2.00
Final Sat.:	0	4705	95	3200	3200	0	2000	1200	1600	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.47	0.06	0.31	0.00	0.32	0.32	0.42	0.03	0.00	0.10
OvlAdjV/S:												0.05
Crit Moves:		****		****					****			****

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

Intersection #1 Paramount Blvd/SR 60 WB ramps - Neil Armstrong Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	Paramount Blvd						SR 60 WB ramps - Neil Armstrong D					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	0 0	2 1	0	0 1	0 1	1	2 0	1 0	1
Volume Module:												
Base Vol:	649	629	700	0	825	80	73	13	831	530	227	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	649	629	700	0	825	80	73	13	831	530	227	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	649	629	700	0	825	80	73	13	831	530	227	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	649	629	700	0	825	80	73	13	831	530	227	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	649	629	700	0	825	80	73	13	831	530	227	216
OvlAdjVol:									182			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.73	0.27	0.85	0.15	2.00	2.00	1.00	1.00
Final Sat.:	3200	3200	1600	0	4376	424	1358	242	3200	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.44	0.00	0.19	0.19	0.05	0.05	0.26	0.17	0.14	0.14
OvlAdjV/S:									0.06			
Crit Moves:			****	****					****	****		

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

Intersection #2 Paramount Blvd/SR 60 EB ramps - Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Paramount Blvd						SR 60 EB ramps - Town Center Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	2 0	2	0 0	1 1	0	1 1	1 0	1! 0	1
Volume Module:												
Base Vol:	0	2225	45	180	989	0	635	381	666	43	0	328
Growth Adj:	1.00	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	2225	45	180	989	0	635	381	666	43	0	328
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2225	45	180	989	0	635	381	666	43	0	328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2225	45	180	989	0	635	381	666	43	0	328
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2225	45	180	989	0	635	381	666	43	0	328
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.94	0.06	2.00	2.00	0.00	1.50	0.91	1.59	1.00	0.00	2.00
Final Sat.:	0	4705	95	3200	3200	0	2406	1449	2545	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.47	0.06	0.31	0.00	0.26	0.26	0.26	0.03	0.00	0.10
Crit Moves:		****		****			****					****

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

Intersection #1 Paramount Blvd/SR 60 WB ramps - Neil Armstrong Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.951
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Paramount Blvd						SR 60 WB ramps - Neil Armstrong D					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	132	686	764	0	900	7	4	14	148	575	17	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	686	764	0	900	7	4	14	148	575	17	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	686	764	0	900	7	4	14	148	575	17	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	686	764	0	900	7	4	14	148	575	17	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	686	764	0	900	7	4	14	148	575	17	236
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.00	2.98	0.02	0.02	0.08	0.90	0.97	0.03	1.00
Final Sat.:	1600	3200	1600	0	4763	37	39	135	1427	1554	46	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.48	0.00	0.19	0.19	0.10	0.10	0.10	0.37	0.37	0.15
Crit Moves:			****	****					****	****		

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

Intersection #2 Paramount Blvd/SR 60 EB ramps - Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.044
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Paramount Blvd						SR 60 EB ramps - Town Center Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	2 0	2	0 0	1 1	0	0 1	1 0	0	0 2
Volume Module:												
Base Vol:	0	2255	49	197	910	0	290	418	723	47	0	359
Growth Adj:	1.00	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	2255	49	197	910	0	290	418	723	47	0	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2255	49	197	910	0	290	418	723	47	0	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2255	49	197	910	0	290	418	723	47	0	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2255	49	197	910	0	290	418	723	47	0	359
OvlAdjVol:												162
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.94	0.06	2.00	2.00	0.00	1.00	1.00	1.00	1.00	0.00	2.00
Final Sat.:	0	4698	102	3200	3200	0	1600	1600	1600	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.48	0.06	0.28	0.00	0.18	0.26	0.45	0.03	0.00	0.11
OvlAdjV/S:												0.05
Crit Moves:		****		****					****			****

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

Intersection #1 Paramount Blvd/SR 60 WB ramps - Neil Armstrong Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.701
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Paramount Blvd						SR 60 WB ramps - Neil Armstrong D					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	660	686	764	0	900	81	73	14	844	575	229	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	686	764	0	900	81	73	14	844	575	229	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	686	764	0	900	81	73	14	844	575	229	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	686	764	0	900	81	73	14	844	575	229	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	660	686	764	0	900	81	73	14	844	575	229	236
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.00	2.75	0.25	0.08	0.01	0.91	0.72	0.28	1.00
Final Sat.:	1600	3200	1600	0	4404	396	125	24	1450	1144	456	1600
Capacity Analysis Module:												
Vol/Sat:	0.41	0.21	0.48	0.00	0.20	0.20	0.58	0.58	0.58	0.50	0.50	0.15
Crit Moves:	****				****			****			****	

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

Intersection #2 Paramount Blvd/SR 60 EB ramps - Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.077
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Paramount Blvd						SR 60 EB ramps - Town Center Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	2 0	2	0 0	1 1	0	0 1	1 0	0	0 2
Volume Module:												
Base Vol:	0	2414	49	197	1059	0	660	418	723	47	0	359
Growth Adj:	1.00	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	2414	49	197	1059	0	660	418	723	47	0	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2414	49	197	1059	0	660	418	723	47	0	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2414	49	197	1059	0	660	418	723	47	0	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2414	49	197	1059	0	660	418	723	47	0	359
OvlAdjVol:												162
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.94	0.06	2.00	2.00	0.00	1.22	0.78	1.00	1.00	0.00	2.00
Final Sat.:	0	4705	95	3200	3200	0	1959	1241	1600	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.06	0.33	0.00	0.34	0.34	0.45	0.03	0.00	0.11
OvlAdjV/S:												0.05
Crit Moves:		****		****					****			****

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

Intersection #1 Paramount Blvd/SR 60 WB ramps - Neil Armstrong Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Paramount Blvd						SR 60 WB ramps - Neil Armstrong D					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	0 0	2 1	0	0 1	0 1	1	2 0	1 0	1
Volume Module:												
Base Vol:	660	686	764	0	900	81	73	14	844	575	229	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	686	764	0	900	81	73	14	844	575	229	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	686	764	0	900	81	73	14	844	575	229	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	686	764	0	900	81	73	14	844	575	229	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	660	686	764	0	900	81	73	14	844	575	229	236
OvlAdjVol:									184			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.75	0.25	0.84	0.16	2.00	2.00	1.00	1.00
Final Sat.:	3200	3200	1600	0	4404	396	1343	257	3200	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.48	0.00	0.20	0.20	0.05	0.05	0.26	0.18	0.14	0.15
OvlAdjV/S:									0.06			
Crit Moves:			****	****					****	****		

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

Intersection #2 Paramount Blvd/SR 60 EB ramps - Town Center Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.969
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Paramount Blvd						SR 60 EB ramps - Town Center Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	2 0	2	0 0	1 1	0	1 1	1 0	1! 0	1
Volume Module:												
Base Vol:	0	2414	49	197	1059	0	660	418	723	47	0	359
Growth Adj:	1.00	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	2414	49	197	1059	0	660	418	723	47	0	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2414	49	197	1059	0	660	418	723	47	0	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2414	49	197	1059	0	660	418	723	47	0	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2414	49	197	1059	0	660	418	723	47	0	359
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	2.94	0.06	2.00	2.00	0.00	1.46	0.93	1.61	1.00	0.00	2.00
Final Sat.:	0	4705	95	3200	3200	0	2340	1485	2575	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.06	0.33	0.00	0.28	0.28	0.28	0.03	0.00	0.11
Crit Moves:		****			****			****				****