TRAFFIC IMPACT ANALYSIS

FOR

The WAL-MART on Arden Drive

in the
CITY OF EL MONTE, CA

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EXECUTIVE SUMMARY

Project Description

Mountain Pacific, Inc. (MPI) has been retained by Applied Planning, Inc., to perform a traffic impact study (TIA) for the proposed El Monte Wal-Mart development (hereinafter referred to as "Project") on a parcel located on the east side of Arden Drive and approximately 420 feet north of Valley Boulevard in the City of El Monte, California.

The Project site is currently vacant and will adjoin the City of El Monte Maintenance Facility immediately to the north. The Project consists of a Wal-Mart store of just less than 182,500 square feet with garden center. The Project will be developed in one phase, with anticipated completion in 2016.

The Project site will be accessed from: 1) Arden Drive via the existing signalized intersection at Rose Avenue; 2) Arden Drive via an unsignalized driveway on the southern edge of the site; 3) two secondary driveways from Valley Circle on the west edge of the site, limited to service vehicles, trucks and employees.

It is estimated that the Project will generate 277 net new trips (155 inbound, 122 outbound) during the weekday morning peak hour; 572 net new trips (280 inbound, 292 outbound) during the weekday evening peak hour; and 793 new trips (396 inbound, 396 outbound) during the Saturday midday peak hour. During a typical weekday, the Project will generate 7,595 daily trips, and during a typical weekend Saturday, the Project will generate 9,588 daily trips.

Traffic Impact Analysis Methodology

The scope and methodology was this Traffic Impact Analysis (TIA) was developed based on discussions with the City of El Monte, and is consistent with the requirements of the Los Angeles County Metropolitan Transportation Authority (LACMTA) Congestion Management Program (CMP). (See Appendix A – Traffic Impact Analysis Methodology and Parameters.)

Thirty-five (35) study intersections were identified for evaluation during the weekday morning, evening and Saturday midday peak-hour periods under the following conditions:

- Existing traffic conditions;
- Opening Year (2016) No-Project traffic conditions;
- Opening Year (2016) With-Project traffic conditions;
- Horizon Year (2035) No-Project traffic conditions; and
- Horizon Year (2035) With-Project traffic conditions.

In addition, two Project driveway intersections were analyzed under With-Project conditions. Traffic counts were collected in the fall of 2012 while schools were in session, and prior to any construction work on Baldwin Avenue overcrossing of the United Pacific RailRoad (UPRR) line.

The Project will open after the construction work on Baldwin Avenue overcrossing is complete[1] and hence all analyses represent typical conditions in the City of El Monte and surrounding communities.

Opening Year (2016) No-Project traffic conditions include an ambient traffic growth of 0.0082 annually for four years (from existing count year to Opening Year) to account for regional traffic growth from development outside of the study area as well as any unspecified development not explicitly included as a "related" project in the Project vicinity. This traffic growth rate was obtained from the generalized growth factors provided in the 2010 LACMTA CMP. In addition to the ambient growth, traffic generated by cumulative or "related" projects that could affect the study intersections, as identified by the City of El Monte and the surrounding jurisdictions, was added. Some of these cumulative projects may not be completed or fully occupied by Project Opening Year (2016); hence, the analysis presented herein should be considered "worst-case".

Horizon Year (2035) No-Project traffic conditions include an ambient traffic growth rate of 0.0052 per year for 23 years (from existing count year to Horizon Year) per the growth factors provided in LACMTA CMP as well as traffic generated by cumulative or "related" projects that could affect the study intersections. Since cumulative growth already assumes buildout land uses consistent with City of El Monte's and adjacent jurisdictions' General Plans, the analysis presented herein should be considered "worst-case" since cumulative growth considering these specific "related" projects will be higher than the growth projected by the CMP.

Level-of-service (LOS) analysis was conducted to determine existing traffic conditions using the Intersection Capacity Utilization (ICU) methodology for signalized study intersections in the Cities of El Monte, Temple City, Rosemead and South El Monte. The 2010 Highway Capacity Manual (HCM) methodology was used to determine LOS's for unsignalized intersections in those cities. In addition, in accordance with Caltrans' guidelines, 2010 HCM methodology was used for all State study intersections as well as freeway facilities. PTV VISTRO 2.0 software was used to model and analyze study intersections using parameters established by the City of El Monte, adjacent jurisdictions, LACMTA CMP and Caltrans for intersections within their respective jurisdictions. 2010 HCM software was used to analyze freeway operations.

Thresholds of Significance

The minimum level of service requirements and thresholds of significance vary by jurisdiction and are described below:

[1] Construction on Baldwin Avenue overcrossing is under way and the Alameda Corridor East project phasing and schedule lists Spring, 2015 as the construction completion date for this specific project. (www.theaceproject.org/phasing.htm)

City of El Monte

The City of El Monte General Plan 2011 (*Vision El Monte*) identifies roadway performance standards as follows:

> "The City desires to maintain a level of service (LOS) D throughout the City, except that LOS E may occur in the following circumstances:
> - Intersections/roadways at, or adjacent to, freeway ramps
> - Intersections/roadways on major corridors and transit routes
> - Intersections/roadways on truck routes
> - Intersections/roadways in or adjacent to commercial districts"

To determine whether the addition of Project-generated trips at a signalized study intersection results in a significant impact, the City of El Monte utilizes the following threshold of significance:

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS F (V/C > 1.00) for all intersections on major corridors, truck routes, commercial corridors or adjacent to freeway ramps.

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS E (V/C > 0.90) for all intersections which are <u>not</u> on major corridors, truck routes, commercial corridors or adjacent to freeway ramps.

The following threshold of significance is utilized for unsignalized intersections, for which LOS's are typically defined in terms of delay for the controlled intersection approach:

- A significant impact occurs when a proposed Project increases traffic delay at an unsignalized intersection by two (2) percent, causing or worsening LOS E (control delay > 35 seconds) for those intersections.

City of Temple City

The following thresholds of significance are utilized at intersections in Temple City:

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection causing the ICU to be LOS E, or degrading a LOS E under No-Project conditions to an LOS F under With-Project conditions.

City of Rosemead

The following thresholds of significance are utilized in Rosemead:

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS E (V/C > 0.90).

City of South El Monte

The following threshold of significance for intersections where a Project adds 50 or more peak-hour trips:

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS E (V/C > 0.90).

Congestion Management Program (CMP) Intersections

LACMTA has established LOS E as the minimum LOS standard for CMP intersections where a Project adds 50 or more peak-hour trips and utilizes the following threshold of significance.

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS F (V/C > 1.00).

Caltrans' Facilities

The following thresholds of significance are utilized by Caltrans:

- A significant Project impact occurs at a State Highway study intersection when the addition of Project-generated trips causes the peak-hour level of service of the study intersection to change from acceptable operation (LOS D or better) to deficient operation (LOS E or F) .

- A significant Project impact occurs at a State Highway study freeway segment if at least 50 Project-generated peak hour trips are added and have the result of creating an unacceptable condition (LOS E or worse) on the freeway segment.

- A significant Project impact occurs at a State Highway ramp with the addition of at least 10 Project-generated peak hour trips when the ramp is operating at an unacceptable condition (meaning ramp queuing exceeds ramp storage capacity).

Analysis Results

Study Intersection Analysis

Existing Conditions and Project-Related Impacts

All study intersections in the City of El Monte currently operate acceptably during the weekday morning and evening peak-hour and Saturday midday peak-hour periods under No-Project and With-Project conditions with the exception of:

- Lower Azusa Road – Arden Way (Intersection 16) – this intersection is unsignalized and operates at LOS F during the weekday evening peak-hour period, which is below El Monte's minimum standard LOS E. This intersection is "shared" with Temple City which defines LOS D as the minimum operating standard for intersections along Lower Azusa Road.
- Baldwin Avenue – Flair Drive - I-10 Eastbound Ramps (Intersection 31) - this intersection is unsignalized and operates at LOS F during the weekday morning and evening and Saturday midday peak-hour periods, which is below El Monte's minimum standard LOS E. This is also a State intersection (maintained by Caltrans) and falls below Caltrans' minimum standard LOS D.

All study intersections in adjacent jurisdictions currently operate acceptably based on their respective LOS standards under No-Project and With-Project conditions, with the exception of:

- Lower Azusa Road – Arden Way (Intersection 16) – this intersection is unsignalized and currently operates below Temple City minimum standard LOS D during the weekday morning and evening peak-hour periods and Saturday midday peak-hour period. As stated earlier, this intersection is "shared" with the City of El Monte.
- Valley Boulevard – Temple City Boulevard (Intersection 11) – this intersection currently operates below City of Rosemead's minimum standard LOS D during the weekday morning peak hour.
- Valley Boulevard – Rosemead Boulevard (Intersection 14) – this intersection currently operates below City of Rosemead's minimum standard LOS D during the weekday morning and Saturday midday peak-hour periods.
- Garvey Avenue – Rosemead Boulevard (Intersection 22) – this intersection currently operates below City of South El Monte's minimum standard LOS D during the weekday morning and evening and Saturday midday peak-hour periods.

Opening Year (2016) Traffic Conditions and Project-Related Traffic Impacts

The Project does not cause any study intersection in the City of El Monte to degrade from operating acceptably under No-Project conditions to operating deficiently under With-Project conditions under any peak-hour period in Opening Year (2016). However, the Project contributes to a worsening in an existing deficient condition by 2% or more in delay at the following locations:

- Lower Azusa Road – Arden Way (Intersection 16) during the weekday evening peak hour.
- Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps (Intersection 31) during the weekday morning, evening and Saturday peak hours.

Several other intersections are projected to operate unacceptably (below City of El Monte's standards) in Project Opening Year. However, none of these are significantly impacted because the Project contributes less than a 0.02 (2 percent) increase in capacity (ICU) or delay at these locations.

The Project does not cause any study intersection in adjacent jurisdictions to degrade from operating acceptably under No-Project conditions to operating deficiently under With-Project conditions under any peak-hour period in Project Opening Year. Several intersections in adjacent jurisdictions operate below their respective jurisdictions' minimum LOS standard. However, based on the adjacent jurisdictions' thresholds of significance, the Project does not have a significant impact at any of these locations.

It should be noted that while the unsignalized intersection of Lower Azusa Road – Arden Way (Intersection 16) operates below Temple City's minimum standard LOS D during the weekday morning and evening peak-hour periods and during the Saturday midday peak-hour period. The Project does not create a worsening of LOS from D to E or from E to F under any peak-hour period and therefore there is no Project-related traffic impact per Temple City standards. However, this intersection is "shared" between the City of El Monte and Temple City, and will be impacted per City of El Monte standards; hence, improvements have been recommended to achieve LOS D or better.

Horizon Year (2035) Traffic Conditions and Project-Related Traffic Impacts

The Project does not cause any study intersection in the City of El Monte to degrade from operating acceptably under No-Project conditions to operating deficiently under With-Project conditions under any peak-hour period in Horizon Year (2035) with the exception of:

- Arden Drive – Arden Way (Intersection 34) – This unsignalized intersection is projected to operate at LOS D under No-Project conditions and LOS E under With-Project conditions during the morning and evening peak-hour periods in Horizon Year (2035).

The Project also contributes to a significant impact where an intersection operates deficiently under No-Project conditions at the following locations in Horizon Year (2035):

- Valley Boulevard – Santa Anita Avenue (Intersection 4) – This intersection is projected to operate at LOS F under both No-Project conditions and With-Project conditions during the morning peak-hour period. The ICU increase of 0.026 due to the Project is considered significant under the City of El Monte thresholds of significance.

- Lower Azusa Road – Arden Way (Intersection 16) – The Project contributes to increases in delay during weekday evening peak hour and Saturday midday peak hour at this unsignalized location which is deficient under both No-Project and With-Project conditions. It also degrades the pre-Project LOS from E to F during the morning peak-hour period. (As stated earlier, this intersection is "shared" with Temple City.)

- Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps (Intersection 31) – The Project contributes to increases in delay during weekday morning and evening peak hours and during the Saturday midday peak hour at this unsignalized location which is deficient under both No-Project and With-Project conditions.

Several other intersections are projected to operate unacceptably (below City of El Monte's standards) in Project Horizon Year. However, none of these are significantly impacted because the Project contributes less than a 0.02 (2 percent) increase in ICU or delay at these locations.

The Project does not cause any study intersection in adjacent jurisdictions to degrade from operating acceptably under No-Project conditions to operating deficiently under With-Project conditions under any peak-hour period in Project Horizon Year. Several intersections in adjacent jurisdictions operate below their respective jurisdictions' minimum LOS standard. However, based on the adjacent jurisdictions' thresholds of significance, the Project does not have a significant impact at any of these locations.

It should be noted that while the unsignalized intersection of Lower Azusa Road – Arden Way (Intersection 16) operates below Temple City's minimum standard LOS D during the weekday morning and evening peak-hour periods and during the Saturday midday peak-hour period. The Project does not create a worsening of LOS from D to E or from E to F under any peak-hour period and therefore there is no Project-related traffic impact per Temple City standards. However, this intersection is "shared" between the City of El Monte and Temple City, and will be impacted per City of El Monte standards; hence, improvements have been recommended to achieve LOS D or better.

Congestion Management Program Analysis

Based on the standards established by the LACMTA CMP, there will be no Project-related transportation impacts on CMP intersections, roadway segments and transit facilities.

State Highway Facilities Analysis

Based on standards established by Caltrans, there will be no Project-related traffic impacts on state intersections or freeways segments.

The Project will contribute to a significant impact at one freeway ramp in the study area:

- I-10 Westbound On-Ramp at Temple City Boulevard/Olney Street – existing queues were observed to exceed storage capacity on this ramp during the morning peak-hour period. The Project adds 10 peak-hour trips during the morning peak-hour period. Caltrans' threshold of significance for a deficient ramp is the addition of 10 peak-hour trips or more. Hence, the Project potentially contributes to a significant impact at this ramp.

On-Site Circulation, Access and Parking Analysis

Review of the site plan internal circulation and access indicates that off-site and on-site improvements can adequately accommodate Project traffic and circulation. The Project will provide parking in excess of the requirements specified by City of El Monte Municipal Code.

Recommendations were made to ensure adequate ingress, egress and circulation through the site for both patrons/employees and service (vendor truck) traffic and with implementation of these recommendations, there will be no adverse on-site circulation, access or parking impacts due to the Project.

Mitigation Measures and Recommendations

Local Intersection Improvements:

Recommended intersection improvements are shown schematically on **Figure E-1**.

The following improvements will mitigate Project-related traffic impacts:

1. *Lower Azusa Road – Arden Way (Intersection 16):*

    - Install traffic signal – this intersection is "shared" with Temple City and will require coordination with Temple City to implement.

    Project participation on a "fair-share" basis to the costs of installing the traffic signal will off-set Project-related traffic impacts at this location.

2. *Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps (Intersection 31):*

    - Install traffic signal and add southbound right-turn lane – this intersection is under Caltrans' jurisdiction and will require coordination with Caltrans' to implement and may require right-of-way in the northwest quadrant of the intersection to construct the southbound right-turn lane.

    Project participation on a "fair-share" basis to the costs of installing the traffic signal will off-set Project-related traffic impacts at this location.

3. *Valley Boulevard – Santa Anita Avenue (Intersection 4):*

    - *Option 1*
        - Restripe southbound approach to provide one left-, two through lanes and optional through-or-right-turn lane.
        - Remove on-street parking on Santa Anita Avenue south of the intersection.

    - Option 2
        - Widen southbound approach to provide one left-, three through- and one right-turn lane. This would require the widening of pavement to provide a 150-foot right-turn pocket with a 90-foot transition in the southbound direction with the relocation of sidewalk on the west side of Santa Anita Avenue along the widening, and would result in reducing the landscaping and park area on the northwest corner of this intersection.
        - Remove on-street parking on the west side of Santa Anita Avenue south of the intersection.

    Project participation on a "fair-share" basis to the costs of the aforementioned improvements will off-set Project-related traffic impacts at this location.

4. *Arden Drive – Arden Way (Intersection 34):*

    - Install traffic signal.
    - Stripe southbound approach with one left- and one through lane.
    - Channelize northbound right-turn lane with a raised, landscaped median to provide for improved pedestrian refuge areas and crossings.
    - Relocate pedestrian crossing of Arden Drive to the intersection and operate under signal control.
    - Relocate pedestrian crossing of Arden Way to cross only the northbound channelized right-turn movement and install "Yield-to-Pedestrians"-Sign-Control.
    - Stripe a new northbound pedestrian crossing of Arden Way at the Arden Way approach to Arden Drive and operate under signal control.

Project participation on a "fair-share" basis to the costs of the aforementioned improvements will off-set Project-related traffic impacts at this location.

Table E-1 shows the levels-of-service before and after mitigation for the weekday morning and evening peak-hour and Saturday midday peak-hour periods under Existing-Plus-Project, Opening Year (2016) With-Project and Horizon Year (2035) With-Project conditions for the four intersections identified above and project contribution to new traffic at each location during each study year.

Regional Improvements:

The Project has a significant impact at the on-ramp to I-10 Westbound from Temple City/Olney Street. Any improvements to the ramp are deemed unfeasible due to impacts on private right-of-way and the need to implement regional improvements in a comprehensive manner.

El Monte's Circulation Element Goal C-1.7 states that if mitigation is required for "regionally significant projects, developers shall pay a fee to help fund a project-specific report."

To mitigate ramp-related impacts, the following mitigation measure is recommended:

5. Participate, on a "fair-share" basis, in the funding of the project-specific report for regionally significant projects per Circulation Element Goal C-1.7.

Project's participation in the funding of this report is considered in-lieu mitigation for ramp-related impacts and will off-set Project-related impacts at the ramp.

Site Improvements, Project Access, On-Site Circulation and Parking

The Project should provide the following improvements to off-set any Project access and on-site circulation impacts:

6. Widen Arden Drive to provide two travel lanes in each direction and a center left-turn lane between the Project southerly driveway and 150 feet north of Rose Avenue.

7. Prohibit on-street parking on the east side of Arden Drive adjacent to Project frontage.

8. Construct sidewalk and landscaping on the east side of Arden Drive adjacent to the Project site.

9. Modify traffic signal on Arden Drive – Rose Avenue/Project driveway to accommodate street widening. Provide split-phase operation for the east-west movements and allow permissive left-turn movements in the north-south direction.

10. Provide minimum storage and lane configurations on driveway throats as described in Chapter 5.

11. Provide internal site traffic control as described in Chapter 5.

12. Provide adequate turning radii for trucks to access from Valley Circle.

13. Provide adequate on-site turning/staging areas for trucks on the back side of the building.

14. Prepare and implement a construction staging plan to minimize truck impacts on the surrounding roadway network during construction.

15. Prepare and implement a truck routing plan for vendors/truckers to ensure that all trucks enter/exit from Valley Circle with Project Opening.

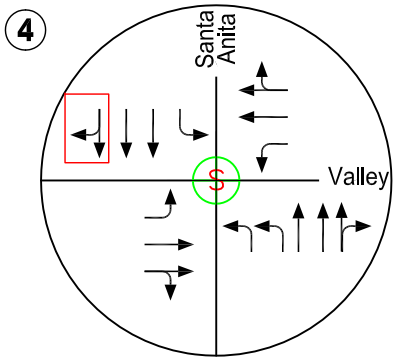
Development Fees

The City of El Monte has established a Traffic Impact fee of $0.45 per square foot of commercial development and a Streets Facilities Fee of $0.40 per square foot of commercial development.

16. Pay the following fees for traffic impacts and streets facilities:

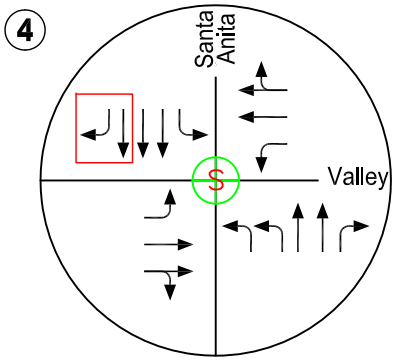
Traffic Impact:	$0.45/sq. ft. * 182,429 sq.ft. = $82,093.05
Streets Facilities Fee:	$0.40/sq. ft. * 182,429 sq.ft. = $72,971.60

Valley Blvd - Santa Anita Ave



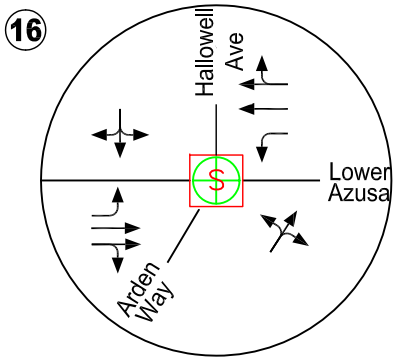
Mitigation (Option 1)

Valley Blvd - Santa Anita Ave

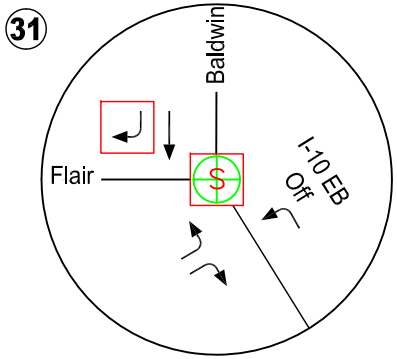


Mitigation (Option 2)

Lower Azusa Rd - Arden Way

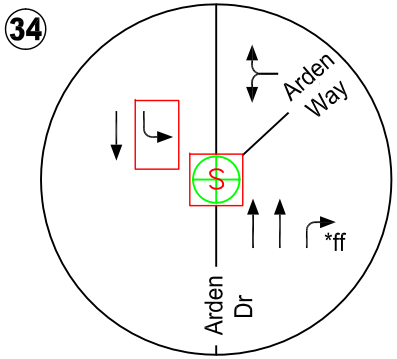


S Baldwin Ave - Flair Dr/ I-10 EB Ramps



Mitigation (Option 1)

Arden Dr - Arden Way



LEGEND:

- **Mitigated Intersection Lane Configurations**
- **Mitigated Traffic Control**
- **STOP-sign**
- ***ff Free Flow (ff) lane**

NTS

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MITIGATED INTERSECTION LANE CONFIGURATIONS AND TRAFFIC CONTROL

WAL-MART PROJECT, EL MONTE, CA

Figure E-1

TABLE E-1
LEVELS-OF-SERVICE WITH RECOMMENDED MITIGATION AT IMPACTED INTERSECTIONS

MORNING PEAK-HOUR MITIGATED CONDITIONS UNDER EXISTING-PLUS-PROJECT, OPENING YEAR WITH-PROJECT AND HORIZON YEAR WITH-PROJECT CONDITIONS

Location	Intersection	Mitigated Traffic Control	UNMITIGATED EXISTING-PLUS-PROJECT AM PEAK HOUR LOS[1]			UNMITIGATED OPENING YEAR (2016) WITH-PROJECT AM PEAK HOUR LOS[1]			UNMITIGATED HORIZON YEAR (2035) WITH-PROJECT AM PEAK HOUR LOS[1]			Existing-Plus-Project Mitigated Conditions - AM peak hour		Opening Year (2016) With-Project Mitigated Conditions - AM Peak Hour		Project Contribution to New Volumes in Opening Year (2016)	Horizon Year (2035) With-Project Mitigated Conditions - AM Peak Hour		Project Contribution to New Volumes in Horizon Year (2035)
			ICU[2]	Delay[3] (seconds)	LOS[4]	ICU[2]	Delay[3] (seconds)	LOS[4]	ICU[2]	Delay[3] (seconds)	LOS[4]	ICU[2]	LOS[4]	ICU[2]	LOS[4]		ICU[2]	LOS[4]	
4	Valley Boulevard – Santa Anita Avenue	Signal	0.923	-	E	0.988	-	E	1.058	-	F						1.039[5]	F	17%
16	Lower Azusa Road - Arden Way	Signal	-	36.4	E	-	42.2	E	-	50.9	F*	0.589	A	0.625	B	9%	0.659	B	4%
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	Signal	-	98.9	F*	-	>100	F*	-	>100	F*	0.654	B	0.673	B	6%	0.721	C	3%
34	Arden Drive - Arden Way	Signal	-	26.2	D	-	28.5	D	-	36.7	E						0.548	A	29%

EVENING PEAK-HOUR MITIGATED CONDITIONS UNDER EXISTING-PLUS-PROJECT, OPENING YEAR WITH-PROJECT AND HORIZON YEAR WITH-PROJECT CONDITIONS

Location	Intersection	Mitigated Traffic Control	UNMITIGATED EXISTING-PLUS-PROJECT PM PEAK HOUR LOS[1]			UNMITIGATED OPENING YEAR (2016) WITH-PROJECT PM PEAK HOUR LOS[1]			UNMITIGATED HORIZON YEAR (2035) WITH-PROJECT PM PEAK HOUR LOS[1]			Existing-Plus-Project Mitigated Conditions - PM peak hour		Opening Year (2016) With-Project Mitigated Conditions - PM Peak Hour		Project Contribution to New Volumes in Opening Year (2016)	Horizon Year (2035) With-Project Mitigated Conditions - PM Peak Hour		Project Contribution to New Volumes in Horizon Year (2035)
			ICU[2]	Delay[3] (seconds)	LOS[4]	ICU[2]	Delay[3] (seconds)	LOS[4]	ICU[2]	Delay[3] (seconds)	LOS[4]	ICU[2]	LOS[4]	ICU[2]	LOS[4]		ICU[2]	LOS[4]	
4	Valley Boulevard – Santa Anita Avenue	Signal	0.779	-	C	0.852	-	D	0.905	-	E						0.862	E	29%
16	Lower Azusa Road - Arden Way	Signal	-	69.6	F*	-	90.6	F*	-	>100	F*	0.732	C	0.764	C	16%	0.823	D	7%
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	Signal	-	>100	F*	-	>100	F*	-	>100	F*	0.818	D	0.861	D	10%	0.923	E	5%
34	Arden Drive - Arden Way	Signal	-	29.8	D	-	32.5	D	-	41.0	E						0.482	A	43%

SATURDAY PEAK-HOUR MITIGATED CONDITIONS UNDER EXISTING-PLUS-PROJECT, OPENING YEAR WITH-PROJECT AND HORIZON YEAR WITH-PROJECT CONDITIONS

Location	Intersection	Mitigated Traffic Control	UNMITIGATED EXISTING-PLUS-PROJECT SAT PEAK HOUR LOS[1]			UNMITIGATED OPENING YEAR (2016) WITH-PROJECT SAT PEAK HOUR LOS[1]			UNMITIGATED HORIZON YEAR (2035) WITH-PROJECT SAT PEAK HOUR LOS[1]			Existing-Plus-Project Mitigated Conditions - SAT peak hour		Opening Year (2016) With-Project Mitigated Conditions - SAT Peak Hour		Project Contribution to New Volumes in Opening Year (2016)	Horizon Year (2035) With-Project Mitigated Conditions - SAT Peak Hour		Project Contribution to New Volumes in Horizon Year (2035)
			ICU[2]	Delay[3] (seconds)	LOS[4]	ICU[2]	Delay[3] (seconds)	LOS[4]	ICU[2]	Delay[3] (seconds)	LOS[4]	ICU[2]	LOS[4]	ICU[2]	LOS[4]		ICU[2]	LOS[4]	
4	Valley Boulevard – Santa Anita Avenue	Signal	0.706	-	B	0.748	-	C	0.795	-	C						0.759	C	43%
16	Lower Azusa Road - Arden Way	Signal	-	43.1	E	-	47.9	E	-	62.1	F*	0.616	B	0.632	B	35%	0.670	B	14%
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	Signal	-	>100	F*	-	>100	F*	-	>100	F*	0.676	B	0.712	C	22%	0.760	C	11%
34	Arden Drive - Arden Way	Signal	-	16.2	B	-	16.6	B	-	17.9	C						0.380	A	63%

Notes:
(1) Levels of Service
(2) Intersection Capacity Utilization
(3) Average control delay for worst-case movement
(4) See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections
(5) ICU and LOS per Mitigation Option A. Under Mitigation Option B (See Figure 28), ICU of 1.003 is achieved, better than No-Project conditions.)
Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted.
*Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even very small increases in volumes result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided in the Appendix to this report.

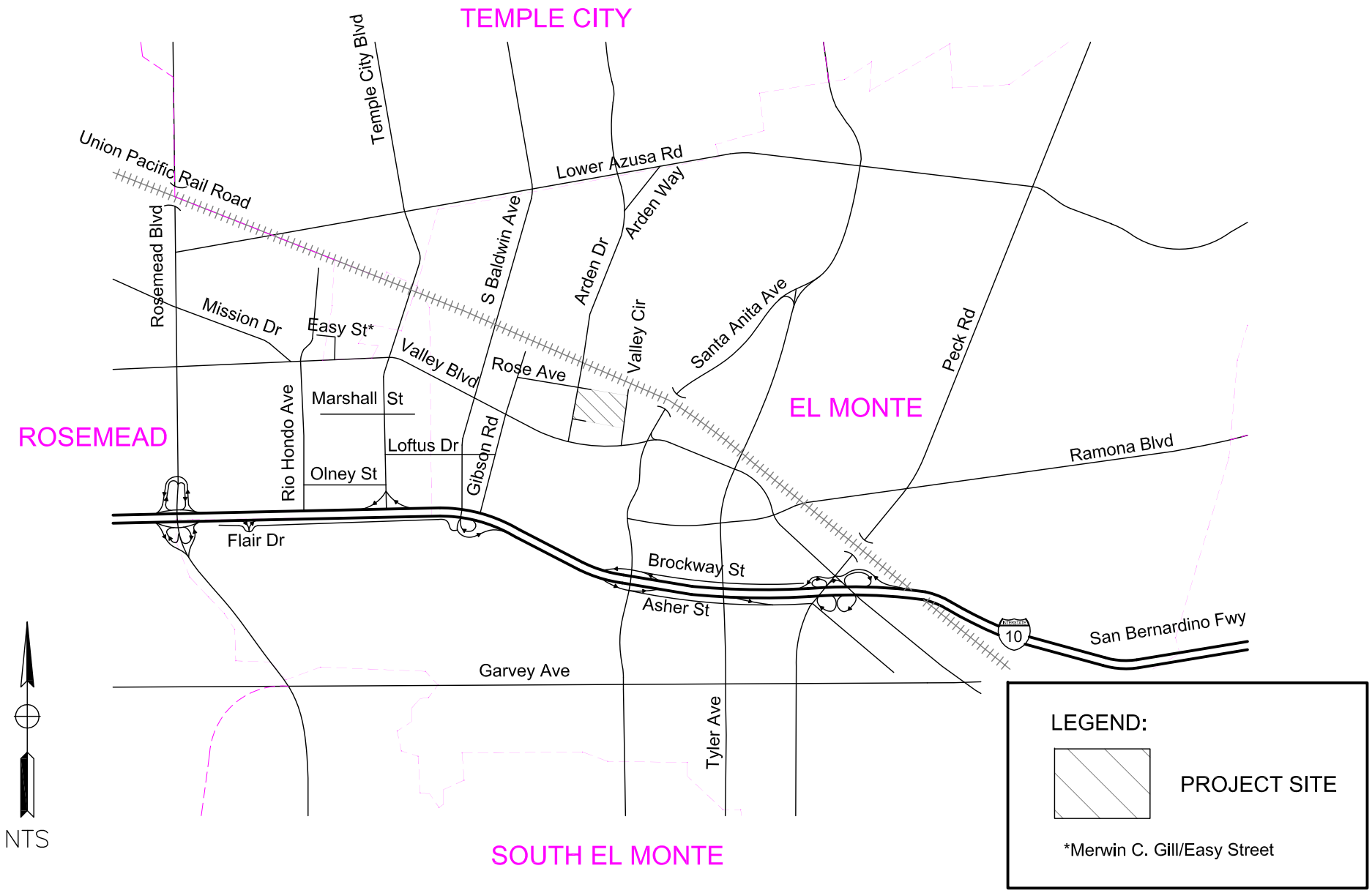
1.
INTRODUCTION

Mountain Pacific, Inc. (MPI) has been retained by Applied Planning, Inc., to perform a traffic impact study for the proposed El Monte Wal-Mart development (hereinafter referred to as "Project") on a parcel located on the east side of Arden Drive and approximately 420 feet north of Valley Boulevard in the City of El Monte, California. The Project site location is shown on **Figure 1**.

The traffic issues related to the proposed land use and development have been evaluated in the context of the California Environmental Quality Act (CEQA). Prior to commencing with the traffic study, a scoping session was held with the City of El Monte, the lead agency responsible for preparation of the traffic impact analysis. The traffic analysis was prepared in accordance with the requirements of the City of El Monte as well as Los Angeles County Metropolitan Transportation Authority (LACMTA) Congestion Management Program (CMP) guidelines for preparation of transportation impact analysis for development projects[1]. Existing traffic conditions, Opening Year (2016) and Horizon Year (2035) are analyzed in this report.

The introduction to this report provides an overview of the Project and a brief description of the study area. The introduction discusses analysis methodologies, as well as how deficiencies and significant Project impacts are defined and mitigated.

[1] See 2010 Congestion Management Program for Los Angeles County – Appendix D Guidelines for CMP Transportation Impact Analysis



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PROJECT LOCATION

WAL-MART PROJECT, EL MONTE, CA

Figure 1

PROJECT DESCRIPTION

The proposed Project is to be located on a vacant parcel of land on the east side of Arden Drive. The parcel lies between Arden Drive on the west, Arden Circle on the east, Rose Avenue on the north, with its southerly border located approximately 420 feet north of Valley Boulevard. The Project site plan is shown on **Figure 2**. As shown on **Figure 2**, the Project includes a Wal-Mart of just less than 182,500 square feet with garden center.

Table 1 shows the land use summary for the Project.

TABLE 1
Land Use Summary

Parcel	Land Use	Building Area
Wal-Mart Parcel	**Retail**	**182,429 s.f.(1)**

Source: Tait April 12, 2013

(1) Gross building area for Wal-Mart building including garden center.

The Project site will be accessed from: 1) Arden Drive via the existing signalized intersection at Rose Avenue; 2) Arden Drive via an unsignalized driveway on the southern edge of the site; 3) two secondary driveways from Valley Circle on the west edge of the site, limited to service vehicles, trucks and employees.

The Project will be developed in one phase, with anticipated completion in 2016. This study considers the traffic impacts of the Project site in Project Opening Year (2016) and Horizon Year (2035). An Existing-plus-Project scenario is also analyzed.

STUDY SCOPE AND PROCEDURES

The Scope of Work for this Project was developed based on discussions with the City of El Monte, and is consistent with the requirements of the LACMTA CMP. Based upon direction from the City, analyses of traffic conditions are presented for the existing conditions, for the Project Opening Year (2016) and for the Horizon Year (2035). The Traffic Impact Analysis Methodology and Parameters were developed with the City of El Monte, and are included in **Appendix A** to this report.

To make a thorough evaluation of the proposed development with respect to traffic-related elements, the following analysis steps were undertaken:

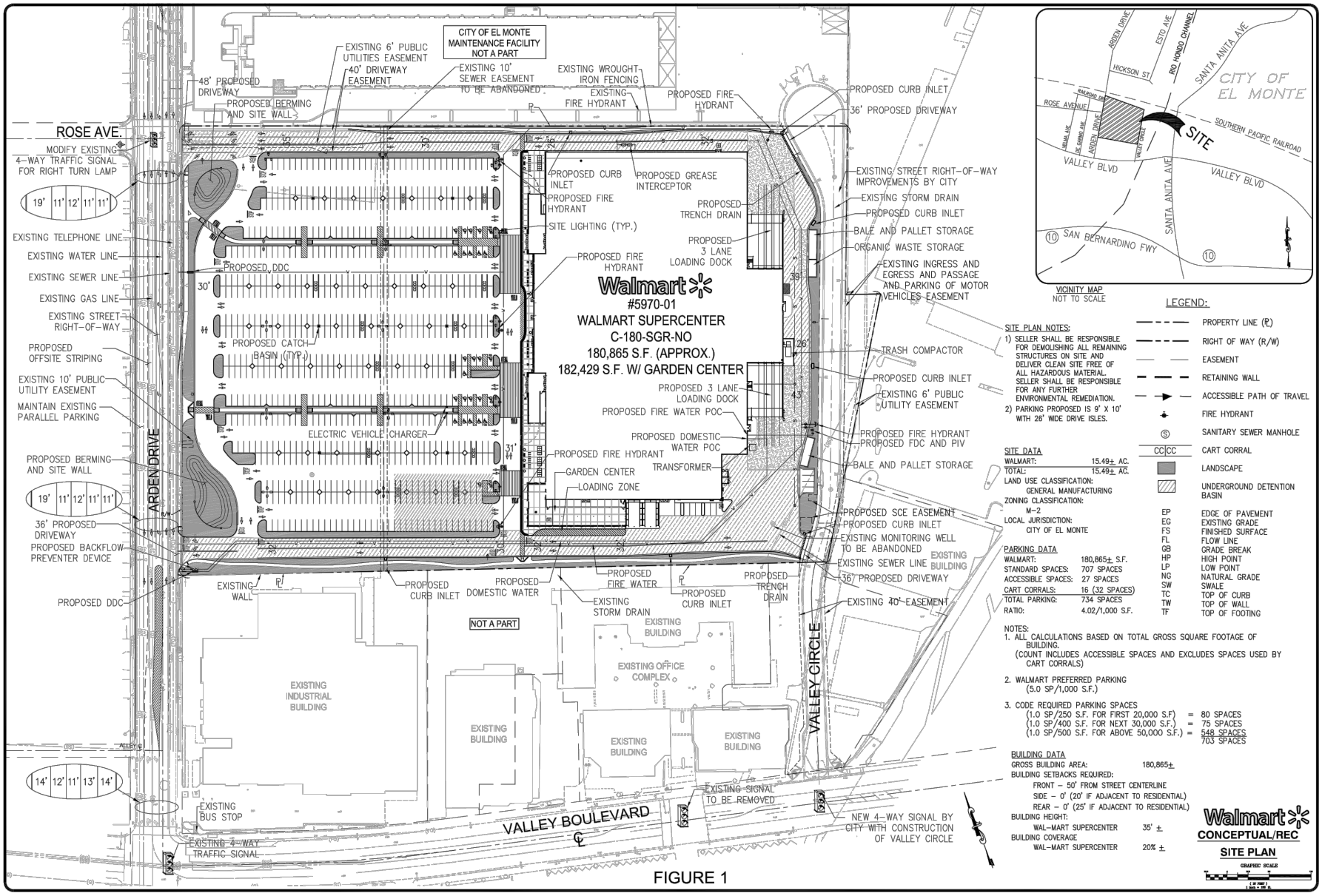

FIGURE 1

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PROJECT SITE LOCATION

WAL-MART PROJECT, EL MONTE, CA

Figure 2

1. Project Initiation— Discussions were held with the City of El Monte planning and engineering staff to obtain a comprehensive understanding of the Project and to determine the locations of study intersections, the hours of study, level-of-service analysis methodology and parameters, and methodology for determination of traffic impacts and mitigation, as well as approved or planned projects ("related" projects) which would be considered as part of the cumulative development setting. The CMP guidelines suggest that CMP intersections which will experience an increase of 50 peak-hour trips be analyzed. CMP intersections that could potentially fall under this classification are included in this analysis. In addition, intersections with freeway ramps that would be used to access this Project were also included. These were the I-10 ramp intersections at Santa Anita Avenue, Baldwin Avenue-Flair Drive and Temple City Boulevard. California Department of Transportation (Caltrans) mainline facilities and ramps that would be used by Project traffic and could potentially be impacted by the increase due to Project traffic were evaluated. In addition, key study intersections not on the CMP system but of interest to the City of El Monte and the adjacent jurisdictions of Temple City, Rosemead and South El Monte were included for study.

2. Collection of Data— The Project site plan was obtained from the Applied Planning, Inc. Transportation-related documents were obtained from the City of El Monte or on-line sources. In addition, intersection turning movement traffic counts by classification were collected at 34 intersections during the morning (7:00 AM to 9:00 AM) and evening (4:00 PM to 6:00 PM) peak period in September 2012, by Counts Unlimited, Inc., a subconsultant to Mountain Pacific, Inc (MPI). Saturday midday (noon to 2:00 PM) intersection traffic counts were also collected in September 2012. Counts were taken while schools were in session and before construction on the Baldwin Avenue overcrossing of the Union Pacific Railroad (UPRR) occurred. Traffic growth for the area was obtained from the Los Angeles County Metropolitan Transportation Authority (LACMTA) Congestion Management Program (CMP) for the El Monte area. Lastly, a list of "related" or cumulative projects within 5 miles of the Project were obtained from the City of El Monte and adjacent cities.

3. Analysis of Existing Conditions— Intersection level-of-service (LOS) analysis was conducted to determine existing traffic conditions using the Intersection Capacity Utilization (ICU) methodology and/or Highway Capacity Manual (HCM) 2010 methodology for signalized and unsignalized intersections. PTV VISTRO 2.0 software was used to model and analyze study intersections using parameters established by the City of El Monte and as outlined in the LACMTA CMP. Freeway mainline and ramp analyses were likewise conducted using the HCM 2010 methodology as specified in the Caltrans' *Guide for Preparation of Traffic Impact Studies* (December 2002).

4. Projection of Project Traffic Volumes— Estimates of Project-related traffic volumes were made using trip generation rates provided in Institute of Transportation Engineers' (ITE) *Trip Generation*, 9th Edition. The estimates were based on trip generation characteristics of the proposed land uses for the Project. Project trip generation was reviewed and approved by City staff prior to proceeding with the rest of the analysis.

5. Distribution and Assignment of Project Traffic— The Project distribution was determined based on 1) the regional daily trip distribution factors published in the 2010 LACMTA CMP for Regional Statistical Area (RSA) 25, within which El Monte is located; 2) locations of other Wal-Mart stores in the vicinity; and 3) current traffic patterns in the study area.

6 Analysis of Existing-plus-Project Conditions— LOS analysis was conducted to determine Existing-plus-Project traffic conditions and potential traffic impacts unrelated to ambient and/or "related" projects' traffic growth.

7. Analysis of Future Cumulative Background (No-Project) Traffic Conditions During Project Opening Year (2016) — Projections of future "background" or No-Project traffic in the Project completion year (2016) were made by 1) applying an ambient traffic growth rate to existing traffic volumes to determine Existing-plus-Ambient traffic volumes for each analysis periods; and 2) assigning traffic generated by specific cumulative ("related") projects – Projects that have approvals or applications filed with the City of El Monte and surrounding communities – to study intersections and adding these volumes to the Existing-plus-Ambient traffic volumes. It should be noted that this was a conservative analysis since not all these projects will be occupied by Opening Year (2016). Level-of-service analyses were then conducted at study intersections to determine the Opening Year No-Project traffic conditions.

8. Analysis of Opening Year (2016) Total (With-Project) Traffic Conditions— The With-Project traffic volumes for the Opening Year (2016) were developed by adding Project-generated trips to the year 2016 No-Project traffic volumes at study intersections. Level-of-service analyses were then conducted at study intersections to determine the Opening Year With-Project traffic conditions.

9. Analysis of Horizon Year (2035) Cumulative (No-Project) Traffic Conditions— Projections of Horizon Year (2035) No-Project traffic volumes were made by applying an ambient traffic growth rate through Horizon Year (2035) to existing volumes and then adding the traffic generated by identified "related" projects the Existing-plus-Ambient volumes to determine Horizon Year (2035) No-Project traffic volumes. It should be noted that this will be a conservative analysis since cumulative growth considering these specific "related" projects will be higher than the growth projected by the CMP for the El Monte area. Level-of-service analyses were then conducted at study intersections to determine the Horizon Year No-Project traffic conditions.

10. Analysis of Horizon Year (2035) Total (With-Project) Traffic Conditions— The Horizon Year (2035) With-Project traffic volumes were developed by adding Project-generated trips to the Horizon Year (2035) No-Project traffic volumes at study intersections. Level-of-service analyses were then conducted at study intersections to determine the Horizon Year (2035) With-Project traffic conditions.

11. Other Considerations— Analysis of other circulation-related issues including potential school impacts, potential for degradation in LOS due to the Arden at-grade crossing and access to/from the site during construction and following Project completion were evaluated and documented.

12. On-Site Access— The Project site plan was reviewed and suggestions to improve on-site circulation and access/egress were provided for each site plan.

13. Impact Analyses— Review of the ability for the existing and planned roadways to accommodate future traffic, including that generated by the Project, were then conducted. Where deficiencies in study intersections were determined, additional improvements to off-set such impacts were recommended, and the Project's share of new traffic at each study intersection was determined.

14. Summary and Recommendations— Recommendations to mitigate any significant Project-related impacts were formulated based upon the results of the above-mentioned analyses for the Project.

2.
EXISTING TRAFFIC CONDITIONS

EXISTING ROADWAY SYSTEM

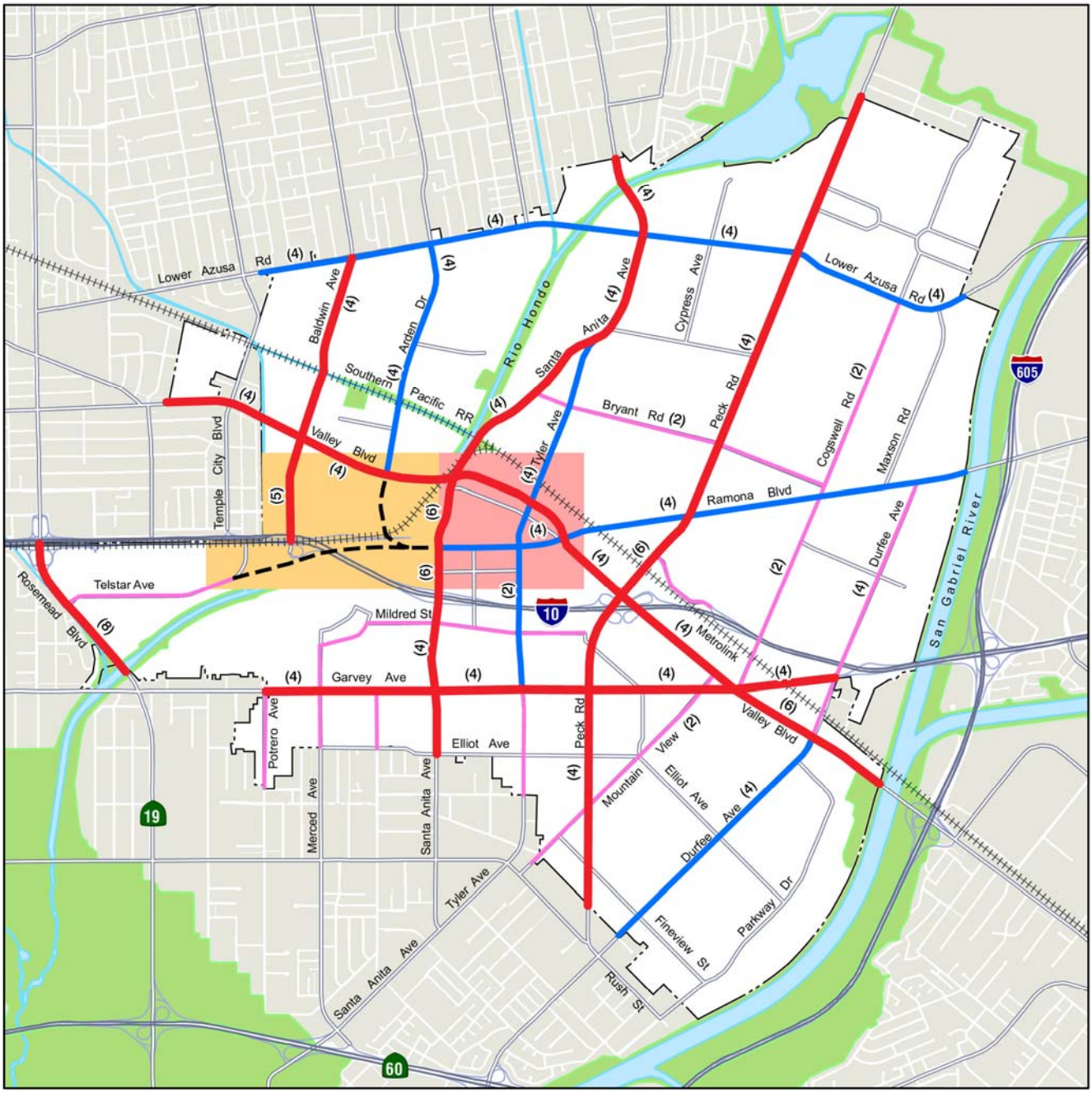
The major factors affecting access to the Project site are the location of the site and the efficiency of the roadway system serving the site. Efficiency of access is a function of travel time, convenience, directness, and available capacity of the routes utilized in accessing the development.

The major regional route that would provide access to the Project site is **Interstate 10** (I-10), which is located approximately 1/2 mile to the south of the Project site. I-10 is a ten-to-twelve-lane freeway that runs through Los Angeles County and connects to San Bernardino and Riverside Counties to the east. The High Occupancy Vehicle (HOV) lanes along I-10 were operated as High Occupancy Toll (HOT) lanes for a 14-mile stretch between Alameda Street and I-605 by the Los Angeles County Metropolitan Transportation Authority (Metro) and California Department of Transportation (Caltrans) as a one-year Metro ExpressLanes demonstration project from February 2013 to February 2014[2]. The El Monte Busway operates within these HOV/HOT lanes west of Baldwin Avenue, and connects El Monte Transit Station to Downtown Los Angeles.

The City of El Monte's General Plan Circulation Element has established a classification system for its roadways, as shown on **Figure 3[3].** In addition to being built on a hierarchy of roadways and intersections that differ in design, primary function, and intended use, the Circulation Element is structured to achieve a balance for all transportation modes. Where feasible, streets have been designed to accommodate a variety of modes, including transit routes, truck routes and trails. This is exhibited on the Circulation Policy Plan, included as **Figure 4**.

The physical characteristics of the roadways in the study are serving the Project site are further discussed below in alphabetical order.

[2] As of the date of this report, the ExpressLanes are still in operation. Metro is receiving public comments and holding a series of public meetings on this project through April 2014, after which the Metro Board will decide whether to continue the HOT-lane operation or revert to the pre-project HOV-only operation.
[3] Adjacent jurisdictions' Circulation Elements can be found on their respective websites.



Major Arterial
Secondary Arterial
Collector
Proposed New Connection
(4) Number of Lanes (Exc. Turn Lanes)
SA-1 Special Study Area #1
SA-2 Special Study Area #2

0 1,000' 2,000' 3,000'

FIGURE 3

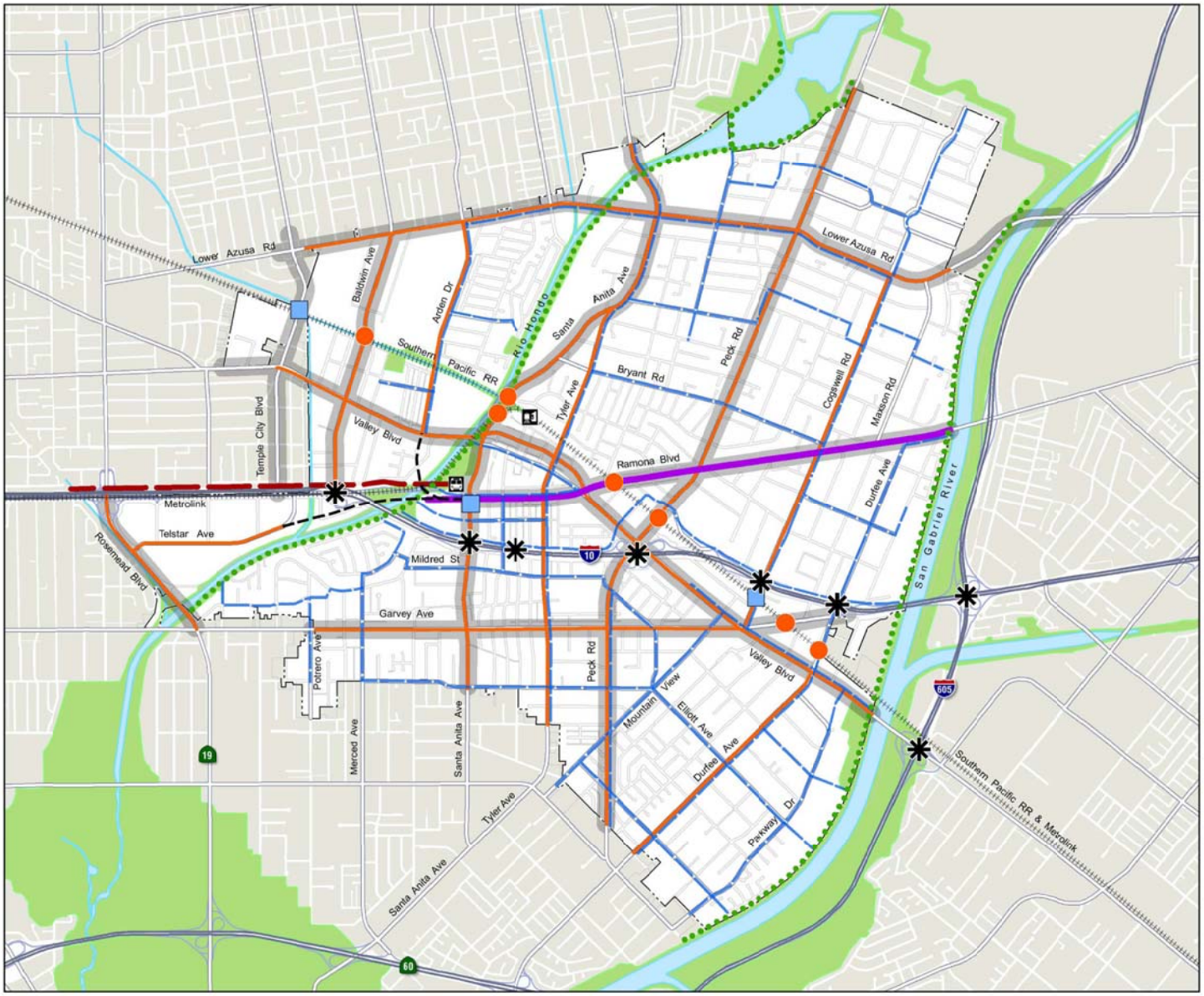


Figure C-1 Circulation Policy Plan

- Truck Routes
- Interchange Improvements
- Multipurpose Trail
- Bike Lane/Street
- Mid Valley Transit Corridor
- El Monte Bus Station
- El Monte Bus Line
- Transit Street
- Proposed Connection
- Metrolink Station
- Rail Corridor
- Grade-Separated Crossing
- Desired Grade-Separated Improvements

0 1000' 2000' 3000'

FIGURE 4
Page 10

Arden Drive is a north-south roadway forming the western Project boundary. It is designated as a Secondary Arterial on the City of El Monte's Circulation Element (standard[4] 60-64-foot pavement width within 84-88-foot right-of-way). It currently has two travel lanes in each direction, with parking allowed on the west side of the street only. To the north of the Project site, there is an at-grade crossing of the Union Pacific Railroad (UPRR) line which is used for rail freight and Amtrak service. The speed limit on Arden Drive is 35 mph. Average Daily Traffic (ADT[5]) on Arden Drive is 12,000 to 14,000 between Valley Boulevard and Lower Azusa Road, and just over 5,000 ADT north of Lower Azusa Road. North of Lower Azusa Road, Arden Drive is in Temple City, where it is a local two-lane roadway.

Arden Way is a local street that runs in a northeasterly-southwesterly direction and connects Arden Drive with Lower Azusa Road north of the site. It is a two-lane roadway with on-street parking. The speed limit on Marshall Street is not posted; however, since it is a residential area, it is assumed to be 25 mph.

Baldwin Avenue is a north-south roadway west of the Project site. It is designated as a Major Arterial (standard[2] 76-foot roadway width within 100 feet right-of-way) and currently has two travel lanes in each direction and a center two-way left-turn lane in the study area, except south of Loftus Drive, where it becomes a two-lane roadway. Parking is currently permitted on Baldwin Avenue in the Project study area. The speed limit on Baldwin Avenue is 35 mph. Baldwin Avenue provides access to/from eastbound I-10 to the Project area, intersecting with I-10 ramps at Flair Drive. Baldwin Avenue is designated as a truck route on the El Monte Circulation Element and ADT[3] on Baldwin Avenue ranges between 25,000 and 26,000 in the study area. North of Lower Azusa Road, Baldwin Avenue is in Temple City, where it is designated as a primary road with four travel lanes (two lanes in each direction with a raised median.)

Easy Street/Merwin C. Gill Way is an east-west/north-south cul-de-sac in the City of Rosemead. It is a local two-lane roadway providing access to several industrial/commercial only with a connection to Valley Boulevard west of the Project site. The speed limit on Easy Street/Merwin C. Gill Way is not posted.

Garvey Avenue runs in an east-west alignment to the south of Project. It is designated as a Major Arterial (standard[2] 76-foot roadway width within 100 feet right-of-way) on the City of El Monte's General Plan Circulation Element and currently has two travel lanes in each direction with a center two-way left-turn lane. Parking is allowed along Garvey Avenue in the Project study area. The speed limit on Garvey Avenue is 35 mph. It is designated as a truck route on the City of EL Monte's Circulation Element. ADT[3] on Garvey Avenue ranges between 19,000 and 33,000 in the study area. The west portion of Garvey Avenue within the study area is located in the City of South El Monte, where it is designated as an Arterial Highway and currently has

[4] Standard roadway pavement and right-of-way widths per the City of El Monte Circulation Element are listed for roadways; however, existing widths may vary.
[5] Where available, ADT's for all roadway segments were obtained from the respective jurisdictions' General Plan Update documents.

two travel lanes in each direct with a center left-turn lane and on-street parking on both sides of the street.

Gibson Road runs in (generally) a north-south alignment to the west of the Project. It is designated as a Local Road (standard[2] 36-foot pavement width within 48-foot right-of-way) on the City of El Monte's Circulation Element and has one travel lane in each direction, with parking on both sides of the street. The speed limit on Gibson Road is not posted; however, since it is a residential area, it is assumed to be 25 mph. ADT[3] on Gibson Road is 2,000.

Loftus Drive runs in an east-west direction from Gibson Road in El Monte to Temple City Boulevard in the City of Rosemead. It transitions from a two lane roadway on the east to a four-lane roadway west of Baldwin Avenue. Parking is permitted on Loftus Drive and the speed limit is 35 mph. It is designated as a Local Road in El Monte (standard[2] 36-foot pavement width within 48-foot right-of-way) and as a Collector Road on the City of Rosemead Circulation Element.

Lower Azusa Road runs in (generally) an east-west alignment to the north of the Project. It is designated as a Secondary Arterial (standard[2] 60-64-foot pavement width within 84-88-foot right-of-way) on the City of El Monte's Circulation Element and currently has two travel lanes in each direction, with parking allowed on some segments. The speed limit on Lower Azusa Road is 40 mph. It is designated as a truck route on the City's Circulation Element. ADT[3] on Lower Azusa Road ranges between 23,000 and 31,000 in the study area. Lower Azusa Road in the eastern end of the study area runs through Temple City where it is designated as a Primary Road and through City of Rosemead, where it is designated as a Minor Arterial. In those jurisdictions, Lower Azusa Road currently has four travel lanes (two in each direction).

Marshall Street runs in an east-west alignment to the west and south of the Project in the City of Rosemead. It is designated as a Local Road right-of-way) on the City of Rosemead Circulation Element and has one travel lane in each direction with parking on both sides of the street. The speed limit on Marshall Street is not posted; however, since it is a residential area, it is assumed to be 25 mph.

Mission Drive is a northwest-southeast roadway west of the Project site and is located within the City of Rosemead. It is designated as a Minor Arterial on the City of Rosemead General Plan Circulation Element and currently has two travel lanes in each direction. Parking is currently permitted on some segments on Mission Drive in the Project study area. The speed limit on Mission Drive is 40 mph. ADT[3] on Mission Drive ranges from 11,000 to 12,000 in the study area.

Peck Road is a north-south roadway east of the Project site. It is designated as a Major Arterial (standard[2] 76-foot roadway width within 100 feet right-of-way) on the City of El Monte Circulation Element and currently has three travel lanes in each direction and a raised median north of I-10. Parking is not allowed along Peck Road north of I-10. South of I-10, there are two travel lanes in each direction and parking is allowed. The speed limit on Peck Road is 35 mph. It is designated as a truck route on the City's Circulation Element. ADT[3] on Peck Road ranges between 26,000 and 33,000 in the study area.

Ramona Boulevard runs in (generally) an east-west alignment to the east of the Project. It is designated as a Secondary Arterial (standard[2] 60-64-foot pavement width within 84-88-foot right-of-way) on the City of El Monte Circulation Element and currently has two travel lanes in each direction and a raised median east of Valley Boulevard and two travel lanes with left-turn pockets west of Valley Boulevard. Parking is not allowed along Ramona Boulevard in the Project study area, except on the south side west of Valley Boulevard. The speed limit on Ramona Boulevard is 35 mph east of Valley Boulevard and 30 mph west of Valley Boulevard. It is designated as a truck route on the City's Circulation Element. ADT[3] on Ramona Boulevard ranges between 15,000 and 27,000 in the study area.

Rio Hondo Avenue is a north-south roadway west of the Project site and is located within the City of Rosemead. It is designated as a Collector on the City of Rosemead General Plan Circulation Element and currently has one travel lane in each direction. Parking is permitted on Rio Hondo Avenue in the Project study area. The speed limit on Rio Hondo Avenue is not posted but is assumed to be 25 mph because it serves a residential area. ADT[3] on Rio Hondo Avenue is 2,100.

Rosemead Boulevard (State Route (SR) 164[6]) runs in a north-west alignment to the west of the Project in the Cities of El Monte, Rosemead and South El Monte. It is designated as a Major Arterial on the City of El Monte's Circulation Element; however, it is wider than the standard roadway width with 124-foot of pavement providing three lanes in each direction, a painted median and shoulders between I-10 and the South El Monte city boundary. In the City of South El Monte, Rosemead Boulevard is designated as an Arterial Highway and has three travel lanes in each direction and a raised median. Parking is allowed south of Garvey Avenue. The speed limit south of I-10 is 45 mph. Rosemead Boulevard is also in the City of Rosemead and is designated as Major Arterial on the City of Rosemead's General Plan Circulation Element. North of I-10, it currently has two travel lanes in each direction with a raised median. Parking along Rosemead Boulevard is allowed between I-10 and Mission Drive and the speed limit north of I-10 is 40 mph. As noted below, Rosemead Boulevard is a State Route in these three jurisdictions, is designated as a truck route by all three jurisdictions, and is the LACMTA CMP network. ADT[3] on Rosemead Boulevard in the study area ranges from 28,000 to 59,000.

[6] Rosemead Boulevard is officially designated as SR-164, but signed as SR-19. It is under Caltrans jurisdiction in the study area. (Rosemead Boulevard was relinquished to Temple City north of the study area in 2008.)

Santa Anita Avenue runs in (generally) a north-west alignment to the east of the Project. It is designated as a Major Arterial (standard[2] 76-foot roadway width within 100-foot right-of-way) and currently has two travel lanes in each direction and a raised median in the study area except between just south of Valley Boulevard (Valley Mall) and Brockway Street, where it has three lanes in each direction and a painted median. Parking is allowed along small portions of this roadway in the study area. The speed limit on Santa Anita Avenue is 35 mph south of Valley Boulevard and 40 mph north of Valley Boulevard. It is designated as a truck route on the City's Circulation Element and provides the Project with regional access to/from the east at the I-10 westbound ramps at Brockway Street and I-10 eastbound ramps at Asher Street. ADT[3] on Santa Anita Avenue ranges between 30,000 and 38,000 in the study area.

Temple City Boulevard is a north-south roadway west of the Project site in the Cities of Rosemead and Temple City. It is designated as a Major Arterial south of Valley Boulevard and a Minor Arterial north of Valley Boulevard on the City of Rosemead General Plan Circulation Element and currently has two travel lanes in each direction south of Valley Boulevard and two travel lanes in each direction and a center two-way left-turn lane north of Valley Boulevard. Temple City Boulevard provides access to/from westbound I-10 to the Project area, with westbound hook ramps connecting to Temple City Boulevard at Olney Street. The speed limit on Temple City Boulevard is 40 mph south of the Union Pacific Rail Road (UPRR) tracks. It is designated as a truck route on the City of Rosemead Circulation Element as well as the El Monte General Plan (Figure C-2, Regional Roadways). North of the UPRR tracks, Temple City Boulevard is in Temple City and is designated as Primary Road, and the speed limit is 35 mph. ADT[3] on Temple City Boulevard ranges between 23,000 and 26,000 in the study area. Parking is generally permitted on Temple City Boulevard.

Tyler Avenue is a north-south roadway east of the Project site. It is designated as a Secondary Arterial (standard[2] 60-64-foot pavement width within 84-88-foot right-of-way) and currently has two travel lanes in each direction. Parking is not permitted on Tyler Avenue in the Project study area. The speed limit on Tyler Avenue is 25 mph south of Valley Boulevard and 30 mph north of Valley Boulevard. ADT[3] on Tyler Avenue ranges between 11,000 and 12,000 in the study area.

Valley Boulevard runs in (generally) an east-west alignment to the south of the Project. It is designated as a Major Arterial (standard[2] 76-foot roadway width within 100 feet right-of-way) in the City of El Monte 's General Plan Circulation Element with four travel lanes (two in each direction) and turn lanes at cross-streets. East of Baldwin Avenue, Valley Boulevard traverses the City of Rosemead, where it is designated as Major Arterial, with two lanes in each direction and a center left-turn lane. Both the City of Rosemead Circulation Element and the El Monte General Plan designate Valley Boulevard as a through-city truck route. The posted speed limit is 35 miles per hour (mph). On-street parking is allowed along this roadway in the Project study area. ADT[3] on Valley Boulevard ranges between 25,000 and 38,000.

EXISTING TRAFFIC VOLUMES

A total of 37 existing and future key intersections (2 of these are future Project driveways) were selected for evaluation based on discussions with the City of El Monte. The study intersections are shown on **Figure 5**. The study intersections are listed on **Table 2** by jurisdiction. Field reconnaissance was conducted to determine the existing intersection lane configurations, traffic control, traffic operations and any unusual issues associated with the roadway system serving the Project site. **Figure 6** shows the intersection lane configurations and traffic control.

An extensive traffic count effort was conducted as part of this study. Intersection turning movement traffic counts were collected at 34 intersections during the morning (7:00 AM to 9:00 AM) and evening (4:00 PM to 6:00 PM) peak periods, corresponding to the hours of highest commuter traffic volumes, and during the Saturday midday peak-hour period (noon and 2:00 PM) corresponding to the highest hourly volumes on a typical Saturday, in September 2012, by Counts Unlimited, Inc., a subconsultant to Mountain Pacific, Inc. All traffic counts were collected while schools were in session. In addition, counts were collected before any closures associated with the Baldwin Avenue Grade Separation project were implemented and thus represent typical non-construction conditions.

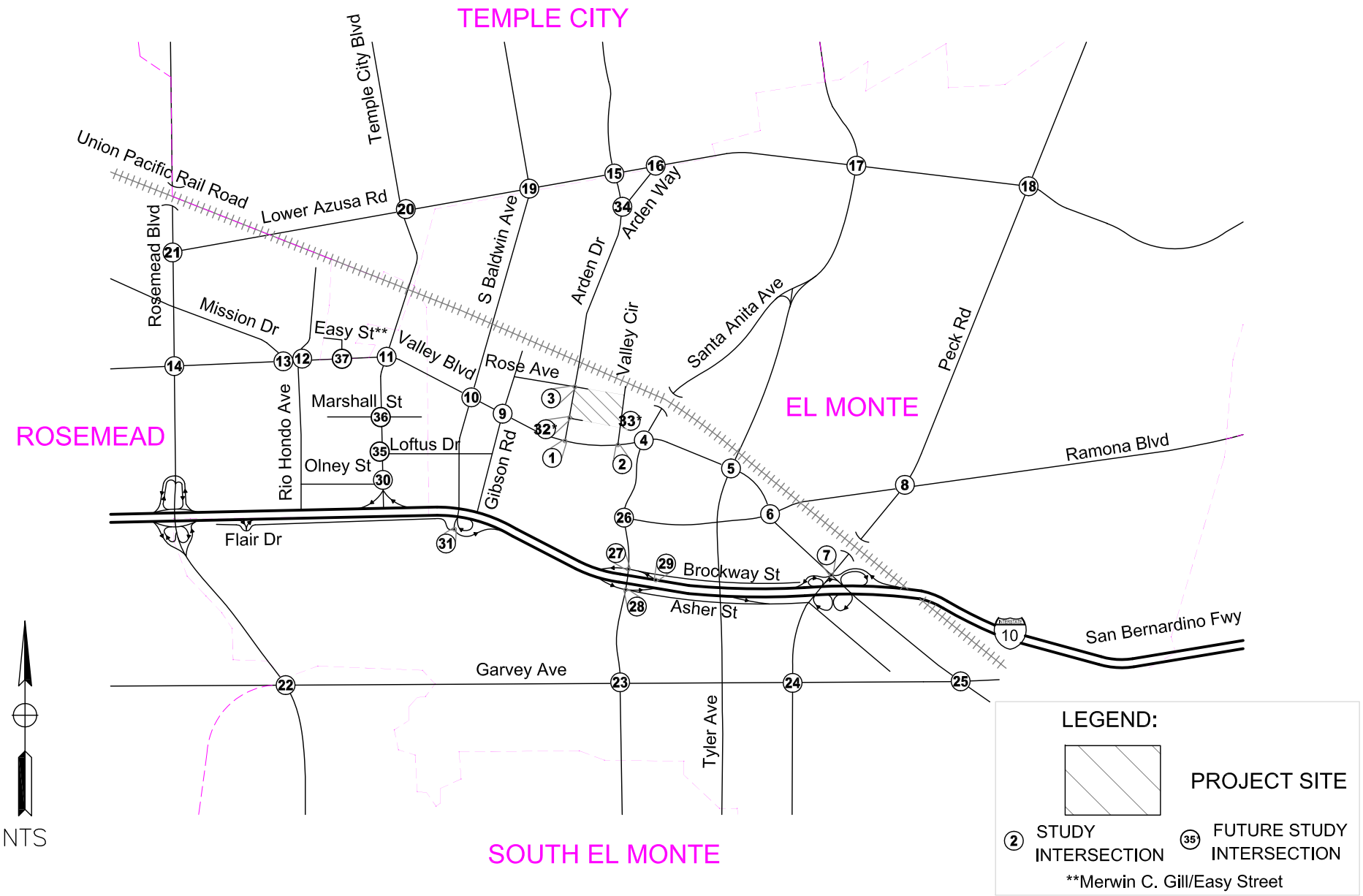
Figure 7 shows the morning and evening peak-hour intersection volumes by turning movements that were used in the analysis. **Figure 8** shows the Saturday midday peak-hour intersection traffic volumes by turning movements that were used in the analysis. **Appendix B** provides the raw traffic count data.

EXISTING LEVELS OF SERVICE

Definition of Level of Service

The City of El Monte and LACMTA CMP evaluate traffic levels of service (LOS) and impacts using the Intersection Capacity Utilization (ICU) methodology for signalized intersections and the 2010 Highway Capacity Manual (HCM) methodology for unsignalized intersections. The adjacent jurisdictions of Temple City, Rosemead and South El Monte use the same methodology. California Department of Transportation (Caltrans) uses the HCM operations methodology to determine LOS's for its intersections, ramps and freeway segments. The PTV VISTRO 2.0 software program was employed as the analysis tool in this study for both signalized and unsignalized intersections, while the 2010 Highway Capacity Software (HCS) was used for analysis of ramps and freeway segments.

"Level of Service" (LOS) is defined as a quantitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Level of service (LOS) is a measure of "quality-of-flow." There are six levels of service, A through F, which relate to traffic congestion from best to worst, respectively.



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STUDY INTERSECTIONS

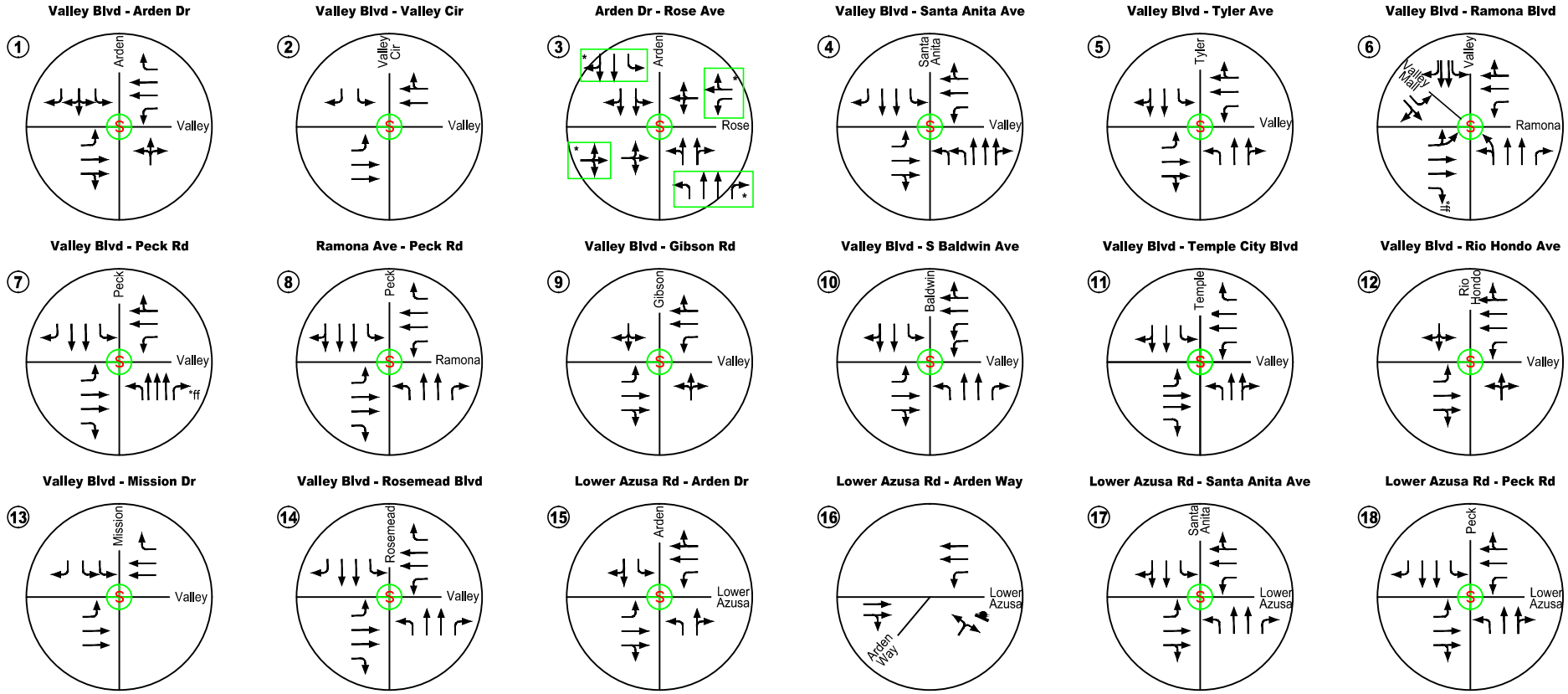
WAL-MART PROJECT, EL MONTE, CA

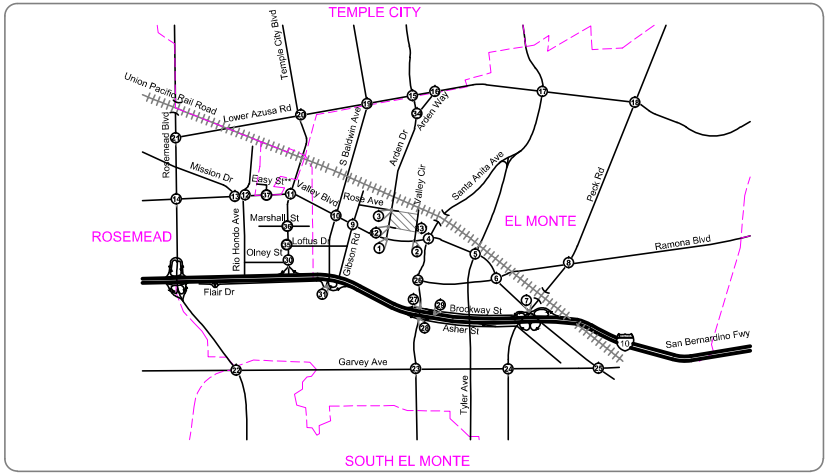
FIGURE 5

TABLE 2
STUDY INTERSECTIONS AND LEVEL OF SERVICE THRESHOLD AND METHODOLOGY BY JURISDICTION

Location	Intersection	Traffic Control	Jurisdictions	Minimum LOS	LOS Methodology
1	Valley Boulevard – Arden Drive	Signal	El Monte	E	ICU
2	Valley Boulevard – Valley Circle	Signal	El Monte	E	ICU
3	Arden Drive – Rose Avenue (also future Project driveway)	Signal	El Monte	D	ICU
4	Valley Boulevard – Santa Anita Avenue	Signal	El Monte	E	ICU
5	Valley Boulevard – Tyler Avenue	Signal	El Monte	E	ICU
6	Valley Boulevard – Ramona Boulevard	Signal	El Monte	E	ICU
7	Valley Boulevard – Peck Road	Signal	El Monte	E	ICU
8	Ramona Boulevard - Peck Road	Signal	El Monte	E	ICU
9	Valley Boulevard – Gibson Road	Signal	El Monte	E	ICU
10	Valley Boulevard – Baldwin Avenue	Signal	El Monte	E	ICU
11	Valley Boulevard – Temple City Boulevard	Signal	Rosemead	D	ICU
12	Valley Boulevard – Rio Hondo Avenue	Signal	Rosemead	D	ICU
13	Valley Boulevard – Mission Boulevard	Signal	Rosemead	D	ICU
14	Valley Boulevard – Rosemead Boulevard (SR-164[1]) (CMP intersection)	Signal	Rosemead Caltrans CMP	D D E	ICU HCM signalized ICU
15	Lower Azusa Road - Arden Drive	Signal	El Monte Temple City	E D	ICU ICU
16	Lower Azusa Road - Arden Way	STOP-sign	El Monte Temple City	E D	HCM unsignalized HCM unsignalized
17	Lower Azusa Road – Santa Anita Avenue	Signal	El Monte	E	ICU
18	Lower Azusa Road – Peck Road	Signal	El Monte	E	ICU
19	Lower Azusa Road – Baldwin Avenue	Signal	El Monte Temple City	E D	ICU ICU
20	Lower Azusa Road - Temple City Boulevard	Signal	Temple City	D	ICU
21	Lower Azusa Road - Rosemead Boulevard (SR-164[1])	Signal	Rosemead Caltrans	D D	ICU HCM signalized
22	Garvey Avenue – Rosemead Boulevard (SR-164[1])(CMP intersection)	Signal	South El Monte Caltrans CMP	D D E	ICU HCM signalized ICU
23	Garvey Avenue – Santa Anita Avenue	Signal	El Monte	E	ICU
24	Garvey Avenue – Peck Road	Signal	El Monte	E	ICU
25	Garvey Avenue - Valley Boulevard	Signal	El Monte	E	ICU
26	Santa Anita Avenue – Ramona Boulevard	Signal	El Monte	E	ICU
27	Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps	Signal	El Monte Caltrans	E D	ICU HCM signalized
28	Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps	Signal	El Monte Caltrans	E D	ICU HCM signalized
29	I-10 Westbound off-ramp at Brockway Street	AWSC-signs	El Monte Caltrans	E D	HCM unsignalized HCM unsignalized
30	Temple City Boulevard – Olney Street/I-10 Westbound	STOP-sign	Rosemead Caltrans	D D	HCM unsignalized HCM unsignalized
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	STOP-sign	El Monte Caltrans	E D	HCM unsignalized HCM unsignalized
32	Arden Drive – Southerly Project Driveway (future intersection)	STOP-sign	El Monte	D	HCM unsignalized
33	Valley Circle – Project driveway (future intersection)	STOP-sign	El Monte	D	HCM unsignalized
34	Arden Drive - Arden Way	STOP-sign	El Monte	D	HCM unsignalized
35	Temple City Boulevard – Loftus Drive	Signal	Rosemead	D	ICU
36	Temple City Boulevard - Marshall Street	Signal	Rosemead	D	ICU
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signal	Rosemead	D	ICU

Notes: 1) Rosemead Boulevard (SR-164) is signed as SR-19 in the area.





LEGEND:

- Intersection Lane Configurations
- * Future With-Project Lane Configurations and Traffic Control
- Traffic Signal
- STOP-sign
- *ff Free Flow (ff) lane
- df De Facto Right-Turn Lane

NTS

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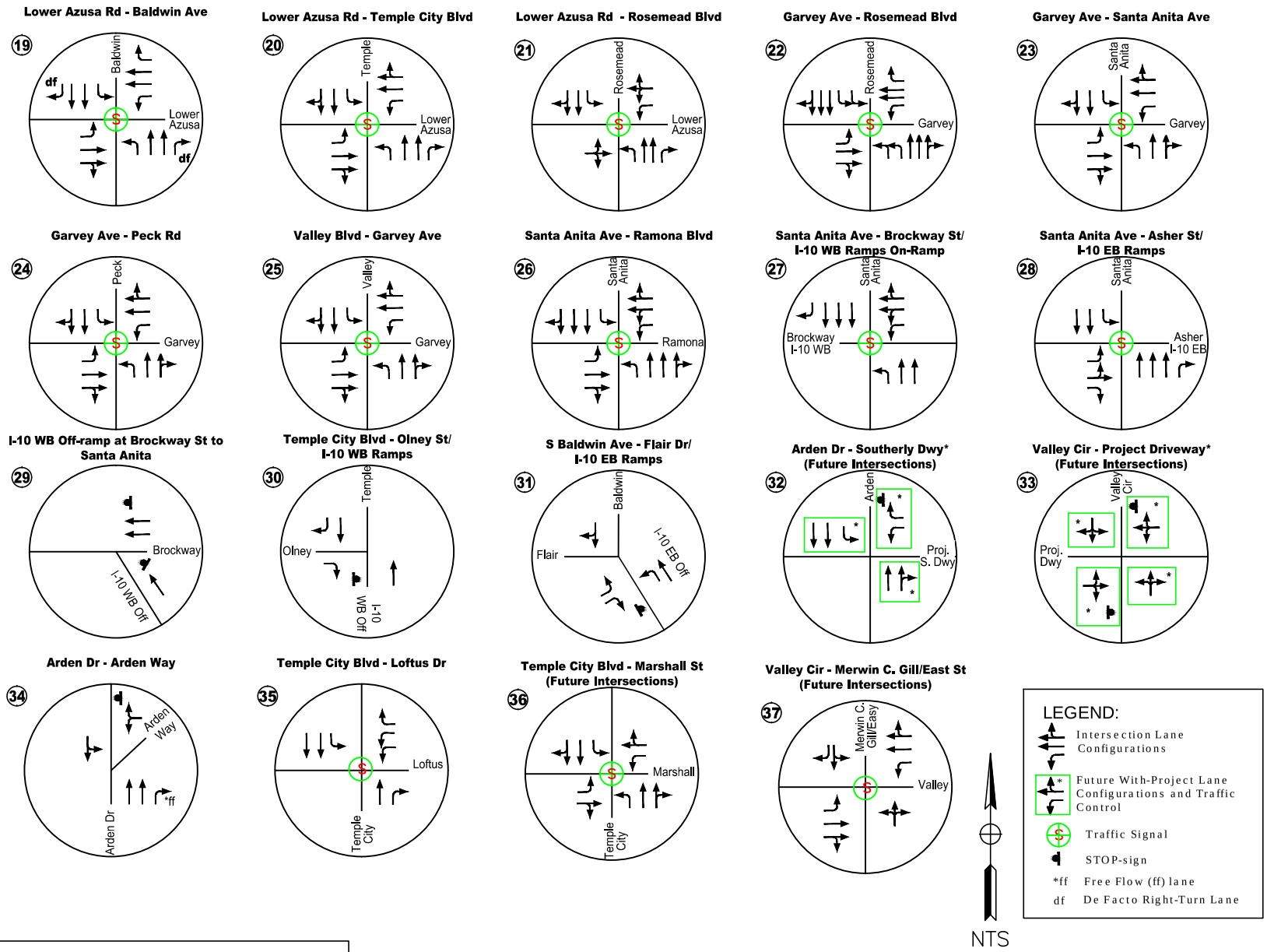
STUDY INTERSECTION LANE CONFIGURATIONS AND TRAFFIC CONTROL

WAL-MART PROJECT, EL MONTE, CA

Figure 6A



See Figure 6A for Intersection Locations

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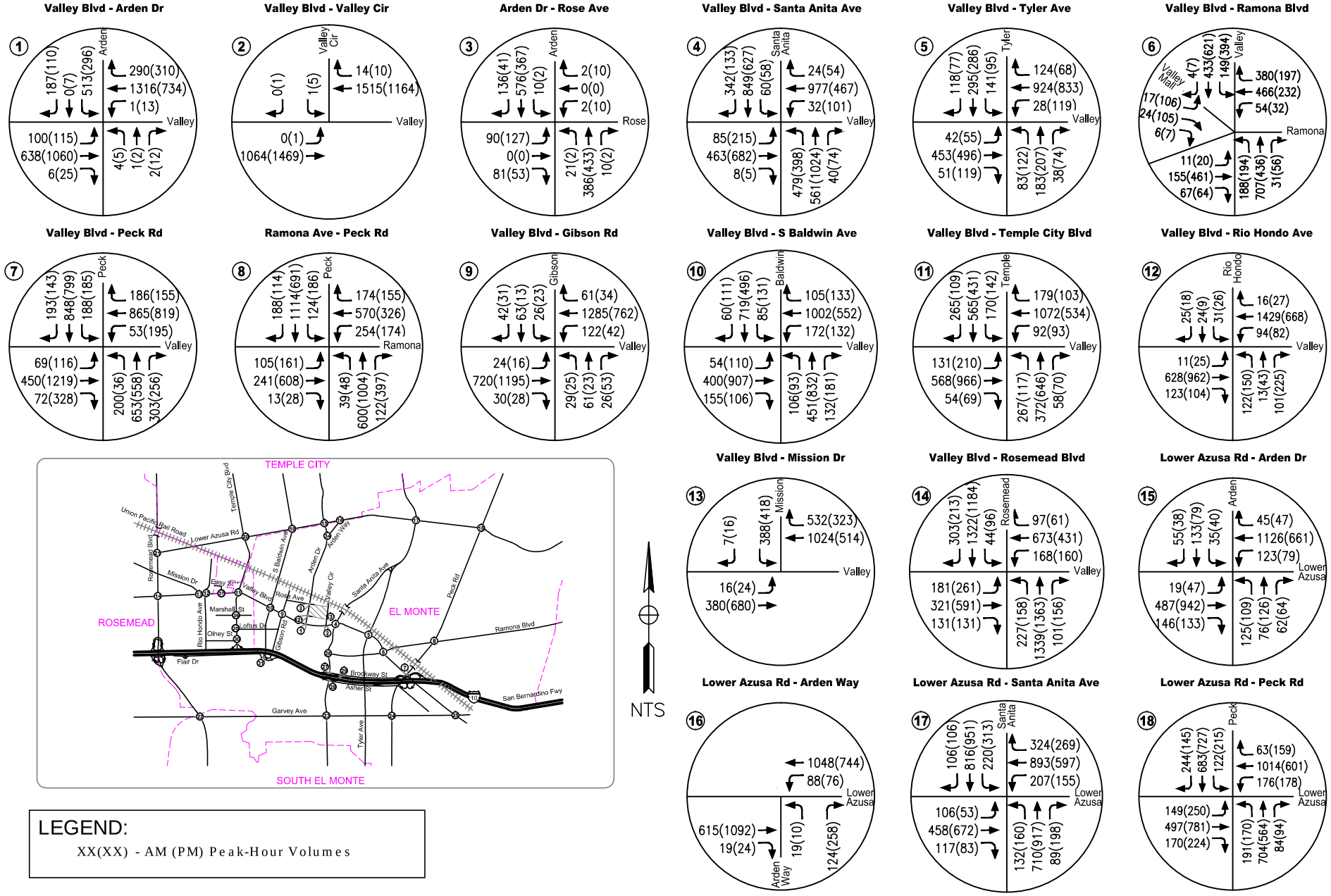
STUDY INTERSECTION LANE CONFIGURATIONS AND TRAFFIC CONTROL

WAL-MART PROJECT, EL MONTE, CA

Figure 6B



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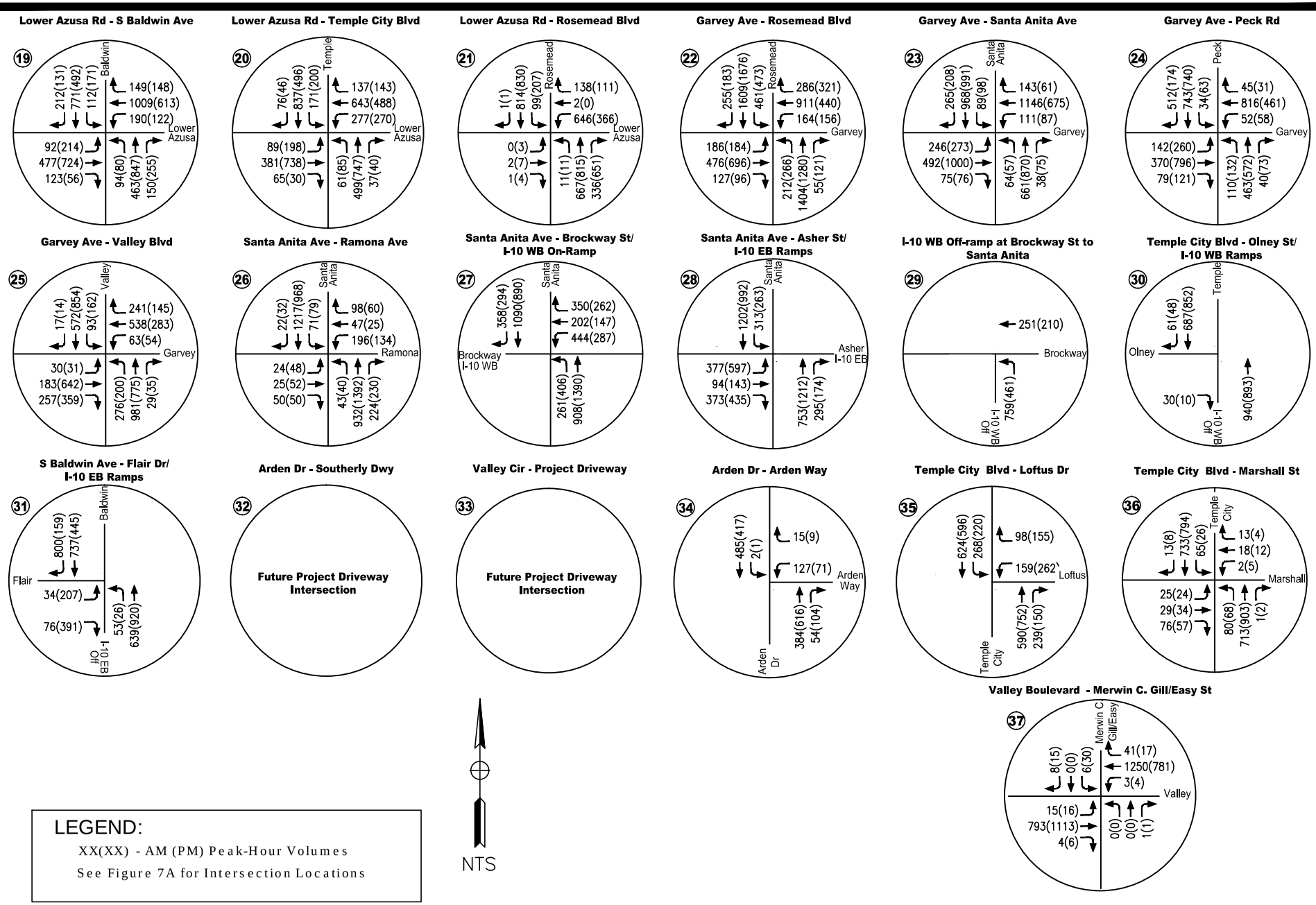
EXISTING WEEKDAY MORNING AND EVENING PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 7A



LEGEND:

XX(XX) - AM (PM) Peak-Hour Volumes

See Figure 7A for Intersection Locations

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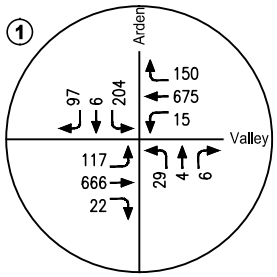
EXISTING WEEKDAY MORNING AND EVENING PEAK-HOUR TRAFFIC VOLUMES

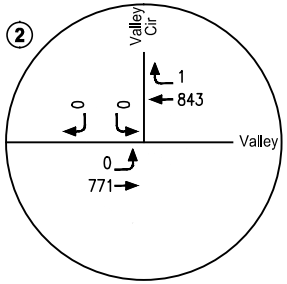
WAL-MART PROJECT, EL MONTE, CA

Figure 7B

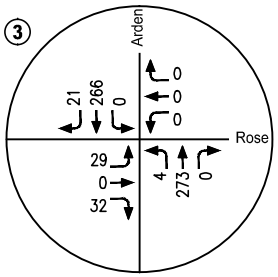
Valley Blvd - Arden Dr



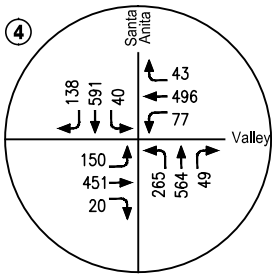
Valley Blvd - Valley Cir



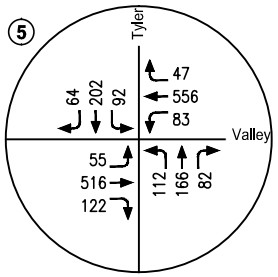
Arden Dr - Rose Ave



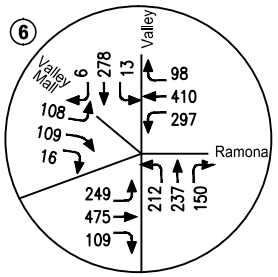
Valley Blvd - Santa Anita Ave



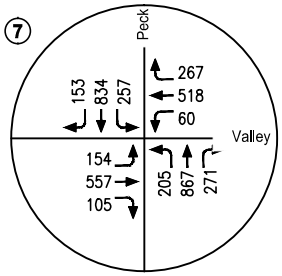
Valley Blvd - Tyler Ave



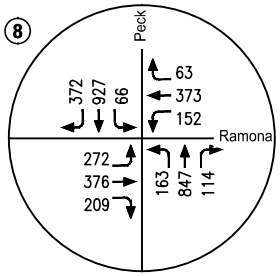
Valley Blvd - Ramona Blvd



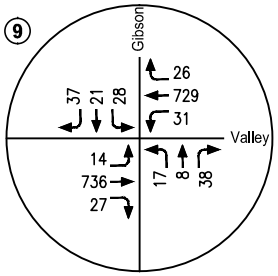
Valley Blvd - Peck Rd



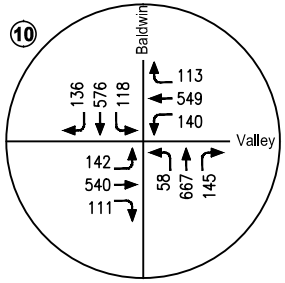
Ramona Ave - Peck Rd



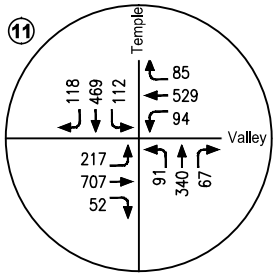
Valley Blvd - Gibson Rd



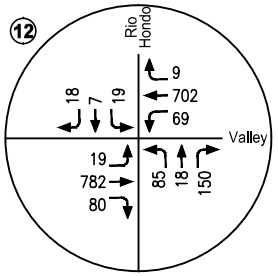
Valley Blvd - S Baldwin Ave

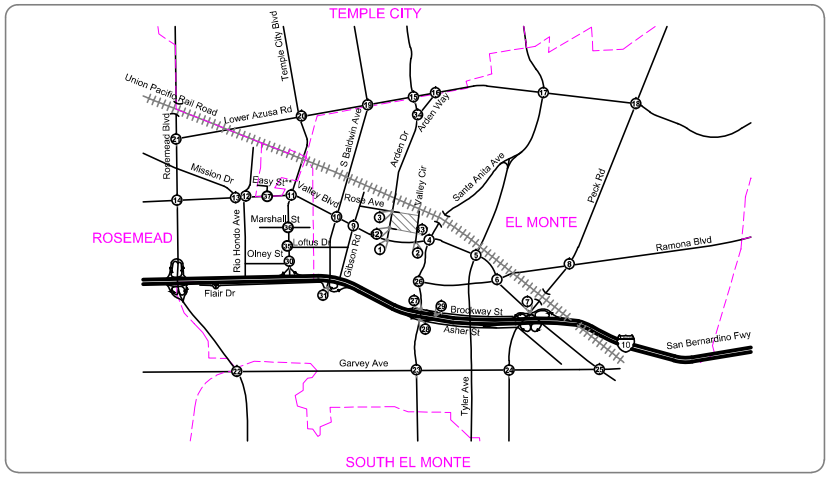


Valley Blvd - Temple City Blvd



Valley Blvd - Rio Hondo Ave





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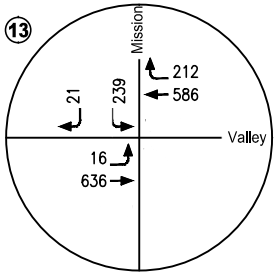
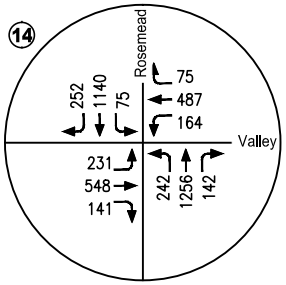
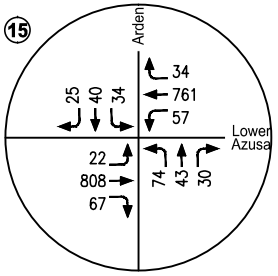


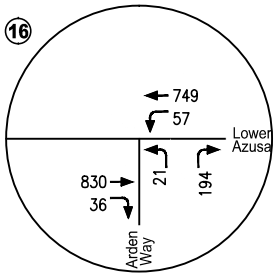
Valley Blvd - Rosemead Blvd



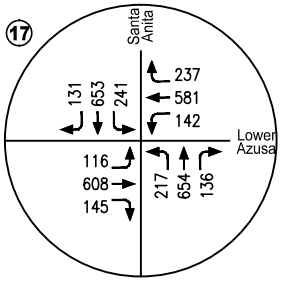
Lower Azusa Rd - Arden Dr



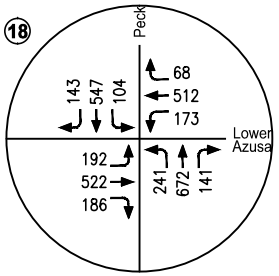
Lower Azusa Rd - Arden Way



Lower Azusa Rd - Santa Anita Ave



Lower Azusa Rd - Peck Rd



LEGEND:

XX(XX) - AM (PM) Peak-Hour Volumes

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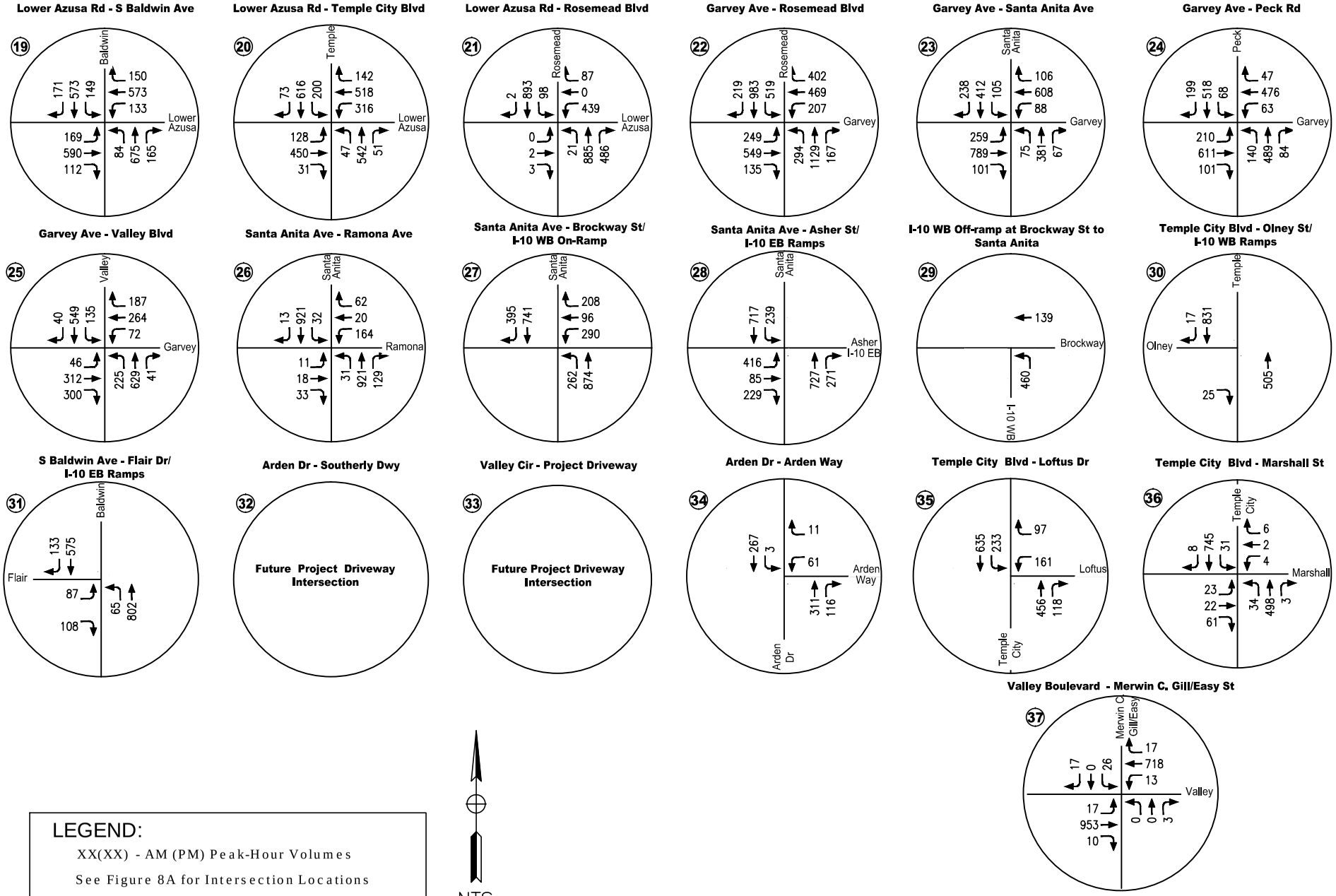
EXISTING SATURDAY PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 8A



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EXISTING SATURDAY PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 8B

In general, Level A represents free-flow conditions with no congestion. Conversely, Level F represents severe congestion with stop-and-go conditions. Level F typically is considered to be unsatisfactory. The criteria used to evaluate LOS conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted. **Table 3** shows the definition of LOS based on ICU's for signalized intersections. The LOS for unsignalized intersections are defined in terms of average delay for the controlled intersection approach (control delay) and are shown on **Table 4**. In addition, LOS definitions based on average stopped delay are shown for the Caltrans' signalized intersections.

The ICU analysis presented herein uses methodology parameters defined in the *Los Angeles County Metropolitan Transportation Authority 2010 Congestion Management Program Appendix D Guidelines for CMP Transportation Impact Analysis* and confirmed during scoping discussions with the City of El Monte, as follows:

- Capacity:
  - 1,600 vehicles/lane for all through and turn lanes
  - 2,880 total for dual turn lanes (Note: VISTRO software does not allow for adjustment of saturation flow rate for individual movements. Therefore, to replicate conditions under the reduced dual left-turn capacity of 2,880 vehicles per lane (which is 90% of 3,200 vehicles/lane), at intersections where there are dual left-turn lanes (or shared dual left-turn lanes) left-turn volumes have been adjusted by the same factor (i.e., left turn volumes in dual left turn lanes shown on volume figures have been divided by 0.9) and this higher volume was manually input in the VISTRO volume module for left-turn movements.)
- Clearance:
  - 0.10 of V/C assumed representing 10 seconds of delay for the yellow and all-red signal indication and inherent vehicle delay between cycles with an assumed signal cycle of 100 seconds

TABLE 3
INTERSECTION CAPACITY UTILIZATION (ICU)
LEVEL OF SERVICE DEFINITIONS

Level of Service	Definition	Nominal Range of ICU or V/C (Volume-to-Capacity Ratio)
A	Represents free flow. Individual vehicles are virtually unaffected by the presence of others in the traffic stream.	0.00 to 0.60
B	Is in the range of stable flow, but the presence of other vehicles in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.	0.61 to 0.70
C	Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual vehicles becomes significantly affected by interactions with other vehicles in the traffic stream.	0.71 to 0.80
D	Is a crowded segment of roadway with a large number of vehicles restricting mobility and a stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.	0.81 to 0.90
E	Represents operating conditions at or near the level capacity. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdown in traffic movement.	0.91 to 1.00
F	Is used to define forced or breakdown flow (stop-and-go gridlock). This condition exists when the amount of traffic approaches a point that exceeds the amount that can travel to a destination. Operations within the queues are characterized by stop and go waves, and they are extremely unstable.	Not Meaningful

Source: 2010 Los Angeles County Metropolitan Transportation Authority Congestion Management Program

Thresholds of Significance for Traffic Impacts

Table 2 shows the study intersections and minimum level of service requirements in accordance with each jurisdiction within which they are located, as discussed below.

City of El Monte

The City of El Monte General Plan 2011 (*Vision El Monte*) identifies roadway performance standards as follows:

TABLE 4
2010 HCM INTERSECTION LEVEL OF SERVICE CRITERIA

Level of Service	Average Stopped Delay per Vehicle (Seconds)	Average Control Delay per Vehicle (Seconds)
	Signalized	Unsignalized
A	0 to 10.0	0 to 10.0
B	10.01 to 20.00	10.01 to 15.00
C	20.01 to 35.00	15.01 to 25.00
D	35.01 to 55.00	25.01 to 35.00
E	55.01 to 80.00	35.01 to 50.00
F	80.01 and up	50.01 and up

Source: 2010 *Highway Capacity Manual*

> "The City desires to maintain a level of service (LOS) D throughout the City, except that LOS E may occur in the following circumstances:
> - Intersections/roadways at, or adjacent to, freeway ramps
> - Intersections/roadways on major corridors and transit routes
> - Intersections/roadways on truck routes
> - Intersections/roadways in or adjacent to commercial districts"

All study intersections are either on major corridors, truck routes, commercial corridors or adjacent to freeway ramps, with the exception of the following: Arden Drive – Rose Avenue (Intersection 3, an intersection of a Secondary Road and local street); Arden Drive – southerly Project driveway (Intersection 32, a Project driveway intersection on a Secondary Road; only analyzed under With-Project conditions); Village Circle – Project driveway (Intersection 33, a Project driveway on a local street; only analyzed under With-Project conditions); Arden Drive – Arden Way (Intersection 34, an intersection of a Secondary Road and local street).

To determine whether the addition of Project-generated trips at a signalized study intersection results in a significant impact, the City of El Monte utilizes the following threshold of significance:

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS F (V/C > 1.00) for all intersections on major corridors, truck routes, commercial corridors or adjacent to freeway ramps (in this case, all intersections along Valley Boulevard, Lower Azusa Road, Garvey Avenue, Rosemead Boulevard, Baldwin Avenue, Santa Anita Avenue, Peck Road and at intersections at, or adjacent to freeway ramps (Temple City Boulevard – Olney Street/I10 Westbound Ramps, Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps), and the I-10 Westbound off-ramp at Brockway Street to Santa Anita Avenue – see intersection listing in **Table 2**).

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS E (V/C > 0.90) for all intersections which are <u>not</u> on major corridors, truck routes, commercial corridors or adjacent to freeway ramps (as listed above and on **Table 2**).

The City of El Monte has not established thresholds of significance for unsignalized intersections however, the following threshold of significance has been used in El Monte General Plan Traffic Impact Study and other TIA's conducted in the City of El Monte as well as in this study:

- A significant impact occurs when a proposed Project increases traffic delay at an unsignalized intersection by two (2) percent or more, causing or worsening LOS E (control delay > 35 seconds) for those intersections (see intersection listing on **Table 2**).

Temple City

According to the Temple City Planning Manager, Temple City does not have specific requirements for minimum levels of service (LOS) standards at intersections, but does establish minimum LOS's along certain arterials. Along Lower Azusa Road (where study intersections in Temple City are located) Temple City attempts to maintain LOS D (see intersection listing on **Table 2**).

Therefore, for the purposes of this study the following thresholds of significance are utilized at intersections in Temple City:

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection causing the ICU to be LOS E, or degrading a LOS E under No-Project conditions to an LOS F under With-Project conditions.

City of Rosemead

The City of Rosemead Circulation Element Goal and Policy 1.3 is to" make every effort to provide LOS D operations or better on arterial roadways and collector roadways if a nexus to the project exists", and utilizes the following threshold of significance :

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS E (V/C > 0.90) (see intersection listing on **Table 2**).

City of South El Monte

Per the City of South El Monte Traffic Engineer, South El Monte's goal is to maintain LOS D on its roadways and utilizes the following threshold of significance for intersections where a Project adds 50 or more peak-hour trips:

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS E (V/C > 0.90) (see intersection listing on **Table 2**).

Congestion Management Program (CMP) Intersections

Two intersections (Rosemead Boulevard – Valley Boulevard (Intersection 14) and Rosemead Boulevard – Garvey Avenue (Intersection22)) are on the CMP network. The Los Angeles County Metropolitan Transportation Authority (LACMTA) has established LOS E as the minimum LOS standard for CMP intersections where a Project adds 50 or more peak-hour trips and utilizes the following threshold of significance.

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS F (V/C > 1.00) (see intersection listing on **Table 2**).

Caltrans' Facilities

As provided in *Guide for Preparation of Traffic Impact Studies*, September 2002, Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities, including ramp termini intersections, ramps and freeway segments. However, Caltrans acknowledges that this may not always be feasible. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained.

In the El Monte study area, the following thresholds of significance are utilized by Caltrans:

- A significant Project impact occurs at a State Highway study intersection when the addition of Project-generated trips causes the peak-hour level of service of the study intersection to change from acceptable operation (LOS D or better) to deficient operation (LOS E or F) (See intersection listing on **Table 2**).

- A significant Project impact occurs at a State Highway study freeway segment if at least 50 Project-generated peak hour trips are added and has the result of creating an unacceptable condition (LOS E or worse) on the freeway segment.

.

- A significant Project impact occurs at a State Highway ramp with the addition of at least 10 Project-generated peak hour trips when the ramp is operating at an unacceptable condition (meaning ramp queuing exceeds ramp storage capacity).

Intersection Levels of Service

The analysis of existing intersection LOS's was based upon the peak-hour traffic volumes illustrated on **Figures 7** and **8** and the existing intersection geometrics exhibited on **Figure 6**.

Table 5 summarizes the existing levels of service at the study intersections during the weekday morning, weekday evening and Saturday midday peak-hour periods for study intersections in the City of El Monte. **Appendix C** provides LOS worksheets for all of the LOS analyses.

As shown in **Table 5**, three intersections currently operate below City of El Monte's minimum LOS standards:

- Lower Azusa Road – Arden Way (Intersection 16) – this intersection is unsignalized and operates at LOS F during the weekday evening peak-hour period.
- Garvey Avenue – Santa Anita Avenue (Intersection 23) – this intersection operates at LOS F during the weekday morning peak-hour period.
- Baldwin Avenue – Flair Drive - I-10 Eastbound Ramps (Intersection 31) - this intersection is unsignalized and operates at LOS F during the weekday morning, evening and Saturday midday peak-hour periods.

Table 6 summarizes the existing levels of service at the study intersections during the weekday morning, weekday evening and Saturday midday peak-hour periods for the intersections which are in adjacent jurisdictions.

As shown in **Table 6**, several intersections currently operate below their respective jurisdictions' minimum LOS standards[7,8]:

[7] See Table 2 for study intersections by jurisdiction and their respective minimum LOS standards.
[8] Caltrans' and CMP intersection impacts are discussed under **Other Potential Impacts** in this Chapter.

TABLE 5

EXISTING MORNING, EVENING AND SATURDAY PEAK-HOUR LEVELS OF SERVICE ON EL MONTE INTERSECTIONS

Location	Study Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS [1] Methodology	EXISTING AM PEAK HOUR			EXISTING PM PEAK HOUR			EXISTING SAT PEAK HOUR		
						ICU[2]	Delay[3] (seconds)	LOS [4]	ICU[2]	Delay[3] (seconds)	LOS [4]	ICU[2]	Delay[2] (seconds)	LOS [3]
1	Valley Boulevard – Arden Drive	Signal	El Monte	E	ICU	0.756	-	C	0.564	-	A	0.481	-	A
2	Valley Boulevard – Valley Circle	Signal	El Monte	E	ICU	0.578	-	A	0.562	-	A	0.364	-	A
3	Arden Drive – Rose Avenue (also future Project driveway)	Signal	El Monte	D	ICU	0.448	-	A	0.363	-	A	0.230	-	A
4	Valley Boulevard – Santa Anita Avenue	Signal	El Monte	E	ICU	0.898	-	D	0.731	-	C	0.639	-	B
5	Valley Boulevard – Tyler Avenue	Signal	El Monte	E	ICU	0.635	-	B	0.606	-	B	0.504	-	A
6	Valley Boulevard – Ramona Boulevard	Signal	El Monte	E	ICU	0.704	-	C	0.713	-	C	0.732	-	C
7	Valley Boulevard – Peck Road	Signal	El Monte	E	ICU	0.862	-	D	0.878	-	D	0.830	-	D
8	Ramona Boulevard - Peck Road	Signal	El Monte	E	ICU	0.639	-	B	0.829	-	D	0.759	-	C
9	Valley Boulevard – Gibson Road	Signal	El Monte	E	ICU	0.690	-	B	0.613	-	B	0.451	-	A
10	Valley Boulevard – Baldwin Avenue	Signal	El Monte	E	ICU	0.789	-	C	0.800	-	C	0.634	-	B
15	Lower Azusa Road - Arden Drive	Signal	El Monte	E	ICU	0.673	-	B	0.629	-	B	0.496	-	A
16	Lower Azusa Road - Arden Way	STOP-sign	El Monte	E	HCM unsignalized	-	35.3	E	-	63.8	F*	-	39.0	E
17	Lower Azusa Road – Santa Anita Avenue	Signal	El Monte	E	ICU	0.917	-	E	0.915	-	E	0.809	-	D
18	Lower Azusa Road – Peck Road	Signal	El Monte	E	ICU	0.863	-	D	0.865	-	D	0.751	-	C
19	Lower Azusa Road – Baldwin Avenue	Signal	El Monte	E	ICU	0.773	-	C	0.797	-	C	0.707	-	C
23	Garvey Avenue – Santa Anita Avenue	Signal	El Monte	E	ICU	1.082	-	F	0.911	-	E	0.735	-	C
24	Garvey Avenue – Peck Road	Signal	El Monte	E	ICU	0.919	-	E	0.791	-	C	0.706	-	C
25	Garvey Avenue - Valley Boulevard	Signal	El Monte	E	ICU	0.736	-	C	0.843	-	D	0.661	-	B
26	Santa Anita Avenue – Ramona Boulevard	Signal	El Monte	E	ICU	0.492	-	A	0.568	-	A	0.416	-	A
27	Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps	Signal	El Monte	E	ICU	0.709	-	C	0.703	-	C	0.641	-	B
28	Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps	Signal	El Monte	E	ICU	0.611	-	B	0.724	-	C	0.563	-	A
29	I-10 Westbound off-ramp at Brockway Street	AWSC-signs[5]	El Monte	E	HCM unsignalized	-	22.2	C	-	10.4	B	-	10.6	B
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	STOP-sign	El Monte	E	HCM unsignalized	-	98.9	F*	-	>100	F*	-	>100	F*
32	Arden Drive – Southerly Project Driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			Does not exist			Does not exist		
33	Valley Circle – Project driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			Does not exist			Does not exist		
34	Arden Drive - Arden Way	STOP-sign	El Monte	D	HCM unsignalized	-	23.5	C	-	24.3	C	-	13.8	B

Notes:
(1) Levels of Service
(2) Intersection Capacity Utilization
(3) Average control delay for worst-case movement
(4) See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections
(5) All-way STOP-sign control

Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted.

*Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even very small increases in volumes result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided in the Appendix to this report.

TABLE 6

EXISTING MORNING, EVENING AND SATURDAY LEVELS OF SERVICE AT STUDY INTERSECTIONS IN TEMPLE CITY, ROSEMEAD AND SOUTH EL MONTE

Location	Study Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS (1) Methodology	EXISTING AM PEAK HOUR			EXISTING PM PEAK HOUR			EXISTING SAT PEAK HOUR		
						ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (2) (seconds)	LOS (3)
City of Temple City														
15	Lower Azusa Road - Arden Drive	Signal	Temple City	D	ICU	0.673	-	B	0.629	-	B	0.496	-	A
16	Lower Azusa Road - Arden Way	STOP-sign	Temple City	D	HCM unsignalized	-	35.3	E	-	63.8	F*	-	39.0	E
19	Lower Azusa Road – Baldwin Avenue	Signal	Temple City	D	ICU	0.773	-	C	0.797	-	C	0.707	-	C
20	Lower Azusa Road - Temple City Boulevard	Signal	Temple City	D	ICU	0.736	-	C	0.867	-	D	0.742	-	C
City of Rosemead														
11	Valley Boulevard – Temple City Boulevard	Signal	Rosemead	D	ICU	0.943	-	E	0.773	-	C	0.641	-	B
12	Valley Boulevard – Rio Hondo Avenue	Signal	Rosemead	D	ICU	0.605	-	B	0.779	-	C	0.598	-	A
13	Valley Boulevard – Mission Boulevard	Signal	Rosemead	D	ICU	0.577	-	A	0.462	-	A	0.382	-	A
14	Valley Boulevard – Rosemead Boulevard (CMP intersection)	Signal	Rosemead	D	ICU	0.978	-	E	0.884	-	D	0.904	-	E
21	Lower Azusa Road - Rosemead Boulevard	Signal	Rosemead	D	ICU	0.642	-	B	0.807	-	D	0.648	-	B
30	Temple City Boulevard – Olney Street/I-10 Westbound	STOP-sign	Rosemead	D	HCM unsignalized	-	13.6	B	-	15.2	C	-	15.4	C
35	Temple City Boulevard - Loftus Drive	Signal	Rosemead	D	ICU	0.692	-	B	0.798	-	C	0.587	-	A
36	Temple City Boulevard - Marshall Street	Signal	Rosemead	D	ICU	0.450	-	A	0.459	-	A	0.411	-	A
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signal	Rosemead	D	ICU	0.517	-	A	0.471	-	A	0.425	-	A
City of South El Monte														
22	Garvey Avenue – Rosemead Boulevard (CMP intersection)	Signal	South El Monte	D	ICU	0.965	-	E	0.901	-	E	0.957	-	E

Notes:
(1) Levels of Service
(2) Intersection Capacity Utilization
(3) Average control delay for worst-case movement
(4) See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections
(5) All-way STOP-sign control
Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted.

- Lower Azusa Road – Arden Way (Intersection 16) – this intersection is unsignalized and currently operates below Temple City minimum standard LOS D during the weekday morning and evening peak-hour and Saturday midday peak-hour period.
- Valley Boulevard – Temple City Boulevard (Intersection 11) – this intersection currently operates below City of Rosemead's minimum standard LOS D during the weekday morning peak hour.
- Valley Boulevard – Rosemead Boulevard (Intersection 14) – this intersection currently operates below City of Rosemead's minimum standard LOS D during the weekday morning and Saturday midday peak-hour periods.
- Garvey Avenue – Rosemead Boulevard (Intersection 22) – this intersection currently operates below City of South El Monte's minimum standard LOS D during the weekday morning and evening, and Saturday midday peak-hour periods.

Transit

The City of El Monte has a well-developed transit service plan which helps reduce congestion on roads, improves safety due to the reduction of vehicles on roadways, and decreases the need for costly road improvements and repairs. In addition, it serves those people who cannot, or choose not to, drive (for example, seniors, disabled persons, and teenagers and youth). El Monte is served by a regional bus-way, LACMTA, Foothill Transit and local bus routes as well as Metrolink and Amtrak, with interconnectivity at the El Monte Transit Center at Santa Anita Avenue – Ramona Boulevard.

City of El Monte General Plan defines transit corridors, or streets that are designated for transit (bus) use. Primary transit corridors are expected to carry the highest levels of transit service, particularly regional bus service, with the highest number of bus routes and the highest frequency of service. As an alternative, a secondary transit street is expected to carry lower but still significant levels of transit service, probably with a greater orientation to local rather than regional bus routes. In addition, the City of El Monte also has an elevated and dedicated bus-way that extends from the El Monte Transit Center to I-10.

Figure 4 shows the location of the El Monte Bus Station, Metrolink and the designated transit corridors. Primary transit corridors in the study area include: Valley Boulevard, Ramona Boulevard, Garvey Avenue, Rosemead Boulevard, Santa Anita Avenue and Tyler Avenue. Secondary transit corridors in the study area include: Arden Drive, Lower Azusa Road, Baldwin Avenue, and Peck Road.

Transit Service

Bus Transit

According to the El Monte General Plan, the El Monte Transit Station in downtown El Monte is the busiest bus terminal west of Chicago. This regional bus hub has direct access to the El Monte Bus-way on I-10, with dedicated High-Occupancy-Vehicle (HOV) lanes linking El Monte to downtown Los Angeles. The El Monte Transit Center also interconnects local and regional bus service with Metrolink service which has a station just west of Tyler Avenue.

Both the LACMTA and Foothill Transit operate bus routes that converge at the El Monte Transit Station and provide connectivity throughout the San Gabriel Valley and the Los Angeles metropolitan region. In addition, El Monte operates fixed-route buses that residents can use to visit shopping areas, entertainment, schools, parks and recreational facilities.

The Project vicinity is specifically served by Line 76 which runs a 24-hour service along Valley Boulevard from the El Monte Transit Center to/from downtown Los Angeles with 15-20 minute headways[9].

El Monte also operates three Express Shuttle routes: the Express Flair Park Shuttle, the Civic Center/MTA Bus Station Shuttle, and Express Mid-Day Flair/MTA Business Park Shuttle. Dial-A-Ride services for seniors and disabled people are also available in El Monte.

Train Service

Metrolink, operated by the Southern California Regional Rail Authority, is a regional rail system that provides commuter rail transportation for the region. The Los Angeles to San Bernardino Metrolink commuter rail line runs east–west through El Monte, with a station on the northeast part of downtown El Monte, between Santa Anita Avenue and Tyler Avenue.

There are 20 daily departures from the El Monte station towards Los Angeles Union Station during the weekdays, with 4 during the morning peak-hour period (7 AM to 9 AM) and 2 during the evening peak-hour period (4 PM to 6 PM). There are 10 daily departures from the El Monte station towards downtown Los Angeles (Union Station) on Saturdays.

There are 20 daily departures from the El Monte station towards downtown Riverside and/or San Bernardino during the weekdays, with 1 during the morning peak-hour period (7 AM to 9 AM) and 5 during the evening peak-hour period (4 PM to 6 PM). There are 10 daily departures from the El Monte station towards downtown Riverside and/or San Bernardino on Saturdays.

Amtrak also has two trains that run through El Monte (Sunset Limited and Texas Eagle) but they do not stop at the El Monte transit station.

[9] A headway is the time between vehicle arrivals in a transit system.

Truck Movement

Trucks are allowed to make deliveries to and from businesses or their various customers in the community pursuant to any regulations contained in the City's Municipal Code. With respect to trucks that pass through El Monte, but do not serve local needs, the General Plan designates truck routes where the roadway design is sufficient to accommodate large vehicles and the adjacent land uses require truck accessibility to deliver goods and materials.

Designated truck routes are the primary routes for truck traffic and are shown on **Figure 4.** Truck routes are focused onto principal travel corridors that support commercial and industrial activities. Controlling and limiting trucks help prevent them from intruding into neighborhoods and traveling on streets not designed to accommodate them, reduce diesel and particulate emissions near sensitive land uses, control noise and vibration, and improve quality of life in the community.

In the Project study area, the following streets have been designated as truck routes – Valley Boulevard, Lower Azusa Road, Ramona Boulevard, Garvey Avenue, Santa Anita Avenue, Peck Road, Baldwin Avenue, Temple City Boulevard and Rosemead Boulevard.

Freight Movement

El Monte General Plan indicates that approximately 35 freight trains run though El Monte. The Union Pacific Rail Road (UPRR) main line runs east–west through the City, north of Valley Boulevard and the Project site. A rail line used by Metrolink parallels the I-10 south of the site and ties into the UPRR line east of the Rio Hondo.

An at-grade crossing of UPRR exists on Arden Drive immediately north of the Project site. The crossing includes flashers with a crossing gate and an overhead flashing light-structure on the right side of the road in each direction, a raised center median, and driveways located on all four quadrants of the crossing. According to Appendix F, Railroad Crossing Delay Analysis for *Alameda Corridor-East Construction Authority ACE Phase II Grade Separation Traffic Study and Concept Plans,* December 2011 by KOA Corporation, 11 trains (9 freight-service and 2 passenger-service trains) passed along the UPRR at the Arden Drive at-grade crossing in 2009.

Long-Range Plans and Funding Mechanisms

The City of El Monte General Plan Circulation Element has been adopted in accordance with CEQA requirements. Accordingly, any impacts on intersections than can be mitigated to a less than significant level with roadway improvements that are consistent with the General Plan Circulation Element are not significant, as long as the Project contributes "fair share" funding for said improvements. The City of El Monte levies a development traffic impact fee and a street facilities fee on proposed development to support implementation of its Circulation Element.

Planned Transportation Improvements

Regional Improvements

The City of El Monte General Plan recognizes the importance of integrating local roadway access with regional roadway access. Therefore, the City of El Monte is working with Caltrans to study the implementation of High Occupancy toll lane and congestion pricing along I-10 as well as improving access to/from I-10 at Baldwin Avenue in the study area.

Transit

To support that effort, the City is undertaking feasibility studies to create a rapid transit line, the Mid Valley Transit Corridor, that will run from the El Monte Transit Station eastward via Ramona Boulevard and Badillo to cities in the east San Gabriel Valley.

Freight Movement

Freight movement will increase along the UPRR line and El Monte is coordinating with Alameda Corridor East (ACE) to minimize freight impacts on at-grade rail crossings.

3.
PROJECT TRAFFIC

This chapter describes the development of Project-related traffic volumes.

PROJECT TRAFFIC VOLUMES

Project Description, Location and Access

The proposed Project is to be located on a vacant parcel of land on the east side of Arden Drive. The parcel lies between Arden Drive on the west, Arden Circle on the east, Rose Avenue on the north and its southerly border located approximately 420 feet north of Valley Boulevard. The Project site plan is shown on **Figure 2**. As shown on **Figure 2**, the Project includes a Wal-Mart of just less than 182,500 square feet with a garden center.

The Project site will be accessed from: 1) Arden Drive via the existing signalized intersection at Rose Avenue; 2) Arden Drive via an unsignalized driveway on the southern edge of the site; 3) two secondary driveways from Valley Circle on the west edge of the site, limited to service vehicles and employees.

The Project will be developed in one phase, with anticipated completion in 2016. This study considers the traffic impacts of the Project site under Existing-plus-Project conditions and under Project Opening Year (2016) and Horizon Year (2035) conditions.

Project Traffic

The traffic related to the Project has been calculated in accordance with the following accepted procedural steps:

- Project Generation
- Project Distribution
- Project Assignment

Project Trip Generation

Trip generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Trip generation rates and equations for different land uses are typically found in publications by the Institute of Transportation Engineers (ITE) and by local agencies such as San Diego Association of Governments (SANDAG).

The most current trip generation for super-center stores such as Wal-Marts is provided in ITE's *Trip Generation*, 9th Edition. Trip generation for this Project has been estimated based on data provided in ITE's *Trip Generation*, 9th Edition. **Table 7** shows the rates that have been used in this analysis, as well as the resultant trip generation for the Project. It should be noted that for commercial retail land uses, a portion of the traffic comes from "pass-by" trips from adjacent roadways, which are currently on the roadway system. *Trip Generation*, 9th Edition, provides guidelines for estimating "pass-by" trips. "Pass-by" trip generation for specific land uses has been determined based on average "pass-by" percentages provided in this handbook. The Project trip generation was approved by the City of El Monte prior to proceeding with the Project trip distribution and assignment tasks.

It is estimated that the Project will generate 277 net new trips (155 inbound, 122 outbound) during the weekday morning peak hour; 572 net new trips (280 inbound, 292 outbound) during the weekday evening peak hour; and 793 new trips (396 inbound, 396 outbound) during the Saturday midday peak hour. During a typical weekday, the Project will generate 7,595 daily trips, and during a typical weekend day, the Project will generate 9,588 daily trips.

TABLE 7
PROJECT TRIP GENERATION
EL MONTE, CA

TRIP GENERATION RATES

ITE LANDUSE	UNIT	DAILY RATE	AM PEAK HOUR RATES In	Out	Total	PM PEAK HOUR RATES In	Out	Total	SATURDAY PEAK HOUR RATES In	Out	Total	SATURDAY DAILY RATES
Free-standing Discount Superstore (Land Use 813) (1)	Average rate per 1,000 square feet	50.75	1.04	0.81	1.85	2.13	2.22	4.35	2.82	2.82	5.64	64.07

TRIP GENERATION

LANDUSE	SIZE (2)	DAILY	AM PEAK HOUR In	Out	Total	PM PEAK HOUR In	Out	Total	SATURDAY PEAK HOUR In	Out	Total	SATURDAY DAILY
Wal-Mart Store	182,500	9,262	189	149	338	389	405	794	515	515	1,029	11,693
Gross Project Trips	182,500	9,262	189	149	338	389	405	794	515	515	1,029	11,693
Pass-by - 28% PM peak; 23% Saturday midday peak; 18% AM peak; 18% daily trip reduction for freestanding discount store (3)		(1,667)	(34)	(27)	(61)	(109)	(113)	(222)	(118)	(118)	(237)	(2,105)
Net Total Trips		**7,595**	**155**	**122**	**277**	**280**	**292**	**572**	**396**	**396**	**793**	**9,588**

Note:
(1) *ITE Trip Generation Manual,* 9th Edition, Land Use 813 (Free-Standing Discount Superstore) average rates.
(2) *Site Plan by Tait, April 12, 2013 - building size rounded up to nearest 500 square feet.*
(3) *ITE Trip Generation Guide Manual, 9th Edition, User's Guide and Handbook,* Table 5.2 (Average Pass-By Trip Percentage for Free-Standing Discount SuperStore, Weekday PM Peak Period, 10% less assumed for AM and Daily); and Table 5.4 (Average Pass-By Trip Generation for Free-Standing Discount Store for Saturday Midday Peak Period)

Project Trip Distribution

The trip distribution process represents the directional orientation of traffic approaching and departing the site. Trip distribution is heavily influenced by the geographical location of the site, the location of residential, employment and recreational opportunities and proximity to the regional freeway system.

Project trip distribution has been determined based on:

- regional daily trip distribution factors published in the 2010 LACMTA CMP for Regional Statistical Area (RSA) 25;

- the probable market area for this store considering locations of other Wal-Mart stores in the vicinity (there are existing Wal-Mart stores at 1827 Walnut Grove Avenue in Rosemead, 3250 Big Dalton Avenue in Baldwin Park, and 1600 Mountain Avenue in Duarte); and

- current traffic patterns in the study area.

Figure 9 shows the Project trip distribution in the study area. **Figure 10** shows the inbound Project trip distribution at study intersections. **Figure 11** shows the outbound Project distribution at study intersections. The Project trip distribution was approved by the City of El Monte prior to proceeding with the Project assignment and analysis.

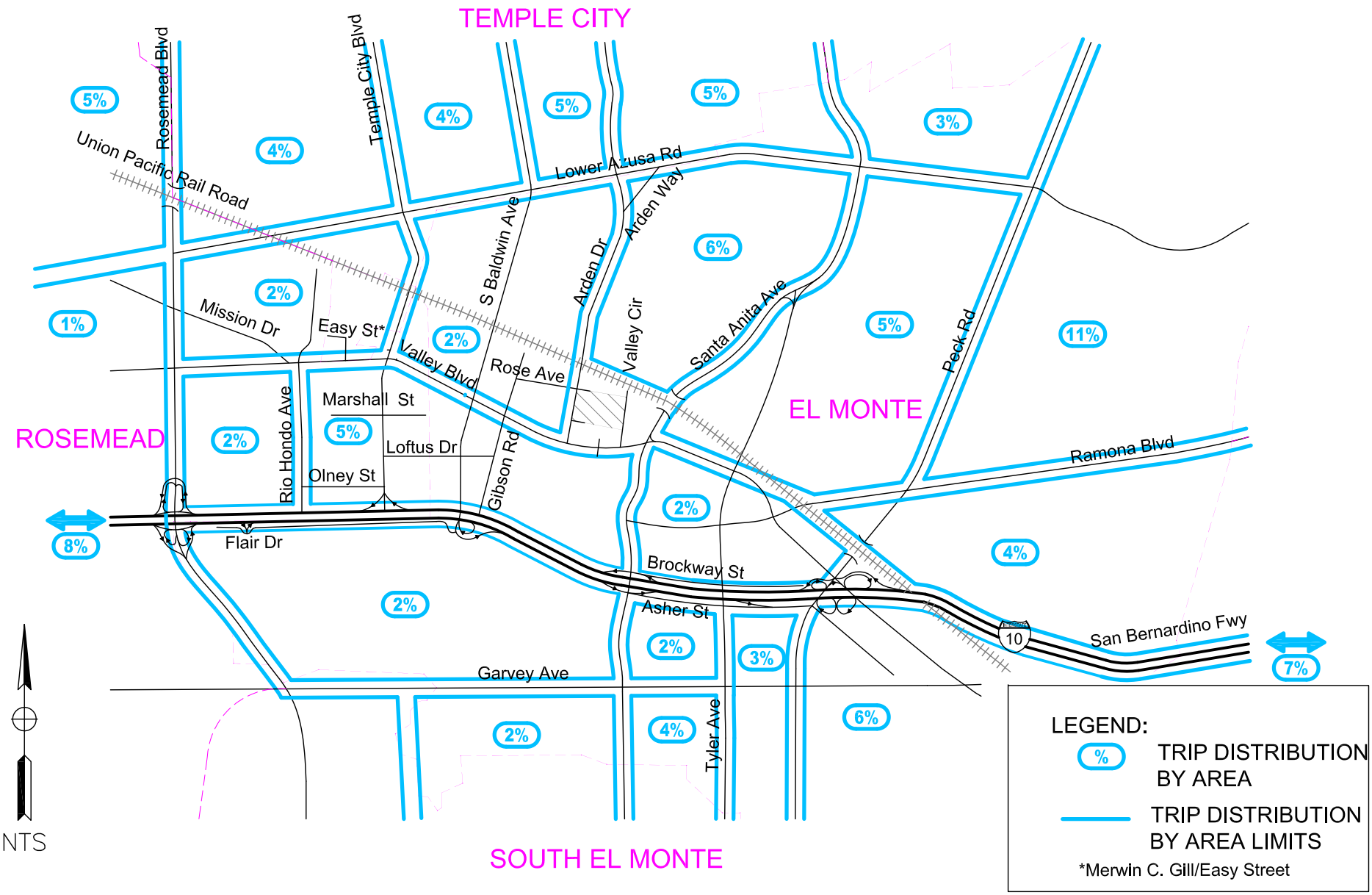
Project Trip Assignment

Project trips were assigned to study intersections based on the weekday morning, evening and Saturday trip distribution described above. Assignment of "pass-by" trips to the Project driveways has been assigned based on directional trip distribution of existing trips on Arden Drive and Valley Boulevard for each analysis period.

Figure 12 illustrates the assignment of Project morning and evening peak-hour trips at study intersections. **Figure 13** illustrates the assignment of Project Saturday midday peak-hour trips at study intersections.

EXISTING-PLUS-PROJECT TRAFFIC VOLUMES

Existing-plus-Project traffic volumes were obtained by adding Project traffic volumes (see **Figures 12** and **13** for weekday and Saturday peak-hour volumes, respectively) to Existing traffic volumes (see **Figures 7** and **8** for weekday and Saturday peak-hour volumes, respectively) at study intersections.



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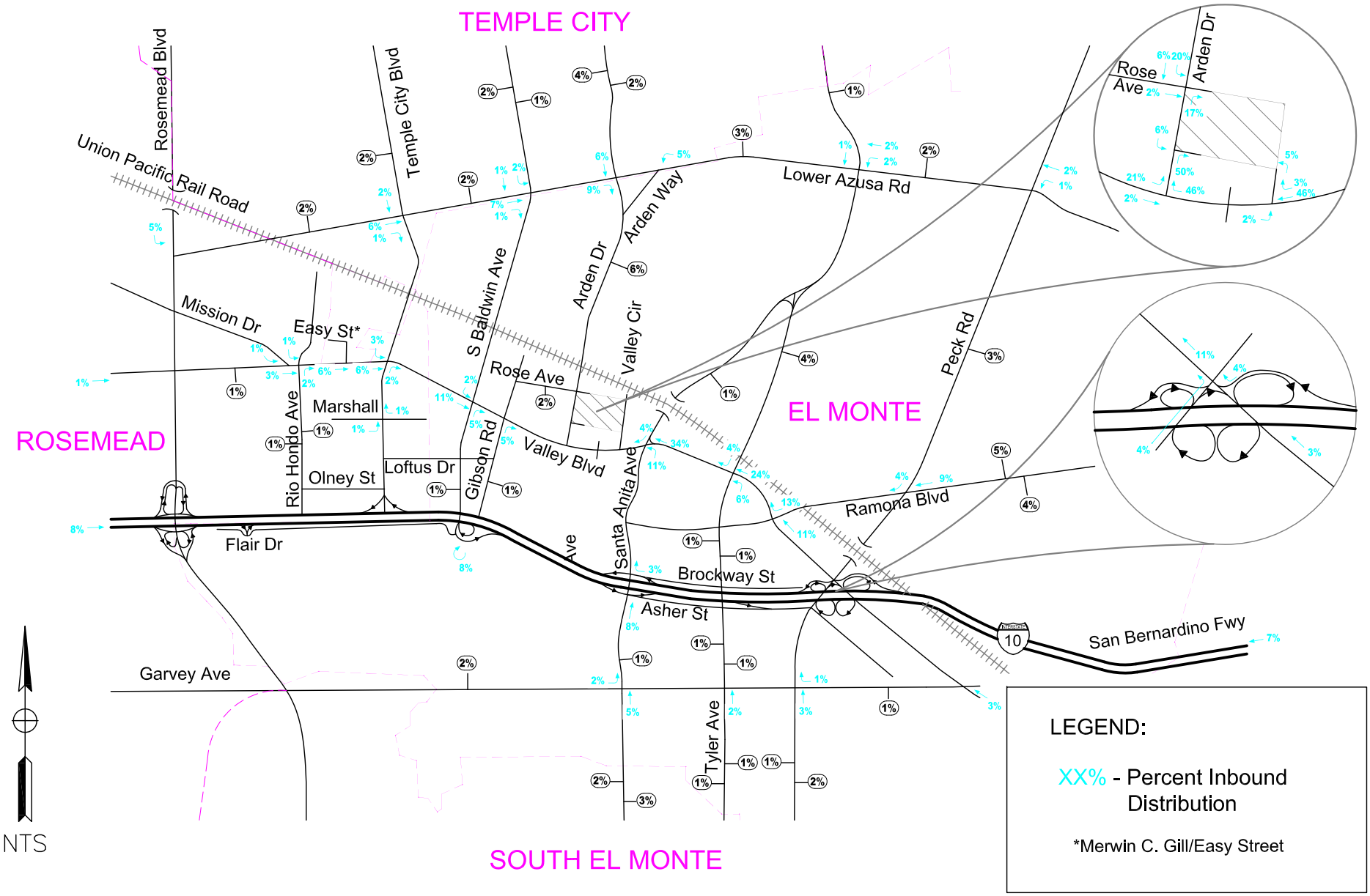
PROJECT TRIP DISTRIBUTION

WAL-MART PROJECT, EL MONTE, CA

FIGURE 9



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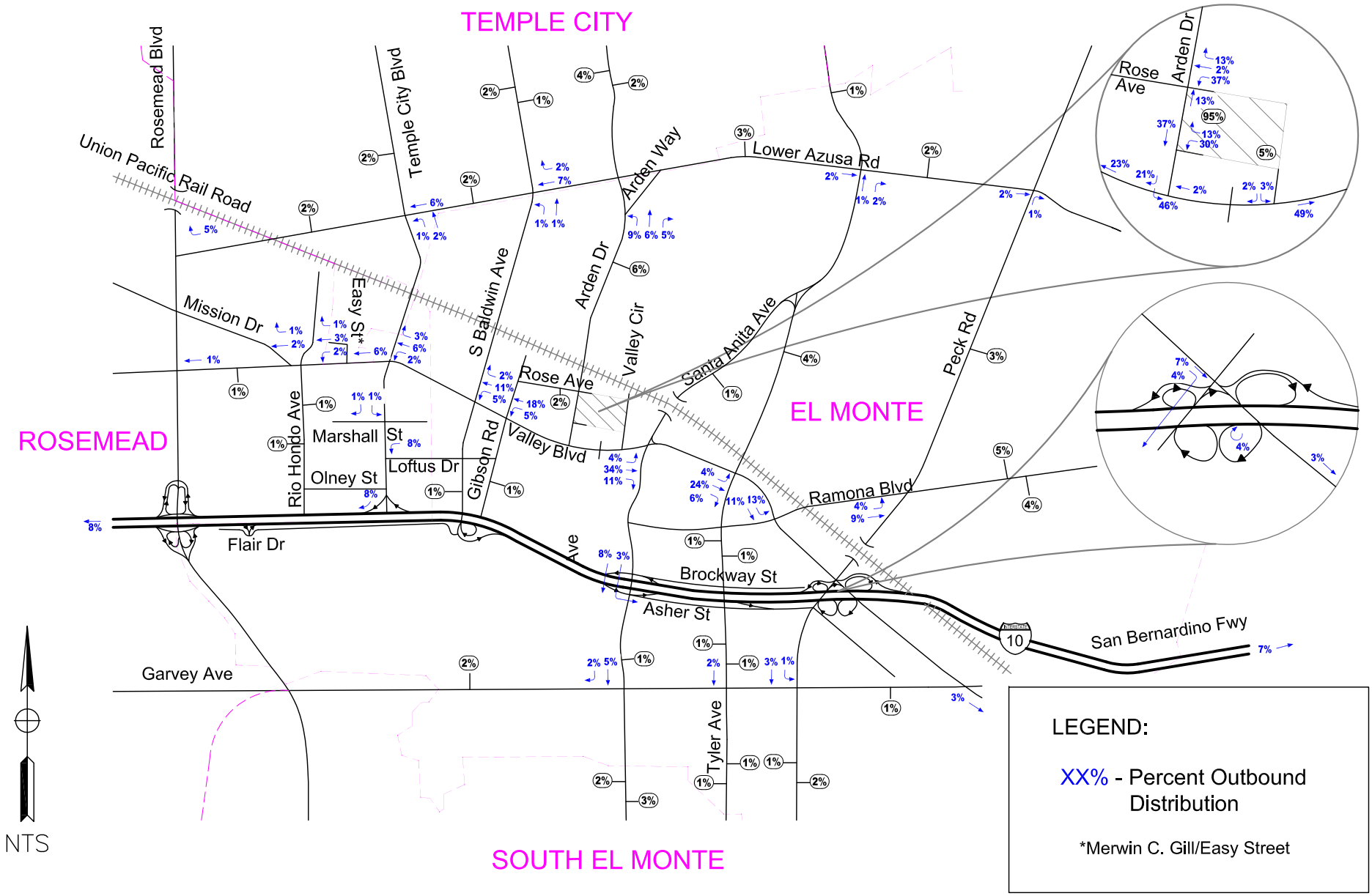
INBOUND PROJECT TRIP DISTRIBUTION

WAL-MART PROJECT, EL MONTE, CA

Figure 10



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OUTBOUND PROJECT TRIP DISTRIBUTION

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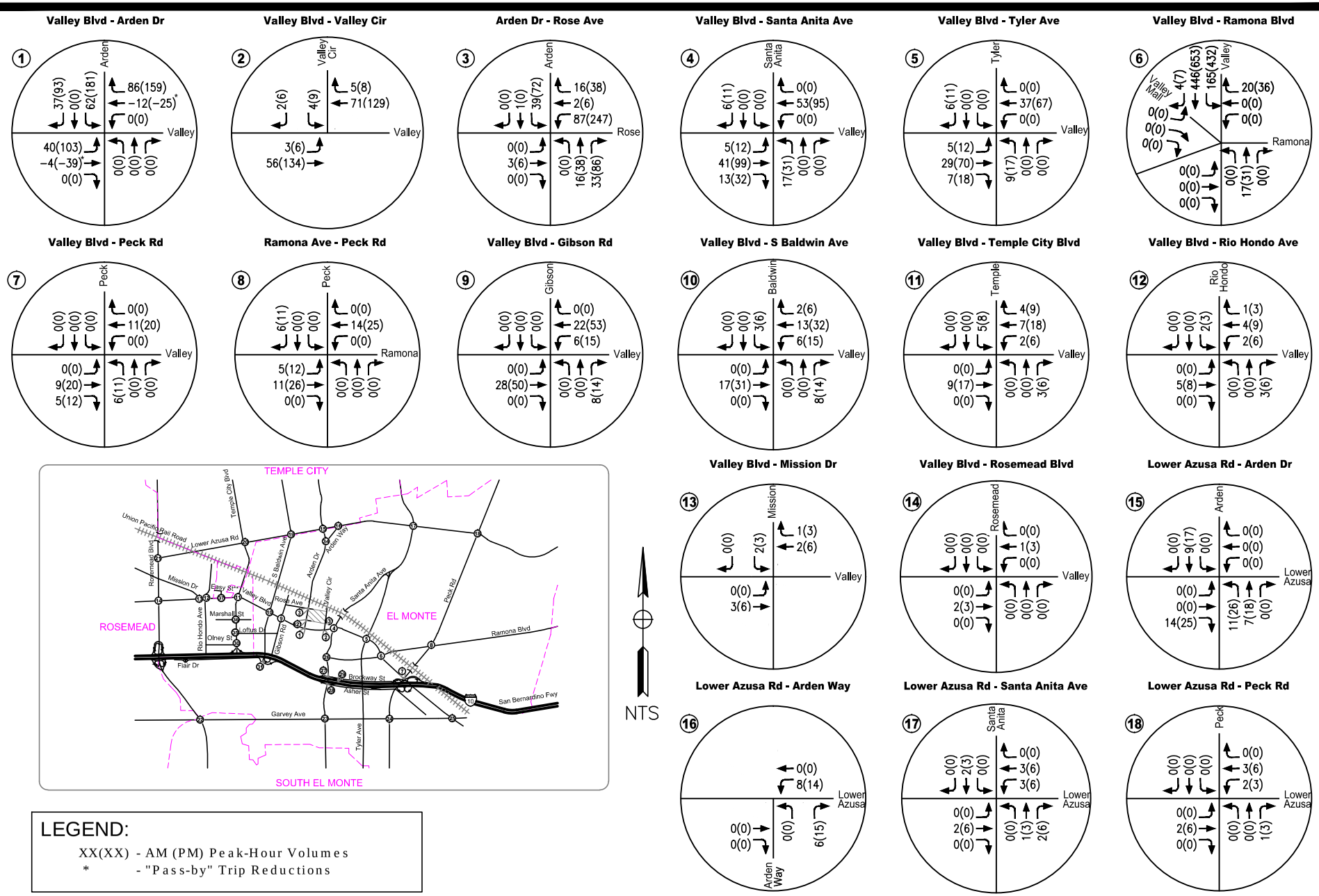
Figure 11



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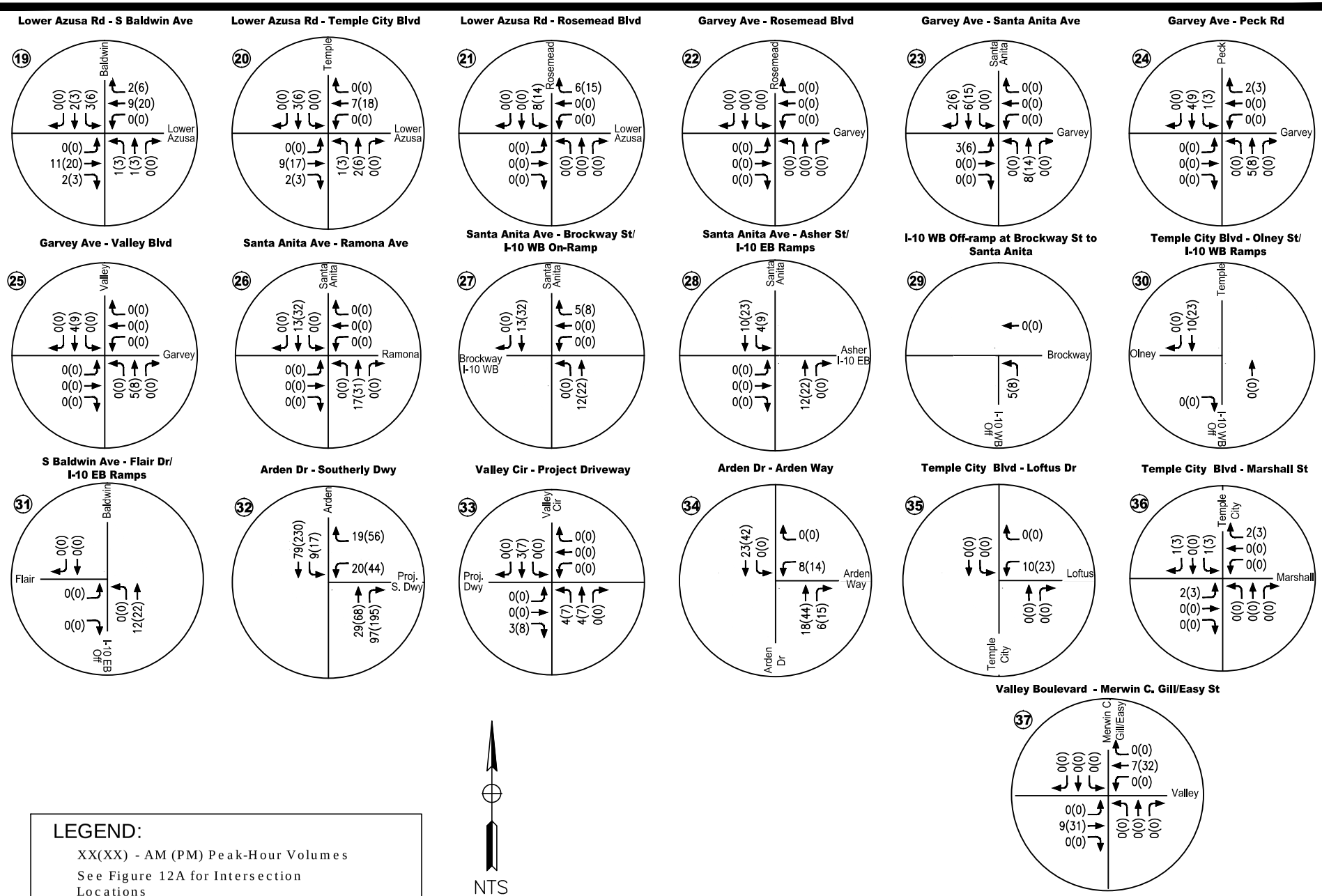
PROJECT WEEKDAY MORNING AND EVENING PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 12A



LEGEND:

XX(XX) - AM (PM) Peak-Hour Volumes

See Figure 12A for Intersection Locations

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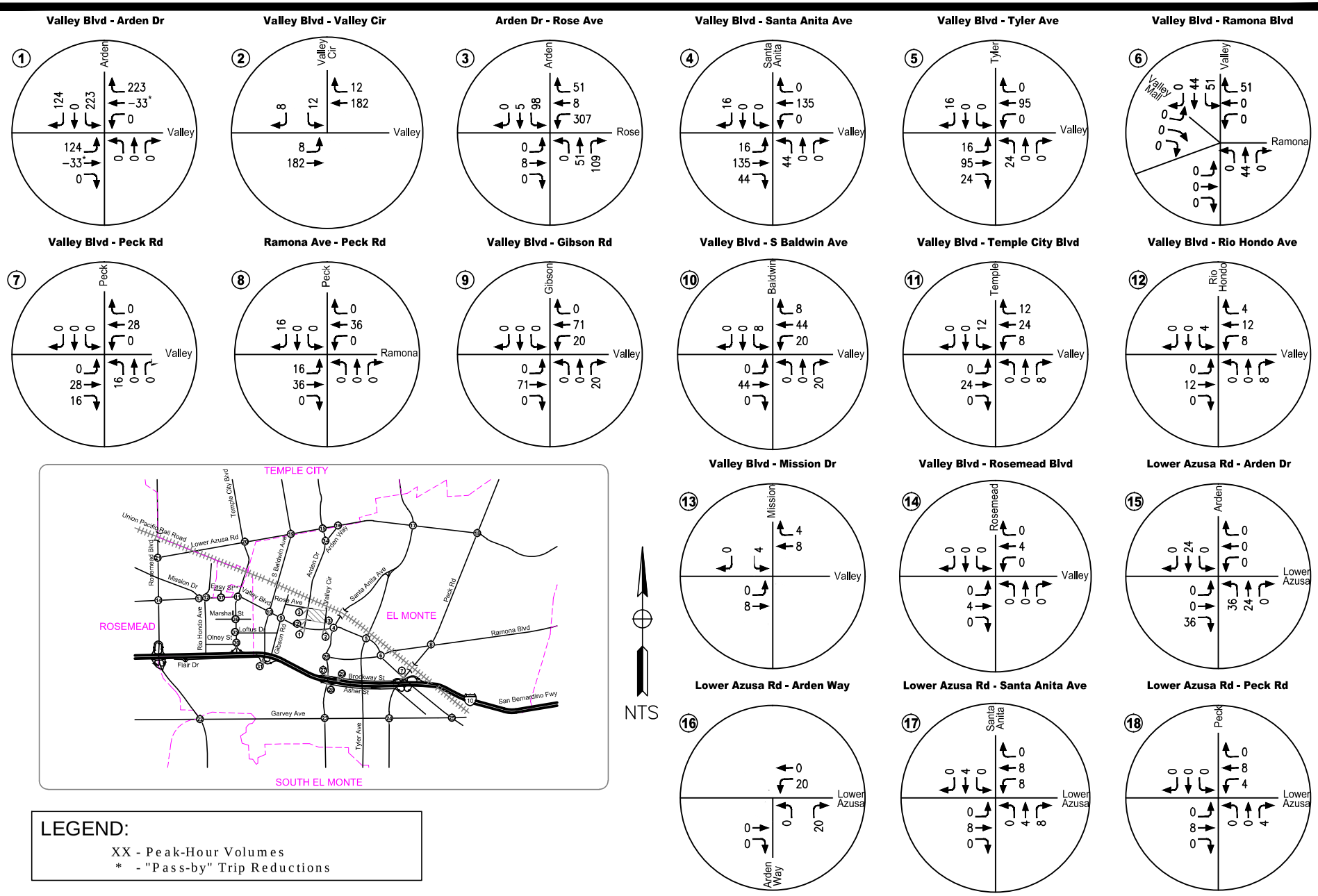
PROJECT WEEKDAY MORNING AND EVENING PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 12B



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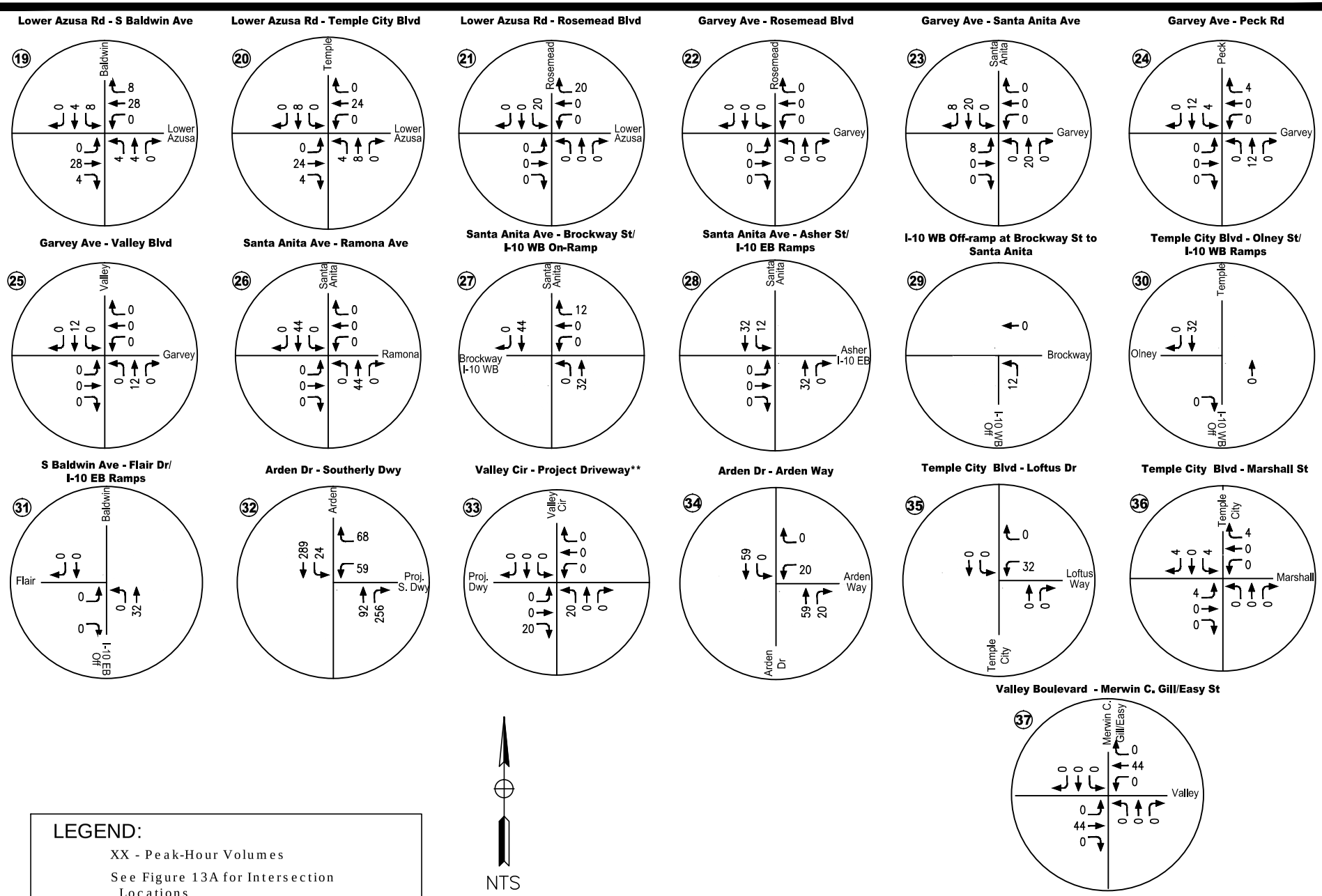
PROJECT SATURDAY PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 13A



LEGEND:

XX - Peak-Hour Volumes

See Figure 13A for Intersection Locations

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PROJECT SATURDAY PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 13B

Figure 14 shows the Existing-Plus-Project morning and evening peak-hour traffic volumes at study intersections, while **Figure 15** shows the Opening Year (2016) With-Project Saturday midday peak-hour trips at study intersections.

EXISTING-PLUS-PROJECT LEVELS OF SERVICE

Existing-plus-Project Levels of Service were based upon the peak-hour traffic volumes illustrated on **Figure 14** for the weekday morning and evening peak-hours and on **Figure 15** for Saturday midday peak-hour, and the existing intersection geometrics exhibited on **Figure 6,** with the exception of the following Project driveway intersections:

Intersection of Arden Drive – Rose Avenue (Intersection 3) will be improved under Project conditions as follows:

- Northbound – one left-turn lane, two through lanes and one right-turn lane
- Southbound – one left-turn lane, one through lane and one optional through-or-right-turn lane
- Westbound – one left-turn lane and one optional through-or-right-turn lane
- Eastbound – one optional left-through-or-right-turn lane

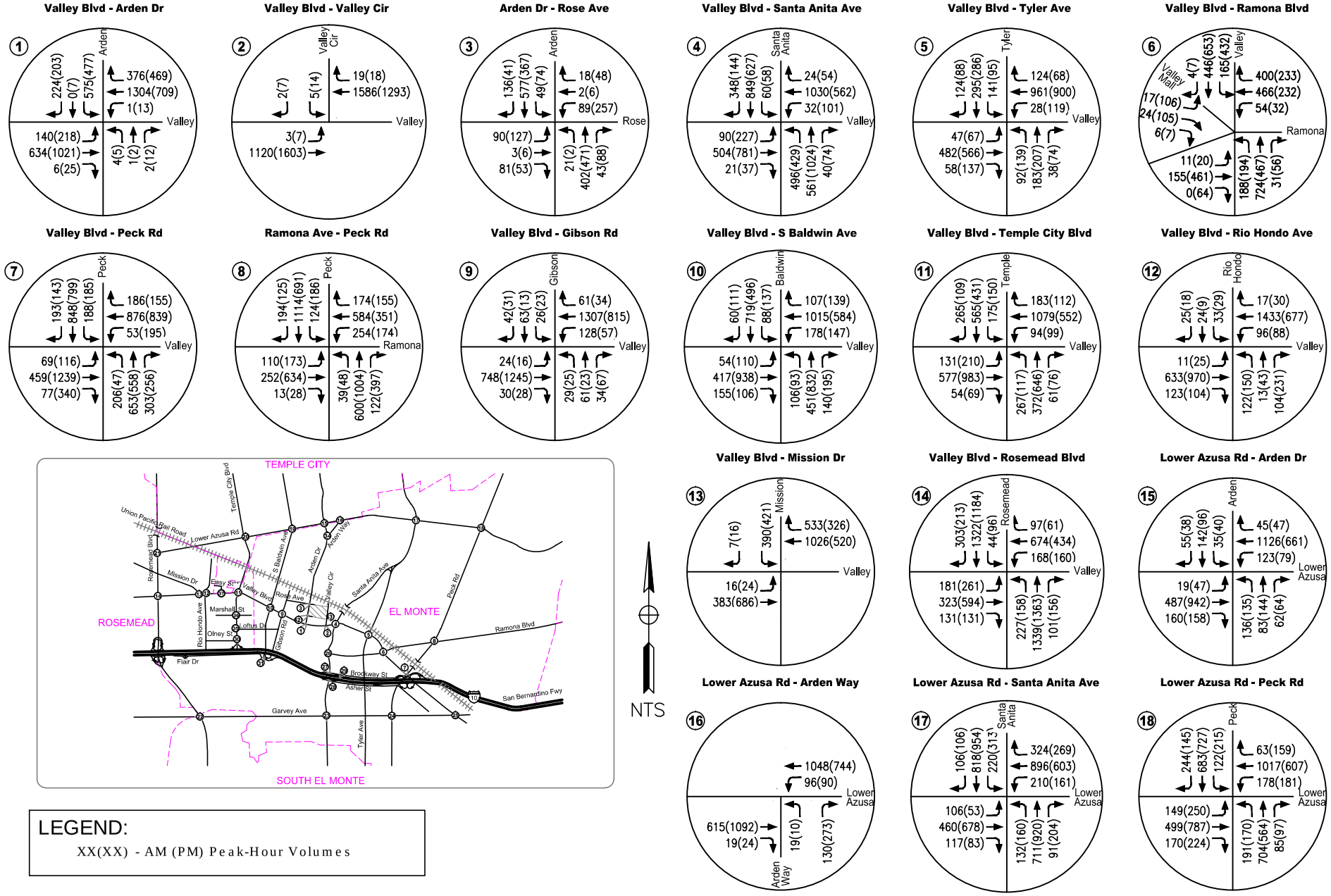
There will be two new Project driveway intersections:

- Arden Drive – Project southerly driveway (Intersection 32), which will have STOP-sign control on the driveway approach. It will have two lanes outbound on the driveway approach (one lane inbound) and a southbound left-turn lane on Arden Drive will be provided at this location; and
- Valley Circle – Project southerly driveway (Intersection 33), which will have STOP-sign control and will have one lane outbound, one lane inbound.

Table 8 summarizes and provides a comparison of the Existing and Existing-plus-Project traffic conditions at the study intersections in the City of El Monte during the morning peak hour. **Table 9** summarizes the Existing and Existing-plus-Project LOS at the study intersections in the City of El Monte during the evening peak hour. **Table 10** summarizes the Existing and Existing-plus-Project LOS at the study intersections in the City of El Monte during the Saturday midday peak hour. **Appendix C** provides the PTV VISTRO 2.0 worksheets for the LOS analysis.

As shown in **Tables 8, 9,** and **10**, the addition of Project traffic does not result in any intersection operating below City of El Monte's LOS standards. However, the Project contributes to a worsening in an existing deficient condition at the following locations:

- Lower Azusa Road – Arden Way (Intersection 16) already operates at LOS F during the evening peak-hour period under Existing conditions and the Project increases delay at that unsignalized location. (Note: once LOS F is reached, the intersection becomes unstable and the projected delay/increases in delay are for comparison purposes only.)



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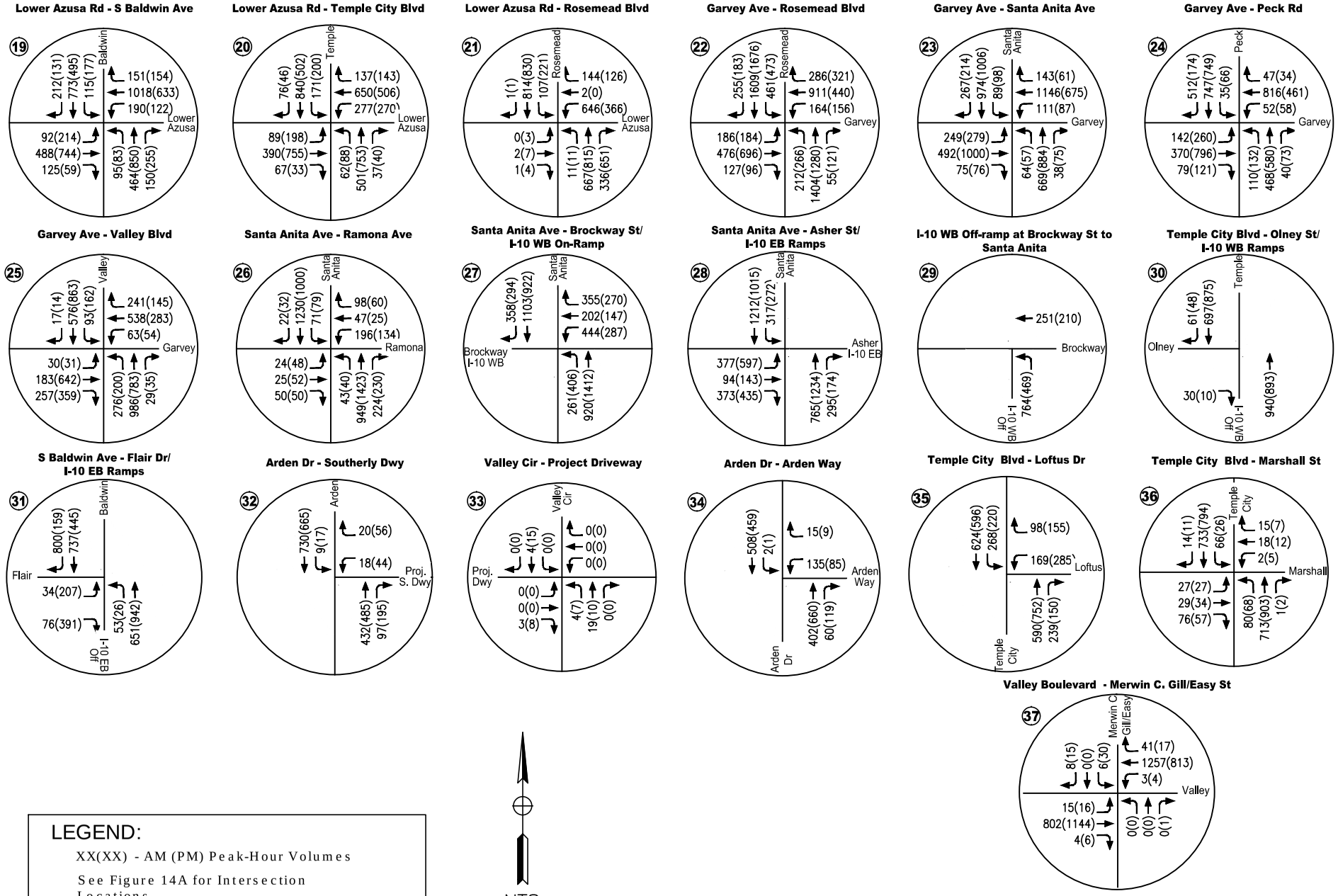
EXISTING-PLUS-PROJECT
WEEKDAY MORNING AND EVENING PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 14A



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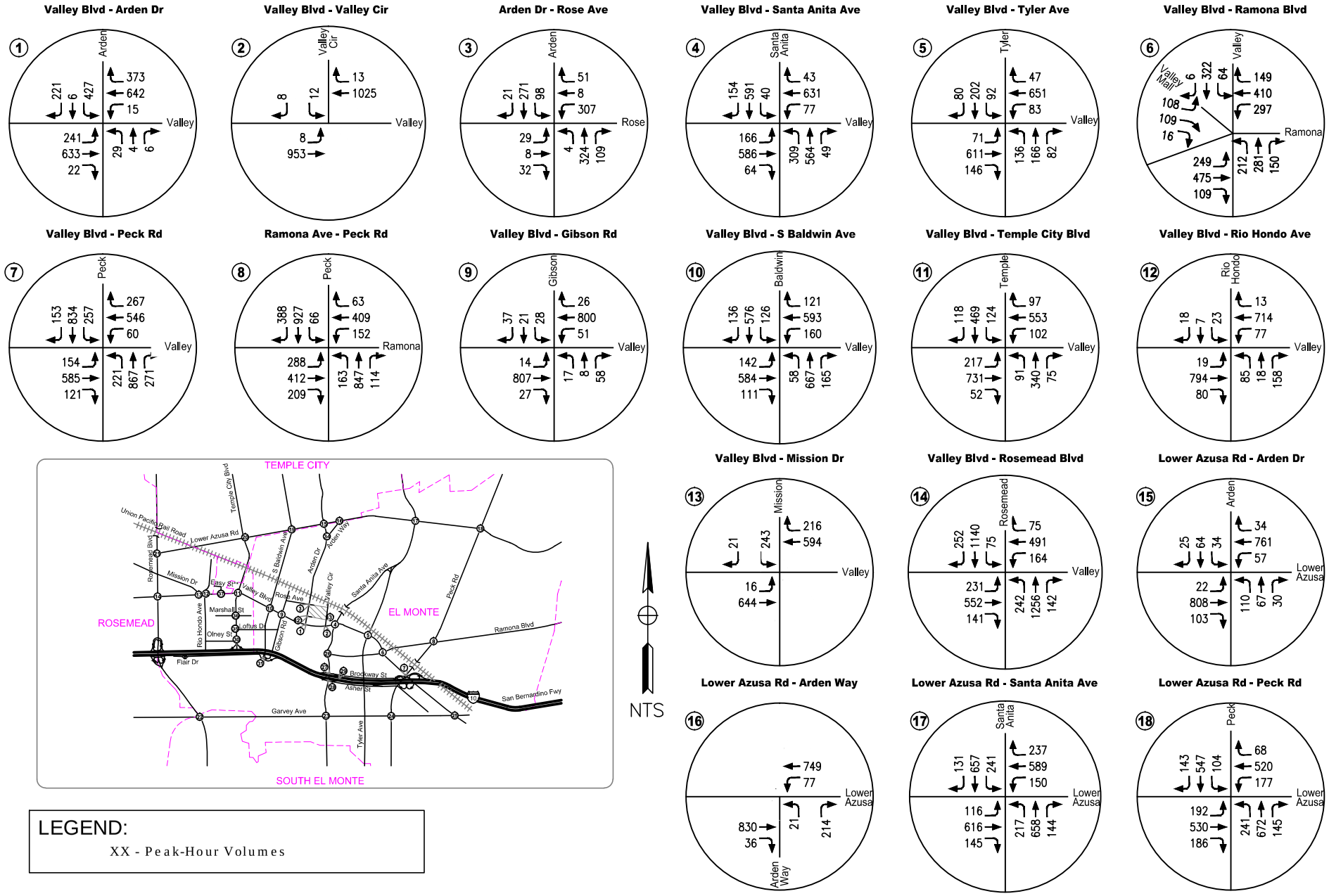
EXISTING-PLUS-PROJECT
WEEKDAY MORNING AND EVENING PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 14B



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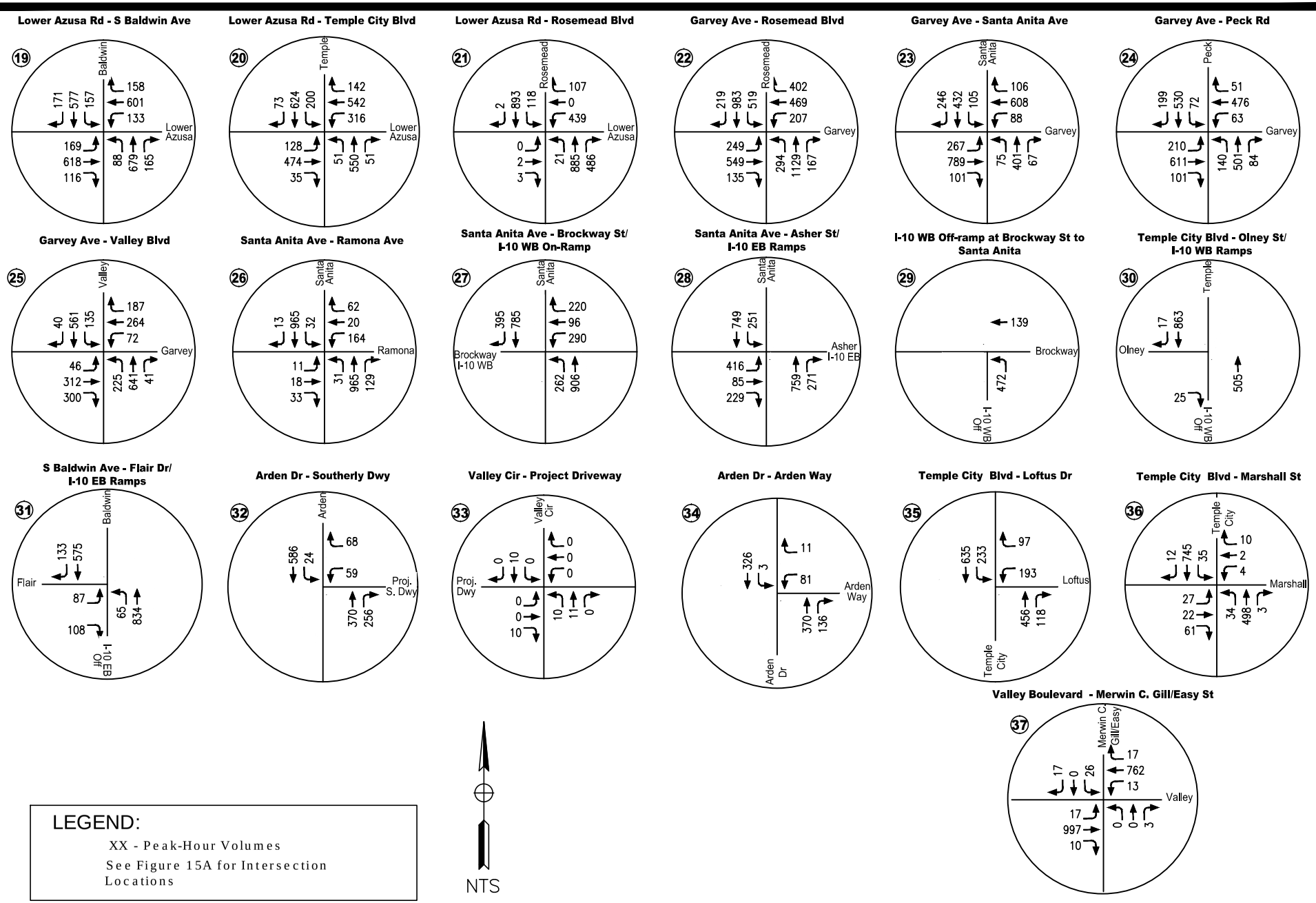
EXISTING-PLUS-PROJECT
SATURDAY PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 15A



LEGEND:

XX - Peak-Hour Volumes

See Figure 15A for Intersection Locations

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EXISTING-PLUS-PROJECT
SATURDAY PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 15B

TABLE 8
COMPARISONS OF EXISTING NO-PROJECT AND WITH-PROJECT TRAFFIC CONDITIONS
DURING THE WEEKDAY MORNING PEAK HOUR ON CITY OF EL MONTE STUDY INTERSECTIONS

Location	Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS (1) Methodology	EXISTING AM PEAK HOUR			EXISTING-PLUS-PROJECT AM PEAK HOUR			Change in ICU or Delay	Direct Impact (I) and/or Contribution to Impact (C-to-I)(5)
						ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)		
1	Valley Boulevard – Arden Drive	Signal	El Monte	E	ICU	0.756	-	C	0.799	-	C	0.043	NO
2	Valley Boulevard – Valley Circle	Signal	El Monte	E	ICU	0.578	-	A	0.607	-	B	0.029	NO
3	Arden Drive – Rose Avenue (also future Project driveway)	Signal	El Monte	D	ICU	0.448	-	A	0.500	-	A	0.052	NO
4	Valley Boulevard – Santa Anita Avenue	Signal	El Monte	E	ICU	0.898	-	D	0.923	-	E	0.025	NO
5	Valley Boulevard – Tyler Avenue	Signal	El Monte	E	ICU	0.635	-	B	0.657	-	B	0.022	NO
6	Valley Boulevard – Ramona Boulevard	Signal	El Monte	E	ICU	0.704	-	C	0.726	-	C	0.022	NO
7	Valley Boulevard – Peck Road	Signal	El Monte	E	ICU	0.862	-	D	0.869	-	D	0.007	NO
8	Ramona Boulevard - Peck Road	Signal	El Monte	E	ICU	0.639	-	B	0.648	-	B	0.009	NO
9	Valley Boulevard – Gibson Road	Signal	El Monte	E	ICU	0.690	-	B	0.702	-	C	0.012	NO
10	Valley Boulevard – Baldwin Avenue	Signal	El Monte	E	ICU	0.789	-	C	0.794	-	D	0.005	NO
15	Lower Azusa Road - Arden Drive	Signal	El Monte	E	ICU	0.673	-	B	0.686	-	B	0.013	NO
16	Lower Azusa Road - Arden Way	STOP-sign	El Monte	E	HCM unsignalized	-	35.3	E	-	36.4	E	1.1	NO
17	Lower Azusa Road – Santa Anita Avenue	Signal	El Monte	E	ICU	0.917	-	E	0.919	-	E	0.002	NO
18	Lower Azusa Road – Peck Road	Signal	El Monte	E	ICU	0.863	-	D	0.863	-	D	0.000	NO
19	Lower Azusa Road – Baldwin Avenue	Signal	El Monte	E	ICU	0.773	-	C	0.777	-	C	0.004	NO
23	Garvey Avenue – Santa Anita Avenue	Signal	El Monte	E	ICU	1.082	-	F	1.086	-	F	0.004	NO
24	Garvey Avenue – Peck Road	Signal	El Monte	E	ICU	0.919	-	E	0.921	-	E	0.002	NO
25	Garvey Avenue - Valley Boulevard	Signal	El Monte	E	ICU	0.736	-	C	0.738	-	C	0.002	NO
26	Santa Anita Avenue – Ramona Boulevard	Signal	El Monte	E	ICU	0.492	-	A	0.496	-	A	0.004	NO
27	Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps	Signal	El Monte	E	ICU	0.709	-	C	0.715	-	C	0.006	NO
28	Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps	Signal	El Monte	E	ICU	0.611	-	B	0.613	-	B	0.002	NO
29	I-10 Westbound off-ramp at Brockway Street	AWSC-signs(6)	El Monte	E	HCM unsignalized	-	22.2	C	-	22.7	C	0.5	NO
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	STOP-sign	El Monte	E	HCM unsignalized	-	98.9	F*	-	>100	F*	*	C-to-I
32	Arden Drive – Southerly Project Driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			-	18.0	C	N/A(7)	NO
33	Valley Circle – Project driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			-	9.1	A	N/A(7)	NO
34	Arden Drive - Arden Way	STOP-sign	El Monte	D	HCM unsignalized	-	23.5	C	-	26.2	D	2.700	NO

Notes:
(1) Levels of Service
(2) Intersection Capacity Utilization
(3) Average control delay for worst-case movement
(4) See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections
(5) Impact/Contribution to Impact based on each jurisdictions' thresholds of significance as shown on Table 2. Both direct impacts and contribution to impacts are considered significant impacts.
(6) All-way STOP-sign control
(7) N/A - Not Applicable; these are Project driveway intersections and only analyzed under With-Project conditions.

Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted. Project-related impact also highlighted.

*Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even very small increases in volumes result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided in the Appendix to this report.

TABLE 9
COMPARISONS OF EXISTING NO-PROJECT AND WITH-PROJECT TRAFFIC CONDITIONS
DURING THE WEEKDAY EVENING PEAK HOUR ON CITY OF EL MONTE STUDY INTERSECTIONS

Location	Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS (1) Methodology	EXISTING PM PEAK HOUR			EXISTING-PLUS-PROJECT PM PEAK HOUR			Change in ICU or Delay	Direct Impact (I) and/or Contribution to Impact (C-to-I)(5)
						ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)		
1	Valley Boulevard – Arden Drive	Signal	El Monte	E	ICU	0.564	-	A	0.709	-	C	0.145	NO
2	Valley Boulevard – Valley Circle	Signal	El Monte	E	ICU	0.562	-	A	0.610	-	B	0.048	NO
3	Arden Drive – Rose Avenue (also future Project driveway)	Signal	El Monte	D	ICU	0.363	-	A	0.570	-	A	0.207	NO
4	Valley Boulevard – Santa Anita Avenue	Signal	El Monte	E	ICU	0.731	-	C	0.779	-	C	0.048	NO
5	Valley Boulevard – Tyler Avenue	Signal	El Monte	E	ICU	0.606	-	B	0.648	-	B	0.042	NO
6	Valley Boulevard – Ramona Boulevard	Signal	El Monte	E	ICU	0.713	-	C	0.746	-	C	0.033	NO
7	Valley Boulevard – Peck Road	Signal	El Monte	E	ICU	0.878	-	D	0.888	-	D	0.010	NO
8	Ramona Boulevard - Peck Road	Signal	El Monte	E	ICU	0.829	-	D	0.837	-	D	0.008	NO
9	Valley Boulevard – Gibson Road	Signal	El Monte	E	ICU	0.613	-	B	0.647	-	B	0.034	NO
10	Valley Boulevard – Baldwin Avenue	Signal	El Monte	E	ICU	0.800	-	C	0.818	-	D	0.018	NO
15	Lower Azusa Road - Arden Drive	Signal	El Monte	E	ICU	0.629	-	B	0.661	-	B	0.032	NO
16	Lower Azusa Road - Arden Way	STOP-sign	El Monte	E	HCM unsignalized	-	63.8	F*	-	69.6	F*	5.8	C-to-I
17	Lower Azusa Road – Santa Anita Avenue	Signal	El Monte	E	ICU	0.915	-	E	0.922	-	E	0.007	NO
18	Lower Azusa Road – Peck Road	Signal	El Monte	E	ICU	0.865	-	D	0.870	-	D	0.005	NO
19	Lower Azusa Road – Baldwin Avenue	Signal	El Monte	E	ICU	0.797	-	C	0.808	-	D	0.011	NO
23	Garvey Avenue – Santa Anita Avenue	Signal	El Monte	E	ICU	0.911	-	E	0.921	-	E	0.010	NO
24	Garvey Avenue – Peck Road	Signal	El Monte	E	ICU	0.791	-	C	0.794	-	C	0.003	NO
25	Garvey Avenue - Valley Boulevard	Signal	El Monte	E	ICU	0.843	-	D	0.846	-	D	0.003	NO
26	Santa Anita Avenue – Ramona Boulevard	Signal	El Monte	E	ICU	0.568	-	A	0.574	-	A	0.006	NO
27	Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps	Signal	El Monte	E	ICU	0.703	-	C	0.715	-	C	0.012	NO
28	Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps	Signal	El Monte	E	ICU	0.724	-	C	0.734	-	C	0.010	NO
29	I-10 Westbound off-ramp at Brockway Street	AWSC-signs	El Monte	E	HCM unsignalized	-	10.4	B	-	10.5	B	0.1	NO
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	STOP-sign	El Monte	E	HCM unsignalized	-	>100	F*	-	>100	F*	*	C-to-I
32	Arden Drive – Southerly Project Driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			-	21.8	C	N/A(7)	NO
33	Valley Circle – Project driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			-	9.2	A	N/A(7)	NO
34	Arden Drive - Arden Way	STOP-sign	El Monte	D	HCM unsignalized	-	24.3	C	-	29.8	D	5.5	NO

Notes:
(1) Levels of Service
(2) Intersection Capacity Utilization
(3) Average control delay for worst-case movement
(4) See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections
(5) Impact/Contribution to Impact based on each jurisdictions' thresholds of significance as shown on Table 2. Both direct impacts and contribution to impacts are considered significant impacts.
(6) All-way STOP-sign control
(7) N/A - Not Applicable; these are Project driveway intersections and only analyzed under With-Project conditions.

Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted. Project-related impact also highlighted.

*Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even very small increases in volumes result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided in the Appendix to this report.

TABLE 10
COMPARISONS OF EXISTING NO-PROJECT AND WITH-PROJECT TRAFFIC CONDITIONS DURING THE SATURDAY PEAK HOUR ON CITY OF EL MONTE STUDY INTERSECTIONS

Location	Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS (1) Methodology	EXISTING SATURDAY PEAK HOUR			EXISTING-PLUS-PROJECT SATURDAY PEAK HOUR			Change in ICU or Delay	Direct Impact (I) and/or Contribution to Impact (C-to-I)(5)
						ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)		
1	Valley Boulevard – Arden Drive	Signal	El Monte	E	ICU	0.481	-	A	0.658	-	B	0.177	NO
2	Valley Boulevard – Valley Circle	Signal	El Monte	E	ICU	0.364	-	A	0.437	-	A	0.073	NO
3	Arden Drive – Rose Avenue (also future Project driveway)	Signal	El Monte	D	ICU	0.230	-	A	0.498	-	A	0.268	NO
4	Valley Boulevard – Santa Anita Avenue	Signal	El Monte	E	ICU	0.639	-	B	0.706	-	B	0.067	NO
5	Valley Boulevard – Tyler Avenue	Signal	El Monte	E	ICU	0.504	-	A	0.562	-	A	0.058	NO
6	Valley Boulevard – Ramona Boulevard	Signal	El Monte	E	ICU	0.732	-	C	0.745	-	C	0.013	NO
7	Valley Boulevard – Peck Road	Signal	El Monte	E	ICU	0.830	-	D	0.849	-	D	0.019	NO
8	Ramona Boulevard - Peck Road	Signal	El Monte	E	ICU	0.759	-	C	0.784	-	C	0.025	NO
9	Valley Boulevard – Gibson Road	Signal	El Monte	E	ICU	0.451	-	A	0.498	-	A	0.047	NO
10	Valley Boulevard – Baldwin Avenue	Signal	El Monte	E	ICU	0.634	-	B	0.660	-	B	0.026	NO
15	Lower Azusa Road - Arden Drive	Signal	El Monte	E	ICU	0.496	-	A	0.545	-	A	0.049	NO
16	Lower Azusa Road - Arden Way	STOP-sign	El Monte	E	HCM unsignalized	-	39.0	E	-	43.1	E	4.1	NO
17	Lower Azusa Road – Santa Anita Avenue	Signal	El Monte	E	ICU	0.809	-	D	0.813	-	D	0.004	NO
18	Lower Azusa Road – Peck Road	Signal	El Monte	E	ICU	0.751	-	C	0.756	-	C	0.005	NO
19	Lower Azusa Road – Baldwin Avenue	Signal	El Monte	E	ICU	0.707	-	C	0.723	-	C	0.016	NO
23	Garvey Avenue – Santa Anita Avenue	Signal	El Monte	E	ICU	0.735	-	C	0.749	-	C	0.014	NO
24	Garvey Avenue – Peck Road	Signal	El Monte	E	ICU	0.706	-	C	0.711	-	C	0.005	NO
25	Garvey Avenue - Valley Boulevard	Signal	El Monte	E	ICU	0.661	-	B	0.665	-	B	0.004	NO
26	Santa Anita Avenue – Ramona Boulevard	Signal	El Monte	E	ICU	0.416	-	A	0.425	-	A	0.009	NO
27	Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps	Signal	El Monte	E	ICU	0.641	-	B	0.648	-	B	0.007	NO
28	Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps	Signal	El Monte	E	ICU	0.563	-	A	0.571	-	A	0.008	NO
29	I-10 Westbound off-ramp at Brockway Street	AWSC-signs	El Monte	E	HCM unsignalized	-	10.6	B	-	10.8	B	0.2	NO
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	STOP-sign	El Monte	E	HCM unsignalized	-	>100	F*	-	>100	F*	*	C-to-I
32	Arden Drive – Southerly Project Driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			-	19.9	C	N/A(7)	NO
33	Valley Circle – Project driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			-	9.3	A	N/A(7)	NO
34	Arden Drive - Arden Way	STOP-sign	El Monte	D	HCM unsignalized	-	13.8	B	-	16.2	B	2.4	NO

Notes:
(1) Levels of Service
(2) Intersection Capacity Utilization
(3) Average control delay for worst-case movement
(4) See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections
(5) Impact/Contribution to Impact based on each jurisdictions' thresholds of significance as shown on Table 2. Both direct impacts and contribution to impacts are considered significant impacts.
(6) All-way STOP-sign control
(7) N/A - Not Applicable; these are Project driveway intersections and only analyzed under With-Project conditions.

Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted. Project-related impact also highlighted.

*Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even very small increases in volumes result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided in the Appendix to this report.

- Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps (Intersection 31) already operates at LOS F during the morning, evening peak-hour and Saturday midday peak-hour periods under Existing conditions and the Project increases delay at that unsignalized location. (Note: once LOS F is reached, the intersection becomes unstable and the projected delay/increases in delay are for comparison purposes only.)

As described in the Existing Conditions section, one (1) other intersection operates below the City of El Monte's minimum LOS standards. However, the Project does not contribute a significant impact (increase in ICU of 2 percent (0.02) or more) at this location and hence this intersection is not significantly impacted by the addition of Project traffic during any peak hour period.

Table 11 summarizes and provides a comparison of the Existing and Existing-plus-Project traffic conditions at the study intersections in adjacent jurisdictions during the weekday morning, weekday evening and Saturday midday peak hours.

As shown on **Table 11,** no intersection is impacted by Project traffic per the adjacent jurisdictions' LOS standards[10][11].

As described in the Existing Conditions section, three (3) signalized intersections operate below their respective jurisdictions' minimum LOS standards. However, the Project does not contribute a significant impact (increase in ICU of 2 percent (0.02) or more) at these locations and hence these intersections are not adversely impacted by the addition of Project traffic during any peak hour period.

One unsignalized intersection, Lower Azusa Road – Arden Way (Intersection 16), currently operates below Temple City's minimum standard LOS D during the weekday morning, evening peak-hour period and during the Saturday midday peak-hour period. However, the Project does not create a worsening of LOS from D to E or from E to F under any peak-hour period and therefore there is no Project-related traffic impact per Temple City standards. However, this intersection is "shared" between the City of El Monte and Temple City, and will be impacted per City of El Monte standards; hence, improvements have been recommended to achieve LOS D or better.

[10] See Table 2 for study intersections by jurisdiction and their respective minimum LOS standards. See pages 24-26 for thresholds of significance by jurisdiction.
[11] Caltrans' and CMP intersection impacts are discussed under **Other Potential Impacts** in this Chapter**.**

TABLE 11
COMPARISONS OF EXISTING NO-PROJECT AND WITH-PROJECT CONDITIONS AT STUDY INTERSECTIONS IN TEMPLE CITY, ROSEMEAD AND SOUTH EL MONTE

MORNING (AM) PEAK-HOUR LEVELS OF SERVICE

Location	Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS (1) Methodology	EXISTING AM PEAK HOUR ICU(2)	Delay (3) (seconds)	LOS (4)	EXISTING-PLUS-PROJECT AM PEAK HOUR ICU(2)	Delay (3) (seconds)	LOS (4)	Change in ICU or Delay	Direct Impact (I) and/or Contribution to Impact (C-to-I)(5)
City of Temple City													
15	Lower Azusa Road - Arden Drive	Signal	Temple City	D	ICU	0.673	-	B	0.686	-	B	0.013	NO
16	Lower Azusa Road - Arden Way	STOP-sign	Temple City	D	HCM unsignalized	-	35.3	E	-	36.4	E	1.1	NO
19	Lower Azusa Road – Baldwin Avenue	Signal	Temple City	D	ICU	0.773	-	C	0.777	-	C	0.004	NO
20	Lower Azusa Road - Temple City Boulevard	Signal	Temple City	D	ICU	0.736	-	C	0.741	-	C	0.005	NO
City of Rosemead													
11	Valley Boulevard – Temple City Boulevard	Signal	Rosemead	D	ICU	0.943	-	E	0.945	-	E	0.002	NO
12	Valley Boulevard – Rio Hondo Avenue	Signal	Rosemead	D	ICU	0.605	-	B	0.610	-	B	0.005	NO
13	Valley Boulevard – Mission Boulevard	Signal	Rosemead	D	ICU	0.577	-	A	0.578	-	A	0.001	NO
14	Valley Boulevard – Rosemead Boulevard (CMP intersection)	Signal	Rosemead	D	ICU	0.978	-	E	0.979	-	E	0.001	NO
21	Lower Azusa Road - Rosemead Boulevard	Signal	Rosemead	D	ICU	0.642	-	B	0.649	-	B	0.007	NO
30	Temple City Boulevard – Olney Street/I-10 Westbound	STOP-sign	Rosemead	D	HCM unsignalized	-	13.6	B	-	13.7	B	0.1	NO
35	Temple City Boulevard – Loftus Drive	Signal	Rosemead	D	ICU	0.692	-	B	0.695	-	B	0.003	NO
36	Temple City Boulevard - Marshall Street	Signal	Rosemead	D	ICU	0.450	-	A	0.450	-	A	0.000	NO
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signal	Rosemead	D	ICU	0.517	-	A	0.519	-	A	0.002	NO
City of South El Monte													
22	Garvey Avenue – Rosemead Boulevard (CMP intersection)	Signal	South El Monte	D	ICU	0.965	-	E	0.965	-	E	0.000	NO

EVENING (PM) PEAK-HOUR LEVELS OF SERVICE

Location	Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS (1) Methodology	EXISTING PM PEAK HOUR ICU(2)	Delay (3) (seconds)	LOS (4)	EXISTING-PLUS-PROJECT PM PEAK HOUR ICU(2)	Delay (3) (seconds)	LOS (4)	Change in ICU or Delay	Direct Impact (I) and/or Contribution to Impact (C-to-I)(5)
City of Temple City													
15	Lower Azusa Road - Arden Drive	Signal	Temple City	D	ICU	0.629	-	B	0.661	-	B	0.032	NO
16	Lower Azusa Road - Arden Way	STOP-sign	Temple City	D	HCM unsignalized	-	63.8	F*	-	69.6	F*	5.8	NO
19	Lower Azusa Road – Baldwin Avenue	Signal	Temple City	D	ICU	0.797	-	C	0.808	-	D	0.011	NO
20	Lower Azusa Road - Temple City Boulevard	Signal	Temple City	D	ICU	0.867	-	D	0.875	-	D	0.008	NO
City of Rosemead													
11	Valley Boulevard – Temple City Boulevard	Signal	Rosemead	D	ICU	0.773	-	C	0.788	-	C	0.015	NO
12	Valley Boulevard – Rio Hondo Avenue	Signal	Rosemead	D	ICU	0.779	-	C	0.791	-	C	0.012	NO
13	Valley Boulevard – Mission Boulevard	Signal	Rosemead	D	ICU	0.462	-	A	0.465	-	A	0.003	NO
14	Valley Boulevard – Rosemead Boulevard (CMP intersection)	Signal	Rosemead	D	ICU	0.884	-	D	0.885	-	D	0.001	NO
21	Lower Azusa Road - Rosemead Boulevard	Signal	Rosemead	D	ICU	0.807	-	D	0.820	-	D	0.013	NO
30	Temple City Boulevard – Olney Street/I-10 Westbound	STOP-sign	Rosemead	D	HCM unsignalized	-	15.2	C	-	15.5	C	0.3	NO
35	Temple City Boulevard – Loftus Drive	Signal	Rosemead	D	ICU	0.798	-	C	0.807	-	D	0.009	NO
36	Temple City Boulevard - Marshall Street	Signal	Rosemead	D	ICU	0.459	-	A	0.461	-	A	0.002	NO
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signal	Rosemead	D	ICU	0.471	-	A	0.481	-	A	0.010	NO
City of South El Monte													
22	Garvey Avenue – Rosemead Boulevard (CMP intersection)	Signal	South El Monte	D	ICU	0.901	-	E	0.901	-	E	0.000	NO

SATURDAY PEAK-HOUR LEVELS OF SERVICE

Location	Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS (1) Methodology	EXISTING SAT PEAK HOUR ICU(2)	Delay (3) (seconds)	LOS (4)	EXISTING-PLUS-PROJECT SAT PEAK HOUR ICU(2)	Delay (3) (seconds)	LOS (4)	Change in ICU or Delay	Direct Impact (I) and/or Contribution to Impact (C-to-I)(5)
City of Temple City													
15	Lower Azusa Road - Arden Drive	Signal	Temple City	D	ICU	0.496	-	A	0.545	-	A	0.049	NO
16	Lower Azusa Road - Arden Way	STOP-sign	Temple City	D	HCM unsignalized	-	39.0	E	-	43.1	E	4.1	NO
19	Lower Azusa Road – Baldwin Avenue	Signal	Temple City	D	ICU	0.707	-	C	0.723	-	C	0.016	NO
20	Lower Azusa Road - Temple City Boulevard	Signal	Temple City	D	ICU	0.742	-	C	0.753	-	C	0.011	NO
City of Rosemead													
11	Valley Boulevard – Temple City Boulevard	Signal	Rosemead	D	ICU	0.641	-	B	0.649	-	B	0.008	NO
12	Valley Boulevard – Rio Hondo Avenue	Signal	Rosemead	D	ICU	0.598	-	A	0.614	-	B	0.016	NO
13	Valley Boulevard – Mission Boulevard	Signal	Rosemead	D	ICU	0.382	-	A	0.386	-	A	0.004	NO
14	Valley Boulevard – Rosemead Boulevard (CMP intersection)	Signal	Rosemead	D	ICU	0.904	-	E	0.905	-	E	0.001	NO
21	Lower Azusa Road - Rosemead Boulevard	Signal	Rosemead	D	ICU	0.648	-	B	0.667	-	B	0.019	NO
30	Temple City Boulevard – Olney Street/I-10 Westbound	STOP-sign	Rosemead	D	HCM unsignalized	-	15.4	C	-	15.8	C	0.4	NO
35	Temple City Boulevard – Loftus Drive	Signal	Rosemead	D	ICU	0.587	-	A	0.598	-	A	0.011	NO
36	Temple City Boulevard - Marshall Street	Signal	Rosemead	D	ICU	0.411	-	A	0.412	-	A	0.001	NO
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signal	Rosemead	D	ICU	0.425	-	A	0.439	-	A	0.014	NO
City of South El Monte													
22	Garvey Avenue – Rosemead Boulevard (CMP intersection)	Signal	South El Monte	D	ICU	0.957	-	E	0.957	-	E	0.000	NO

Notes:
(1) Levels of Service
(2) Intersection Capacity Utilization
(3) Average control delay for worst-case movement
(4) See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections
(5) Impact/Contribution to Impact based on each jurisdictions' thresholds of significance as shown on Table 2. Both direct impacts and contribution to impacts are considered significant impacts.
(6) All-way STOP-sign control
Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted. Project-related impact also highlighted.

4.
FUTURE TRAFFIC CONDITIONS

This chapter describes the development of Project Opening Year (2016) and Horizon Year (2035) traffic volume projections and level-of-service analyses. The information is provided in the following order:

1. Opening Year (2016) Traffic Volume Forecasts – first without Project traffic (Opening Year (2016) No-Project conditions), then With-Project traffic (Opening (2016) Year With-Project conditions).
2. Opening Year (2016) Levels of Service–for Opening Year (2016) No-Project conditions and for Opening Year (2016) With-Project conditions.
3. Horizon Year (2035) Traffic Volume Forecasts – first without Project traffic (Horizon Year (2035) No-Project conditions), then With-Project traffic (Horizon Year (2035) With-Project conditions).
4. Horizon Year (2035) Levels of Service – for Horizon Year (2035) No-Project conditions and With-Project traffic (Horizon Year (2035) With-Project conditions).
5. Description of resultant Levels of Service for each analysis year and comparisons between No-Project and With-Project conditions during each peak-hour period.
6. Project contribution to new traffic volumes at intersections for each analysis year.

OPENING YEAR (2016) TRAFFIC CONDITIONS

This Section discusses Opening Year (2016) traffic conditions. Two scenarios are analyzed and presented: the traffic conditions without the Project (Opening Year (2016) No-Project conditions) and traffic conditions with the proposed development in place (Opening Year (2016) With-Project conditions).

Opening Year (2016) No-Project Traffic Volumes

In order to evaluate the relative traffic impacts of the proposed Project, it is first necessary to establish the Opening Year (2016) No-Project traffic conditions (i.e., the "base" condition to which Project-related traffic impacts could be compared in Project opening year). The future No-Project traffic volumes and levels of service reflect conditions which could be expected if the Project was not implemented in year 2016.

Sources of No-Project traffic volumes include: i) ambient traffic growth; and ii) traffic generated by “related projects” - specific projects under development review and/or approved by the City of El Monte and adjacent jurisdictions.

Ambient Traffic Growth

Ambient traffic growth is a result of regional traffic growth from development outside of the study area as well as any unspecified development not explicitly included as a “related” project in the Project vicinity. Traffic growth between existing conditions and Opening Year (2016) was obtained from the generalized growth factors for Regional Statistical Area (RSA) 25 provided in the LACMTA CMP Generalized Growth Factors (Appendix D-1). The CMP projects an annual growth of just less than 1 percent per year (0.0082 annually) through year 2020.

The growth is calculated by prorating from year 2010 through year 2020 as provided on Exhibit D-1 in Appendix D – *Guidelines for CMP Transportation Impact Analysis* as follows:

Average Annual Growth through interim year (2020):

$$\frac{\text{Growth Factor in 2020} - \text{Growth Factor in 2010}}{\text{Years (yrs.)}} = \frac{1.082-1.000}{10 \text{ yrs.}} = 0.0082/\text{yr.}$$

Total Growth for 4 years, from 2012 (Existing) to 2016 (Project Opening Year):

0.0082/yr. * 4 years = 0.0328

Therefore, a growth factor of 1.0328 was applied to existing (2012) traffic volumes to determine Opening Year Existing-plus-Ambient growth traffic volumes.

2016 "Related" Projects

As a second step in developing Opening Year (2016) No-Project traffic volumes, traffic generated by other planned and/or approved projects ("related" projects) in the Project vicinity which could affect study intersections was assigned to the study roadway system. A list of development projects that were already approved or were in the pre-application process at the commencement of this TIA, and which could potentially add traffic to the study intersections, were obtained from the City of El Monte and nearby jurisdictions and are listed on **Table 12**. The locations of "related" projects are shown on **Figure 16**. Trip generation for the related projects is shown on **Table 13**.

During a typical weekday, "related" projects are expected to generate 23,193 daily trips of which 1,907 will occur during the morning peak hour and 2,320 will occur during the evening peak hour. "Related" projects are anticipated to generate 14,993 daily trips on a typical Saturday, of which 1,955 would occur during the midday peak hour.

It should be noted that only some of these "related" projects are approved by the City of El Monte and adjacent jurisdictions and that not all of them will be complete in Opening Year 2016. Further, development projects consistent with the City's General Plan would already be included in the ambient traffic growth rate anticipated by LACMTA and thus included in the ambient traffic growth. Therefore, this analysis presents the potential "worst case" conditions in Project Opening Year (2016).

Opening Year (2016) No-Project Traffic Volumes

Taking ambient traffic growth and "related" projects' trips into consideration, **Figure 17** illustrates the assignment of the total No-Project (cumulative) morning and evening peak-hour trips at study intersections, while **Figure 18** shows the assignment of the total No-Project (cumulative) Saturday midday peak-hour trips at study intersections.

Opening Year (2016) With-Project Traffic Volumes

The Opening Year (2016) With-Project Traffic Volumes at study intersections were obtained by adding the Project traffic volumes (see **Figures 12** and **13** for weekday and Saturday peak-hour volumes, respectively) to the Opening Year (2016) No-Project Traffic volumes (see **Figures 17** and **18** for weekday and Saturday peak-hour volumes, respectively) at study intersections.

Figure 19 shows the Opening Year (2016) With-Project morning and evening peak-hour traffic volumes at study intersections, while **Figure 20** shows the Opening Year (2016) With-Project Saturday midday peak-hour trips at study intersections.

TABLE 12

CUMULATIVE ("RELATED") PROJECTS

El Monte

Residential:

R-1	TTM 71784 – A 62-unit single family residential subdivision at 12417-12467 Denholm Drive
R-2	TTM 71583 – a 23-unit multi-family condominium subdivision at 4610 Peck Road
R-3	69-unit residential development at 4127-4123 Rowland Drive

Commercial:

C-1	DR 07-12 12346 – A 27,280-square foot commercial flex-space building at 12346 Valley Blvd
C-2	DR 01-12 – A 60,000-square foot commercial office building and a 190,000 square foot parking structure at 9235 Whitmore
C-3	93,000 square foot, 133 room Hilton Garden Inn at 9920 Valley Boulevard

Industrial:

I-1	24,400-square feet of light industrial/warehousing facilities at 10525 Valley Boulevard
I-2	502,386-square feet of business park (mixed light industrial, commercial and warehousing) uses on approximately 27 acres at 4097 Temple City Blvd
I-3	24,945- square foor industrial building at 4304 Temple City Boulevard
I-4	96,659- square foor industrial building at 9133 Garvey

Mixed-Use:

M-1	Phase I - 480 apartments/condominiums and 25,000 square feet of retail between I-10 and Valley Blvd and Rio Hondo Channel and Santa Anita Ave El Monte Bus Station Redevelopment

Temple City

Commercial:

C-T1	The Gateway Project - A 75,000-square foot shopping center at Las Tunas Dr and Rosemead Blvd

Arcadia

Residential:

R-A2	11-unit condominium project at 715 S. Old Ranch Road
R-A3	34-unit condominium project at 650 W. Huntington Drive
R-A4	18-unit condominium project at 948-950 Arcadia Avenue

Commercial:

C-A1	9,148 sq.ft. retail at 168 W. Las Tunas
C-A2	30,000 sq.ft. conversion of retail to restaurant at 400 S. Baldwin
C-A3	72,000 sq.ft. medical office building at 289 W. Huntington Dr
C-A4	64,255 sq.ft. medical office with 4,600 sq.ft. restaurant at 161 Colorado Pl/125 W. Huntington Dr
C-A5	62,535 sq.ft. medical office at 301 W. Huntington Dr
C-A6	15,000 sq.ft. restaurant (in existing commercial unit) at 1271 S. Baldwin

Other:

O-A1	24,461 sq. ft. church at 630 W. Live Oak Avenue

Rosemead

Residential:

R-R1	2-single family units at 8929 Emerson Placa (lot subdivision)

Commercial:

C-R1	253-square foot office exansion at San Gabriel County Water District at 8366 Grand Avenue

Other:

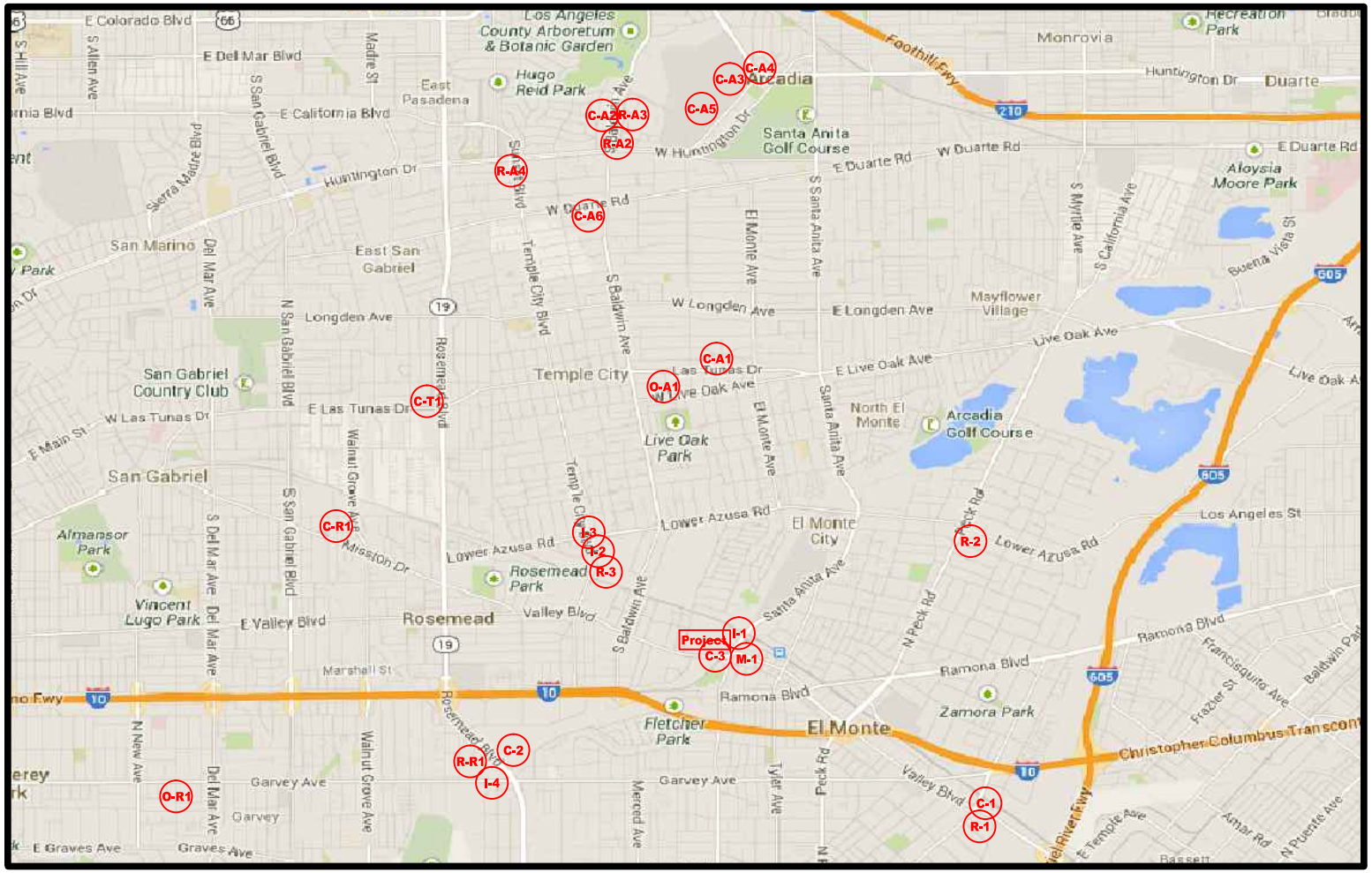
O-R1	2,000-square foot Buddhist Temple

South El Monte

None

Baldwin City

None



NTS

RELATED PROJECT LOCATION:
C-4 SEE TABLE 12 FOR DESCRIPTION

Mountain Pacific, Inc.
Civil/Transportation Engineers
P.O. Box 4266 Laguna Beach, CA 92652 (949) 497-8127
www.mountainpacificusa.com

LOCATION OF RELATED PROJECTS

WAL-MART PROJECT, EL MONTE, CA

Figure 16

TABLE 13

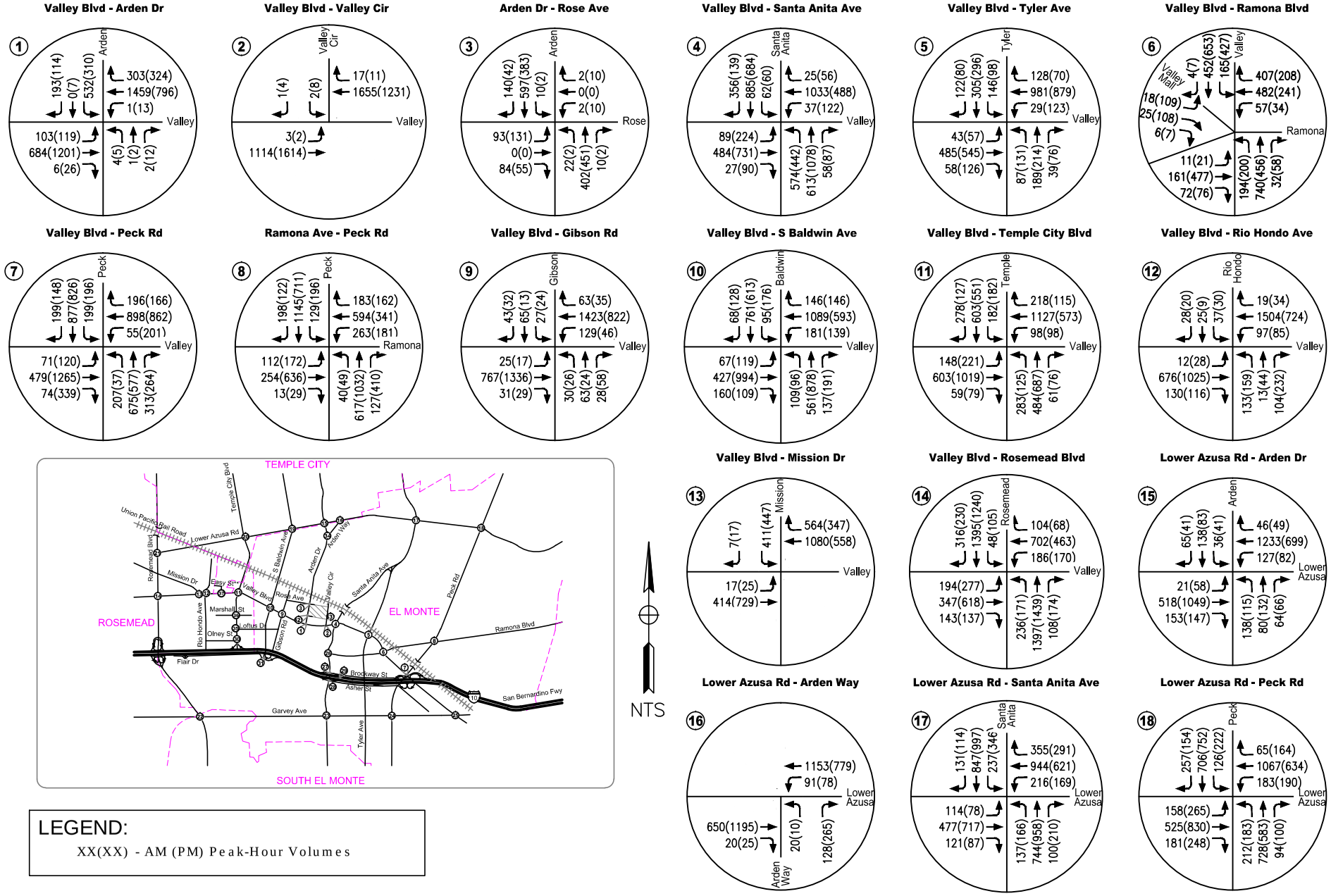
CUMULATIVE ("RELATED") PROJECTS TRIP GENERATION - ITE's 9th EDITION[1]

TAZ	LANDUSE	ITE CODE	SIZE		DAILY	AM PEAK HOUR			PM PEAK HOUR			SATURDAY PEAK HOUR			SAT
						In	Out	Total	In	Out	Total	In	Out	Total	DAILY
1 R-1	Single Family Homes	210	62.00	DU	590	12	35	47	39	23	62	31	27	58	614
2 R-2	Condominiums	230	23.00	DU	134	2	9	10	8	4	12	6	5	11	130
3 R-3	Condominiums	230	69.00	DU	401	5	26	30	24	12	36	18	15	32	391
6 C-3	Hotel	310	133.00	room	1,087	42	29	70	41	39	80	54	42	96	1,089
4 C-1	Office	710	27.28	TSF	301	37	5	43	7	34	41	6	5	12	67
5 C-2	Office	710	60.00	TSF	662	82	11	94	15	74	89	14	12	26	148
7 I-1	Light Industrial/Warehousing	150	24.40	TSF	87	6	1	7	2	6	8	2	1	3	30
8 I-2	Light Industrial/Warehousing/Commercial	110	502.39	TSF	3,502	407	55	462	60	427	487	33	37	70	663
9 I-3	Light Industrial	110	24.95	TSF	174	20	3	23	3	21	24	2	2	3	33
10 I-4	Light Industrial	110	96.66	TSF	674	78	11	89	12	82	94	6	7	14	128
11 M-1	Condominiums	230	480.00	DU	2,789	34	178	211	168	82	250	122	104	226	2,722
	Retail	820	25.000	TSF	1,068	15	9	24	45	48	93	63	58	121	1,249
	Less pass-by trips [2]				(256)	(4)	(2)	(6)	(15)	(16)	(32)	(16)	(15)	(31)	(325)
	Internal [2]				(360)	(4)	(18)	(23)	(20)	(11)	(31)	(17)	(15)	(31)	(365)
	TOTAL 11				3,240	40	166	206	178	102	280	151	132	283	3,281
12 C-T1	Retail	820	75.000	TSF	3,203	45	27	72	134	145	278	188	174	362	3,748
	Less pass-by trips [2]				(769)	(11)	(7)	(17)	(45)	(49)	(95)	(49)	(45)	(94)	(974)
	TOTAL 12				2,434	34	21	55	88	95	184	139	128	268	2,773
13 R-A2	Condominiums	230	11.00	DU	64	1	4	5	4	2	6	3	2	5	62
14 R-A3	Condominiums	230	34.00	DU	198	2	13	15	12	6	18	9	7	16	193
15 R-A4	Condominiums	230	18.00	DU	105	1	7	8	6	3	9	5	4	8	102
16 C-A1	Retail	820	9.148	TSF	391	5	3	9	16	18	34	23	21	44	457
	Less pass-by trips [2]				(94)	(1)	(1)	(2)	(6)	(6)	(12)	(6)	(6)	(11)	(119)
	TOTAL 16				297	4	3	7	11	12	22	17	16	33	338
17 C-A2	Restaurant	932	30.000	TSF	3,815	178	146	324	177	118	296	224	198	422	4,751
	Less pass-by trips [2]				(1,640)	(77)	(63)	(139)	(76)	(51)	(127)	(96)	(85)	(182)	(1,568)
	TOTAL restaurant				2,174	102	83	185	101	67	168	128	113	241	3,183
	Retail	820	30.000	TSF	(1,281)	(18)	(11)	(29)	(53)	(58)	(111)	(75)	(69)	(145)	(1,499)
	Less pass-by trips [2]				307	4	3	7	18	20	38	20	18	38	390
	Minus Total Existing Retail				(974)	(14)	(8)	(22)	(35)	(38)	(73)	(56)	(51)	(107)	(1,109)
	TOTAL NEW 17				**1,201**	**88**	**75**	**163**	**66**	**29**	**95**	**72**	**62**	**134**	**2,074**
18 C-A3	Medical Office	720	72.00	TSF	2,601	136	36	172	72	185	257	149	112	261	645
19 C-A4	Medical Office (incl. ancilliary restaurant)	720	64.26	TSF	2,322	121	32	154	64	165	229	133	100	233	576
20 C-A5	Medical Office	720	62.54	TSF	2,259	118	31	149	63	161	223	129	98	227	560
21 C-A6	Restaurant	932	15.000	TSF	1,907	89	73	162	89	59	148	112	99	211	2,376
	Less pass-by trips [2]				(820)	(38)	(31)	(70)	(38)	(25)	(64)	(48)	(43)	(91)	(1,021)
	TOTAL restaurant				1,087	51	42	92	51	34	84	64	57	120	1,354
	Retail	820	15.000	TSF	(641)	(9)	(5)	(14)	(27)	(29)	(56)	(38)	(35)	(72)	(750)
	Less pass-by trips [2]				154	2	1	3	9	10	19	10	9	19	195
	Minus Total Existing Retail				(487)	(7)	(4)	(11)	(18)	(19)	(37)	(28)	(26)	(54)	(555)
	TOTAL NEW 21				**600**	**44**	**37**	**81**	**33**	**15**	**47**	**36**	**31**	**67**	**799**
22 O-A1	Church	560	24.46	TSF	223	9	5	14	6	7	13	61	25	87	254
23 R-R1	Single Family Homes	210	2.00	DU	19	0	1	2	1	1	2	1	1	2	20
24 C-R1	Office	710	0.25	TSF	3	0	0	0	0	0	0	0	0	0	1
25 O-R	Church	560	2.00	TSF	18	1	0	1	1	1	1	5	2	7	21
					23,193	**1,291**	**616**	**1,907**	**815**	**1,506**	**2,320**	**1,082**	**874**	**1,955**	**14,993**

Sources:

(1) Average Trip Generation Rates from ITE's *Trip Generation Manual*, 9th Edition.

(2) Pass-by Trips and internal trips applied per *Trip Generation Handbook, An ITE Recommended Practice*, June 2004 for specific land uses.



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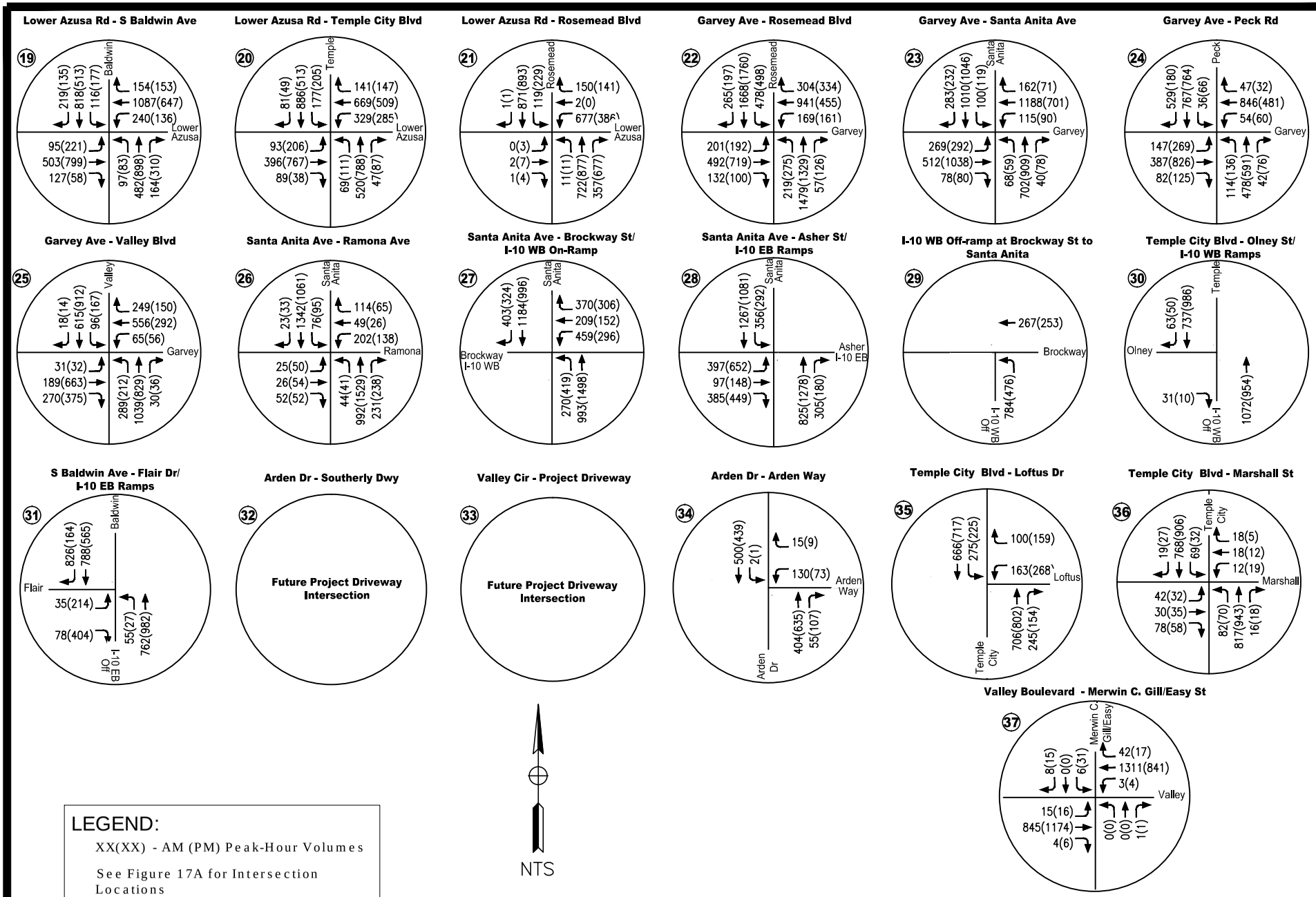
OPENING YEAR (2016) NO-PROJECT
WEEKDAY MORNING AND EVENING PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 17A



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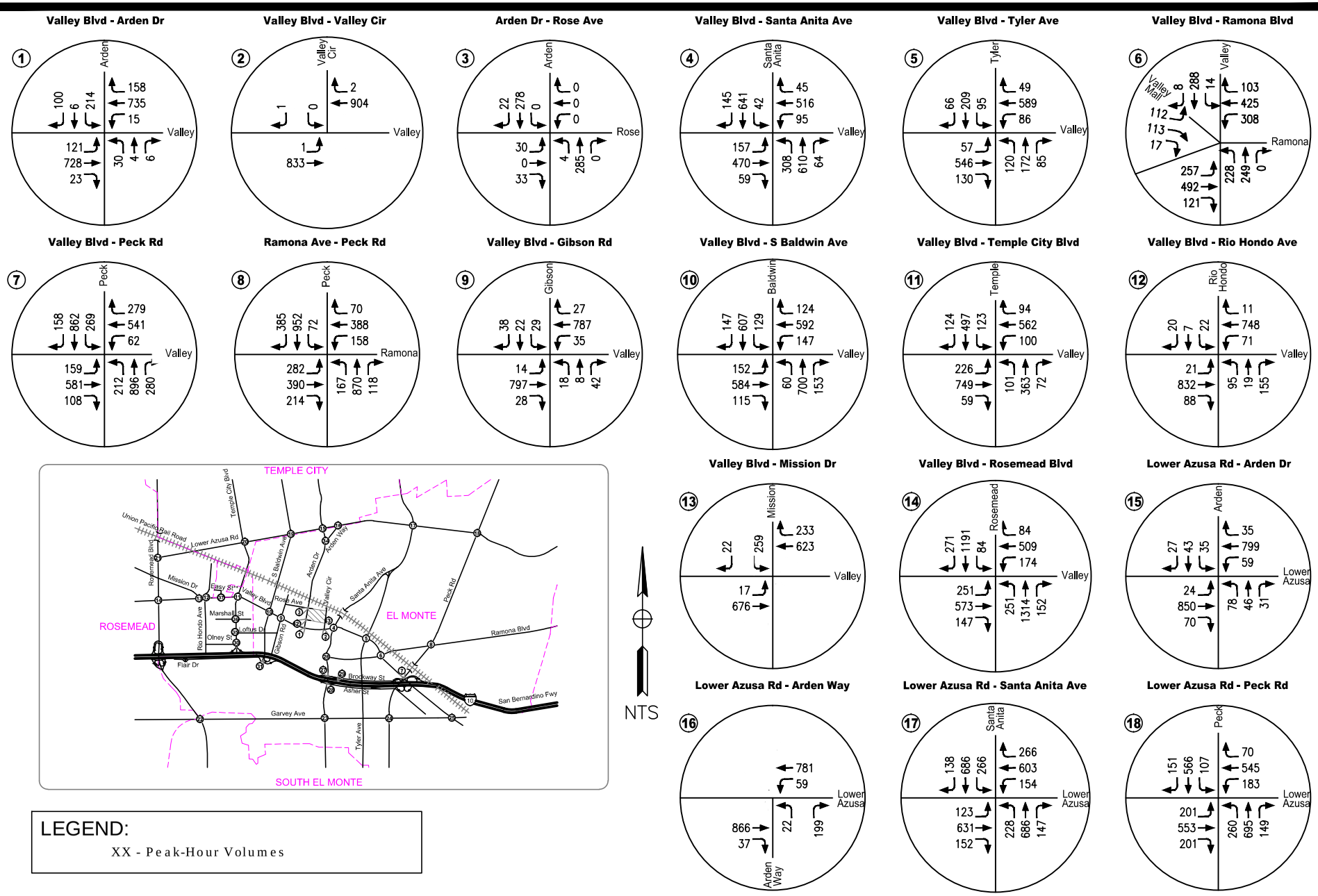
OPENING YEAR (2016) NO-PROJECT
WEEKDAY MORNING AND EVENING PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 17B



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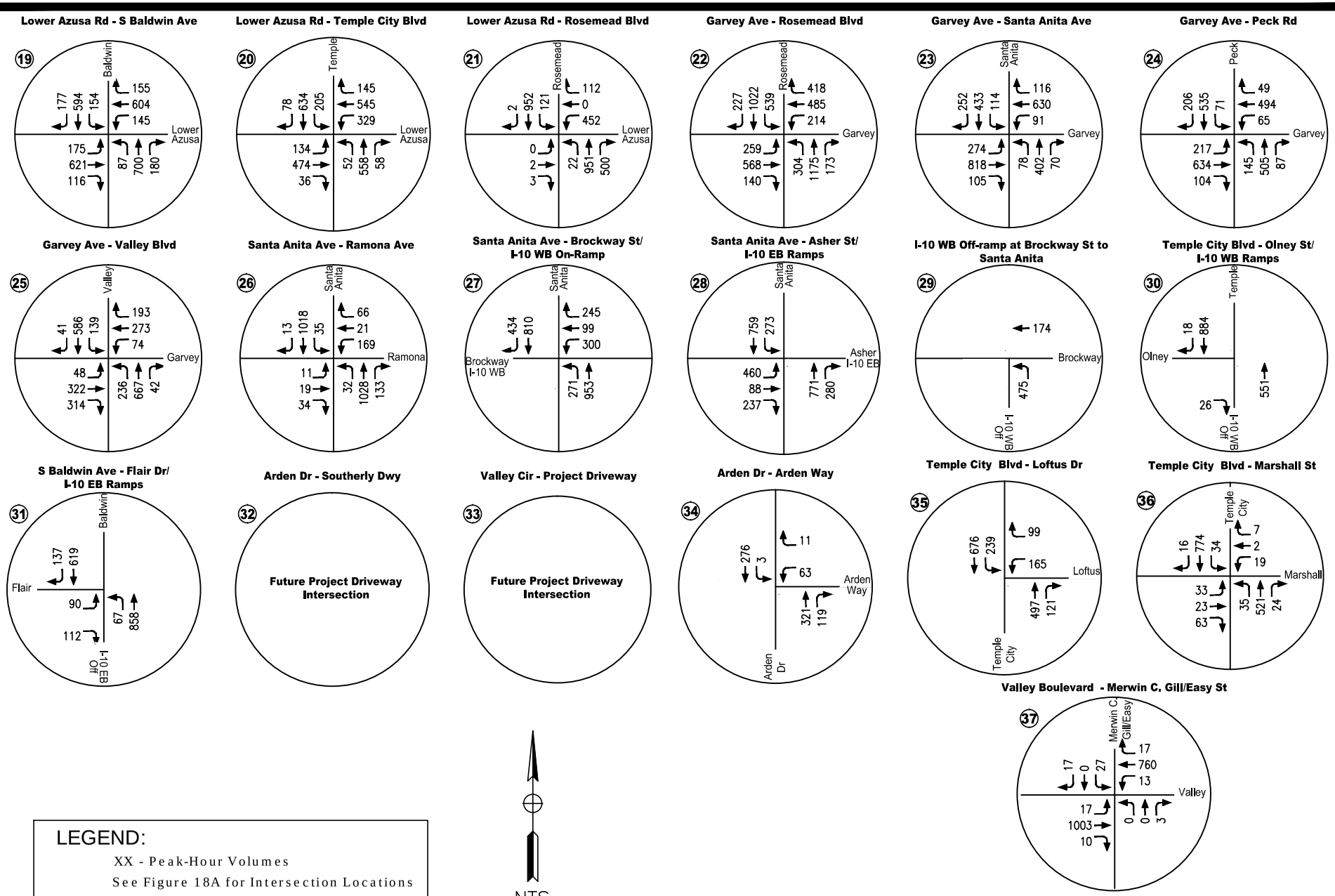
OPENING YEAR (2016) NO-PROJECT
SATURDAY PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 18A



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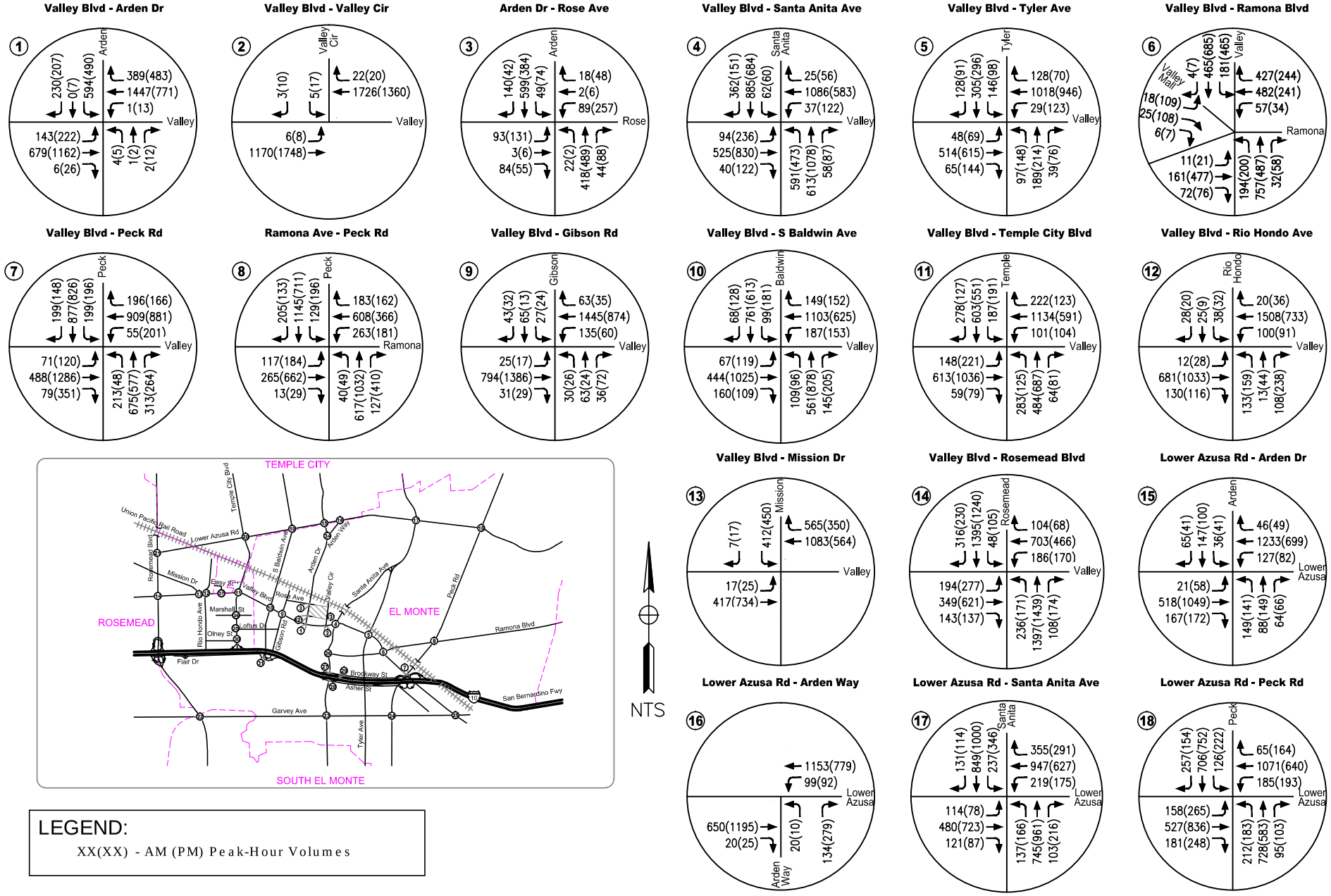
OPENING YEAR (2016) NO-PROJECT
SATURDAY PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 18B



LEGEND:

XX(XX) - AM (PM) Peak-Hour Volumes

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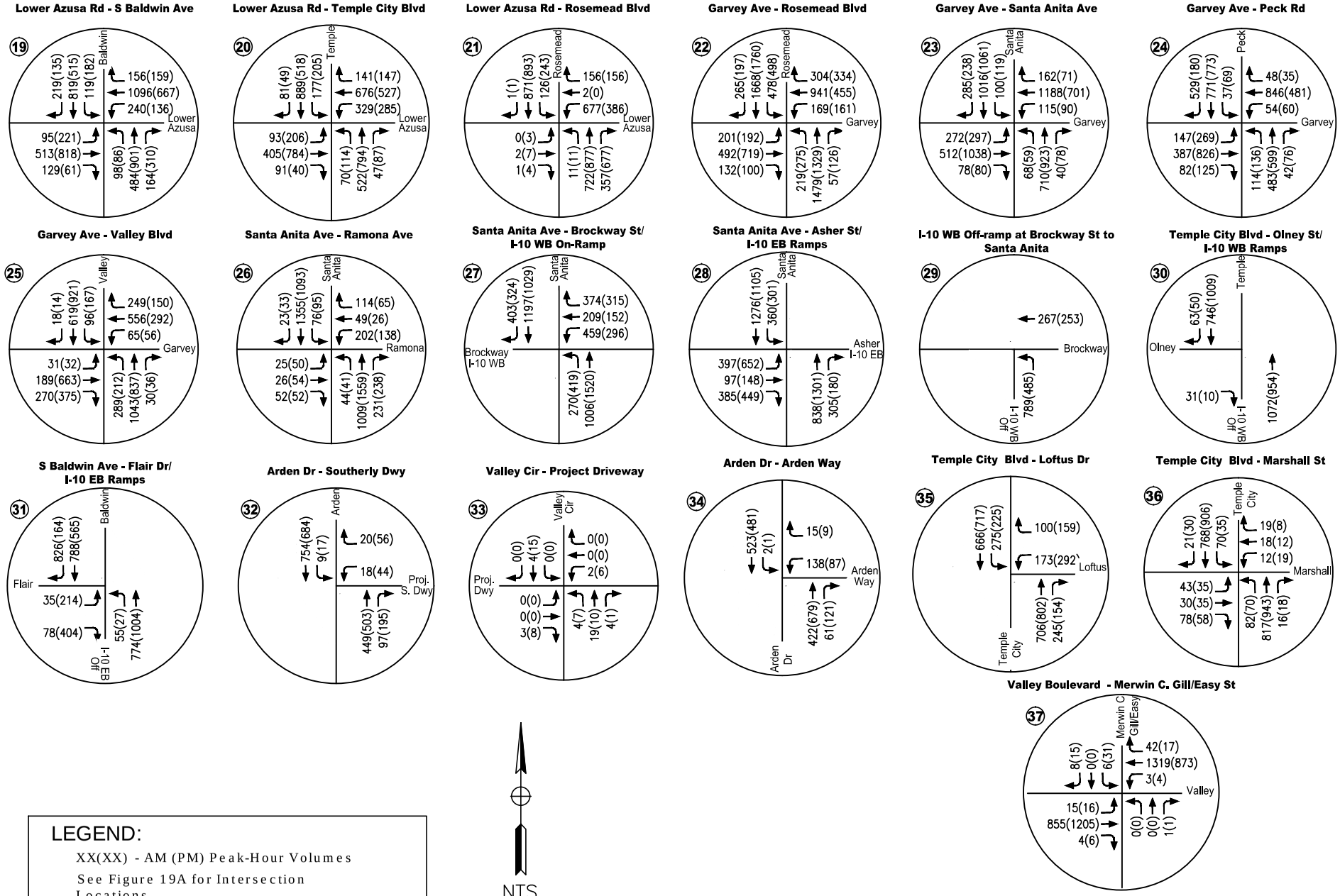
OPENING YEAR (2016) WITH-PROJECT
WEEKDAY MORNING AND EVENING PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 19A



LEGEND:

XX(XX) - AM (PM) Peak-Hour Volumes

See Figure 19A for Intersection Locations

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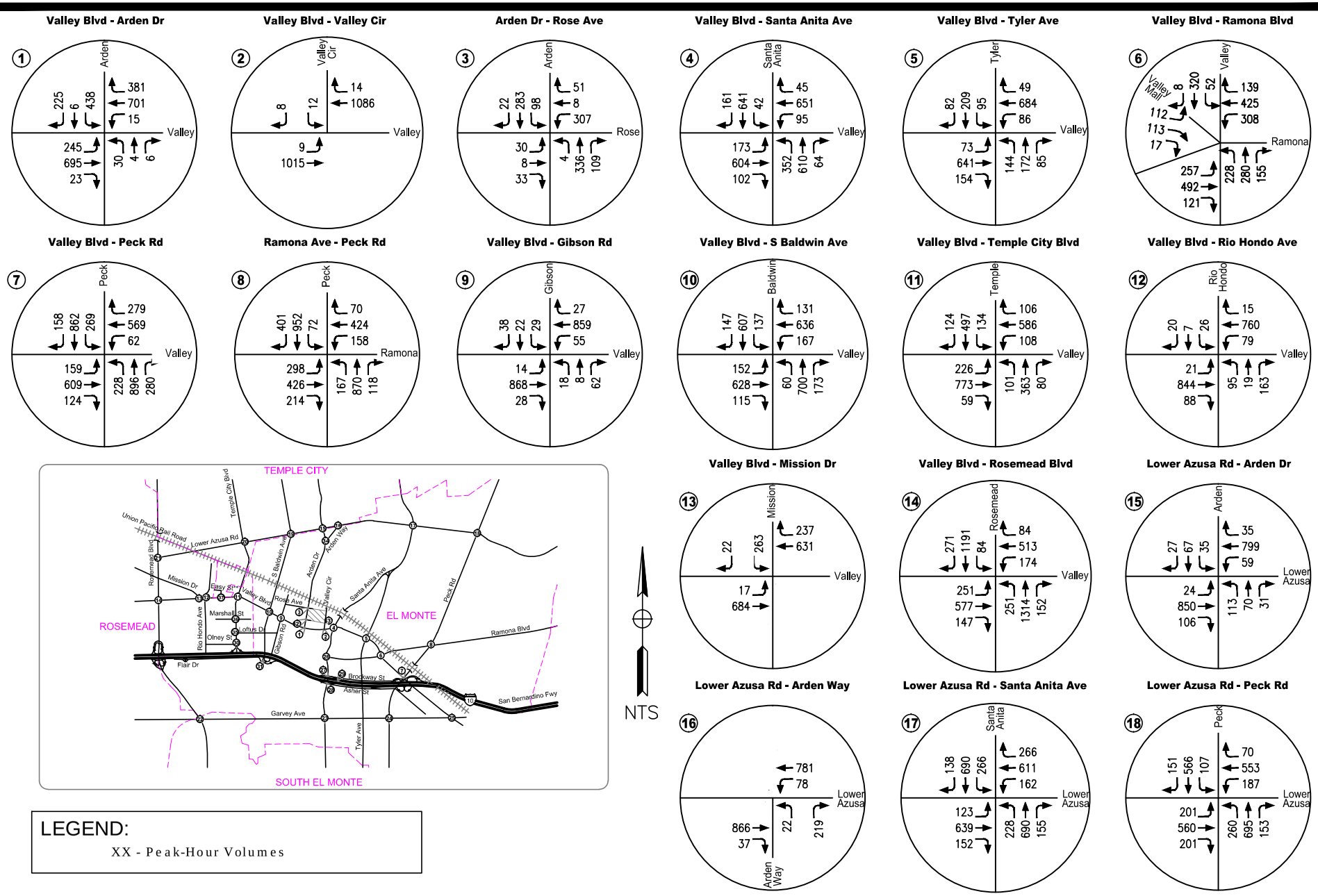
OPENING YEAR (2016) WITH-PROJECT
WEEKDAY MORNING AND EVENING PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 19B



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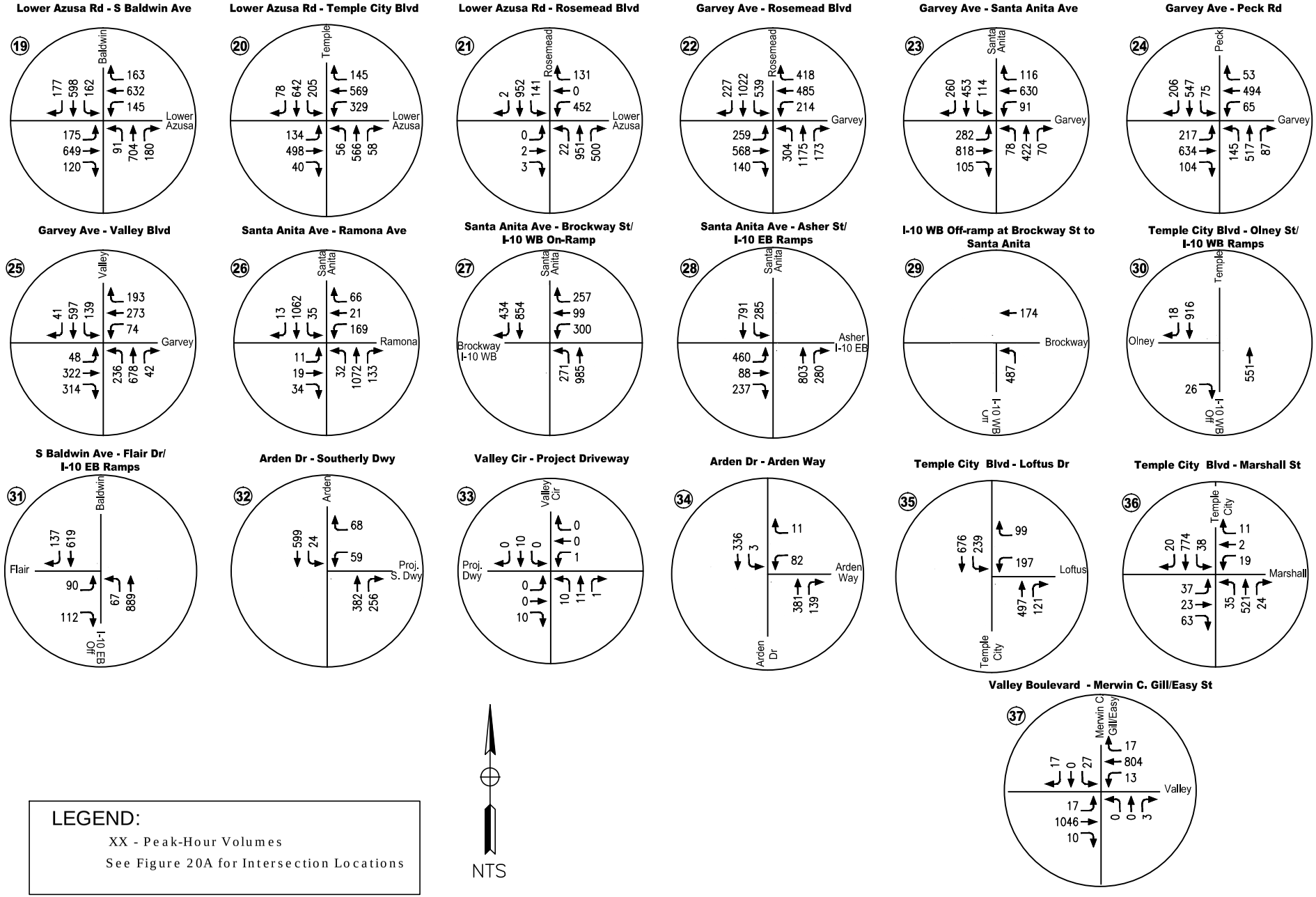
OPENING YEAR (2016) WITH-PROJECT
SATURDAY PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 20A



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OPENING YEAR (2016) WITH-PROJECT
SATURDAY PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 20B

OPENING YEAR (2016) LEVELS OF SERVICE

Opening Year (2016) Levels of Service (LOS) were determined for both the No-Project and With-Project scenarios. As discussed in Chapter 2, the ICU and 2010 HCM methodologies were employed to determine intersection LOS's.

Opening Year (2016) Intersection Levels of Service

The analysis of Opening Year (2016) No-Project intersection LOS was based upon the peak-hour traffic volumes illustrated on **Figure 17** for the weekday morning and evening peak-hours and on **Figure 18** for Saturday midday peak-hour, and the existing intersection geometrics exhibited on **Figure 6.**

The analysis of Opening Year (2016) With-Project intersection LOS was based upon the peak-hour traffic volumes illustrated on **Figure 19** for the weekday morning and evening peak-hours and on **Figure 20** for Saturday midday peak-hour, and the existing intersection geometrics exhibited on **Figure 6,** with the exception of the following Project driveway intersections:

Intersection of Arden Drive – Rose Avenue (Intersection 3) will be improved under Project conditions as follows:

- Northbound – one left-turn lane, two through lanes and one right-turn lane
- Southbound – one left-turn lane, one through lane and one optional through-or-right-turn lane
- Westbound – one left-turn lane and one optional through-or-right-turn lane
- Eastbound – one optional left-through-or-right-turn lane

There will be two new Project driveway intersections:

- Arden Drive – Project southerly driveway (Intersection 32), which will be unsignalized with STOP-sign control on the driveway approach. It will have two lanes on the driveway approach and a southbound left-turn lane on Arden Drive will be provided at this location; and
- Valley Circle – Project southerly driveway (Intersection 33), which will be unsignalized with STOP-sign control on the one-lane driveway approach.

Table 14 summarizes and provides a comparison of the Opening Year (2016) No-Project and Opening Year (2016) With-Project traffic conditions at the study intersections in the City of El Monte during the morning peak hour. **Table 15** summarizes the Opening Year (2016) No-Project and Opening Year (2016) With-Project at the study intersections in the City of El Monte during the evening peak hour of analysis. **Table 16** summarizes the Opening Year (2016) No-Project and Opening Year (2016) With-Project LOS at the study intersections in the City of El Monte during the Saturday midday peak hour of analysis. **Appendix C** provides the PTV VISTRO 2.0 worksheets for the LOS analysis.

As shown in **Tables 14, 15,** and **16**, the addition of Project does not cause any intersection which operates acceptably under No-Project conditions to operate below City of El Monte's LOS standards under the With-Project conditions. However, the Project contributes to a significant impact where an intersection operates deficiently under No-Project conditions at the following locations:

- Lower Azusa Road – Arden Way (Intersection 16) already operates at LOS F during the evening peak-hour period under Existing conditions and will continue to do so in the future without improvements. The Project contributes to a significant impact in side-street (worst case) control delay at this unsignalized location[12].
- Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps (Intersection 31) already operates at LOS F under Existing conditions and will continue to do so in the future without improvements. The Project contributes to a significant impact in side-street (worst case) control delay at this unsignalized location[11].

As shown in **Tables 14, 15,** and **16**, one other intersection is projected to operate unacceptably (below City of El Monte's standards) in Project Opening Year (2016) during one or more peak-hour periods under cumulative conditions. However, the Project does not contribute a significant impact (increase in ICU of 2 percent (0.02) or more) and hence this intersection is not significantly impacted by the addition of Project traffic during any peak hour periods.

Table 17 summarizes and provides a comparison of the Opening Year (2016) No-Project and Opening Year (2016) With-Project traffic conditions at the study intersections in adjacent jurisdictions during the weekday morning, weekday evening and Saturday midday peak hours.

[12] Note: once LOS F is reached, the intersection becomes unstable and the projected delay/increases in delay are for comparison purposes only.

TABLE 14
COMPARISONS OF OPENING YEAR (2016) NO-PROJECT AND WITH-PROJECT TRAFFIC CONDITIONS DURING THE WEEKDAY MORNING PEAK HOUR ON CITY OF EL MONTE STUDY INTERSECTIONS

Location	Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS (1) Methodology	OPENING YEAR (2016) NO-PROJECT AM PEAK HOUR			OPENING YEAR (2016) WITH-PROJECT AM PEAK HOUR			Change in ICU or Delay	Direct Impact (I) and/or Contribution to Impact (C-to-I)(5)
						ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)		
1	Valley Boulevard – Arden Drive	Signal	El Monte	E	ICU	0.809	-	D	0.852	-	D	0.043	NO
2	Valley Boulevard – Valley Circle	Signal	El Monte	E	ICU	0.626	-	B	0.653	-	B	0.027	NO
3	Arden Drive – Rose Avenue (also future Project driveway)	Signal	El Monte	D	ICU	0.460	-	A	0.513	-	A	0.053	NO
4	Valley Boulevard – Santa Anita Avenue	Signal	El Monte	E	ICU	0.962	-	E	0.988	-	E	0.026	NO
5	Valley Boulevard – Tyler Avenue	Signal	El Monte	E	ICU	0.661	-	B	0.684	-	B	0.023	NO
6	Valley Boulevard – Ramona Boulevard	Signal	El Monte	E	ICU	0.738	-	C	0.760	-	C	0.022	NO
7	Valley Boulevard – Peck Road	Signal	El Monte	E	ICU	0.890	-	D	0.897	-	D	0.007	NO
8	Ramona Boulevard - Peck Road	Signal	El Monte	E	ICU	0.660	-	B	0.669	-	B	0.009	NO
9	Valley Boulevard – Gibson Road	Signal	El Monte	E	ICU	0.740	-	C	0.752	-	C	0.012	NO
10	Valley Boulevard – Baldwin Avenue	Signal	El Monte	E	ICU	0.855	-	D	0.860	-	D	0.005	NO
15	Lower Azusa Road - Arden Drive	Signal	El Monte	E	ICU	0.726	-	C	0.738	-	C	0.012	NO
16	Lower Azusa Road - Arden Way	STOP-sign	El Monte	E	HCM unsignalized	-	40.8	E	-	42.2	E	1.4	NO
17	Lower Azusa Road – Santa Anita Avenue	Signal	El Monte	E	ICU	0.968	-	E	0.970	-	E	0.002	NO
18	Lower Azusa Road – Peck Road	Signal	El Monte	E	ICU	0.906	-	E	0.907	-	E	0.001	NO
19	Lower Azusa Road – Baldwin Avenue	Signal	El Monte	E	ICU	0.815	-	D	0.819	-	D	0.004	NO
23	Garvey Avenue – Santa Anita Avenue	Signal	El Monte	E	ICU	1.137	-	F	1.141	-	F	0.004	NO
24	Garvey Avenue – Peck Road	Signal	El Monte	E	ICU	0.947	-	E	0.949	-	E	0.002	NO
25	Garvey Avenue - Valley Boulevard	Signal	El Monte	E	ICU	0.765	-	C	0.766	-	C	0.001	NO
26	Santa Anita Avenue – Ramona Boulevard	Signal	El Monte	E	ICU	0.525	-	A	0.528	-	A	0.003	NO
27	Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps	Signal	El Monte	E	ICU	0.752	-	C	0.754	-	C	0.002	NO
28	Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps	Signal	El Monte	E	ICU	0.651	-	B	0.653	-	B	0.002	NO
29	I-10 Westbound off-ramp at Brockway Street	AWSC-signs(6)	El Monte	E	HCM unsignalized	-	24.6	C	-	25.2	D	0.600	NO
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	STOP-sign	El Monte	E	HCM unsignalized	-	>100	F*	-	>100	F*	*	C-to-I
32	Arden Drive – Southerly Project Driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			-	18.6	C	N/A(7)	NO
33	Valley Circle – Project driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			-	9.2	A	N/A(7)	NO
34	Arden Drive - Arden Way	STOP-sign	El Monte	D	HCM unsignalized	-	25.3	D	-	28.5	D	3.2	NO

Notes:
(1) Levels of Service
(2) Intersection Capacity Utilization
(3) Average control delay for worst-case movement
(4) See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections
(5) Impact/Contribution to Impact based on each jurisdictions' thresholds of significance as shown on Table 2. Both direct impacts and contribution to impacts are considered significant impacts.
(6) All-way STOP-sign control
(7) N/A - Not Applicable; these are Project driveway intersections and only analyzed under With-Project conditions.

Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted. Project-related impact also highlighted.

*Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even very small increases in volumes result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided in the Appendix to this report.

TABLE 15
COMPARISONS OF OPENING YEAR (2016) NO-PROJECT AND WITH-PROJECT TRAFFIC CONDITIONS DURING THE WEEKDAY EVENING PEAK HOUR ON CITY OF EL MONTE STUDY INTERSECTIONS

Location	Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS (1) Methodology	OPENING YEAR (2016) NO-PROJECT PM PEAK HOUR			OPENING YEAR (2016) WITH-PROJECT PM PEAK HOUR			Change in ICU or Delay	Direct Impact (I) and/or Contribution to Impact (C-to-I)(5)
						ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)		
1	Valley Boulevard – Arden Drive	Signal	El Monte	E	ICU	0.613	-	B	0.725	-	C	0.112	NO
2	Valley Boulevard – Valley Circle	Signal	El Monte	E	ICU	0.609	-	B	0.657	-	B	0.048	NO
3	Arden Drive – Rose Avenue (also future Project driveway)	Signal	El Monte	D	ICU	0.372	-	A	0.580	-	A	0.208	NO
4	Valley Boulevard – Santa Anita Avenue	Signal	El Monte	E	ICU	0.800	-	C	0.852	-	D	0.052	NO
5	Valley Boulevard – Tyler Avenue	Signal	El Monte	E	ICU	0.632	-	B	0.674	-	B	0.042	NO
6	Valley Boulevard – Ramona Boulevard	Signal	El Monte	E	ICU	0.748	-	C	0.781	-	C	0.033	NO
7	Valley Boulevard – Peck Road	Signal	El Monte	E	ICU	0.908	-	E	0.916	-	E	0.008	NO
8	Ramona Boulevard - Peck Road	Signal	El Monte	E	ICU	0.857	-	D	0.865	-	D	0.008	NO
9	Valley Boulevard – Gibson Road	Signal	El Monte	E	ICU	0.666	-	B	0.699	-	B	0.033	NO
10	Valley Boulevard – Baldwin Avenue	Signal	El Monte	E	ICU	0.873	-	D	0.890	-	D	0.017	NO
15	Lower Azusa Road - Arden Drive	Signal	El Monte	E	ICU	0.674	-	B	0.709	-	C	0.035	NO
16	Lower Azusa Road - Arden Way	STOP-sign	El Monte	E	HCM unsignalized	-	82.1	F*	-	90.6	F*	8.5	C-to-I
17	Lower Azusa Road – Santa Anita Avenue	Signal	El Monte	E	ICU	0.973	-	E	0.979	-	E	0.006	NO
18	Lower Azusa Road – Peck Road	Signal	El Monte	E	ICU	0.908	-	E	0.913	-	E	0.005	NO
19	Lower Azusa Road – Baldwin Avenue	Signal	El Monte	E	ICU	0.844	-	D	0.855	-	D	0.011	NO
23	Garvey Avenue – Santa Anita Avenue	Signal	El Monte	E	ICU	0.960	-	E	0.970	-	E	0.010	NO
24	Garvey Avenue – Peck Road	Signal	El Monte	E	ICU	0.815	-	D	0.818	-	D	0.003	NO
25	Garvey Avenue - Valley Boulevard	Signal	El Monte	E	ICU	0.881	-	D	0.884	-	D	0.003	NO
26	Santa Anita Avenue – Ramona Boulevard	Signal	El Monte	E	ICU	0.611	-	B	0.618	-	B	0.007	NO
27	Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps	Signal	El Monte	E	ICU	0.761	-	C	0.773	-	C	0.012	NO
28	Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps	Signal	El Monte	E	ICU	0.775	-	C	0.785	-	C	0.010	NO
29	I-10 Westbound off-ramp at Brockway Street	AWSC-signs	El Monte	E	HCM unsignalized	-	10.5	B	-	10.7	B	0.2	NO
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	STOP-sign	El Monte	E	HCM unsignalized	-	>100	F*	-	>100	F*	*	C-to-I
32	Arden Drive – Southerly Project Driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			-	22.7	C	N/A(7)	NO
33	Valley Circle – Project driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			-	9.2	A	N/A(7)	NO
34	Arden Drive - Arden Way	STOP-sign	El Monte	D	HCM unsignalized	-	26.1	D	-	32.5	D	6.5	NO

Notes:
(1) Levels of Service
(2) Intersection Capacity Utilization
(3) Average control delay for worst-case movement
(4) See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections
(5) Impact/Contribution to Impact based on each jurisdictions' thresholds of significance as shown on Table 2. Both direct impacts and contribution to impacts are considered significant impacts.
(6) All-way STOP-sign control
(7) N/A - Not Applicable; these are Project driveway intersections and only analyzed under With-Project conditions.

Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted. Project-related impact also highlighted.

*Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even very small increases in volumes result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided in the Appendix to this report.

TABLE 16
COMPARISONS OF OPENING YEAR (2016) NO-PROJECT AND WITH-PROJECT TRAFFIC CONDITIONS DURING THE SATURDAY PEAK HOUR ON CITY OF EL MONTE STUDY INTERSECTIONS

Location	Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS (1) Methodology	OPENING YEAR (2016) NO-PROJECT SAT PEAK HOUR			OPENING YEAR (2016) WITH-PROJECT SAT PEAK HOUR			Change in ICU or Delay	Direct Impact (I) and/or Contribution to Impact (C-to-I)(5)
						ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)		
1	Valley Boulevard – Arden Drive	Signal	El Monte	E	ICU	0.507	-	A	0.670	-	B	0.163	NO
2	Valley Boulevard – Valley Circle	Signal	El Monte	E	ICU	0.384	-	A	0.457	-	A	0.073	NO
3	Arden Drive – Rose Avenue (also future Project driveway)	Signal	El Monte	D	ICU	0.236	-	A	0.503	-	A	0.267	NO
4	Valley Boulevard – Santa Anita Avenue	Signal	El Monte	E	ICU	0.681	-	B	0.748	-	C	0.067	NO
5	Valley Boulevard – Tyler Avenue	Signal	El Monte	E	ICU	0.526	-	A	0.583	-	A	0.057	NO
6	Valley Boulevard – Ramona Boulevard	Signal	El Monte	E	ICU	0.760	-	C	0.770	-	C	0.010	NO
7	Valley Boulevard – Peck Road	Signal	El Monte	E	ICU	0.858	-	D	0.876	-	D	0.018	NO
8	Ramona Boulevard - Peck Road	Signal	El Monte	E	ICU	0.780	-	C	0.805	-	D	0.025	NO
9	Valley Boulevard – Gibson Road	Signal	El Monte	E	ICU	0.478	-	A	0.525	-	A	0.047	NO
10	Valley Boulevard – Baldwin Avenue	Signal	El Monte	E	ICU	0.669	-	B	0.695	-	B	0.026	NO
15	Lower Azusa Road - Arden Drive	Signal	El Monte	E	ICU	0.517	-	A	0.565	-	A	0.048	NO
16	Lower Azusa Road - Arden Way	STOP-sign	El Monte	E	HCM unsignalized	-	43.3	E	-	47.9	E	4.6	NO
17	Lower Azusa Road – Santa Anita Avenue	Signal	El Monte	E	ICU	0.848	-	D	0.852	-	D	0.004	NO
18	Lower Azusa Road – Peck Road	Signal	El Monte	E	ICU	0.789	-	C	0.794	-	C	0.005	NO
19	Lower Azusa Road – Baldwin Avenue	Signal	El Monte	E	ICU	0.736	-	C	0.752	-	C	0.016	NO
23	Garvey Avenue – Santa Anita Avenue	Signal	El Monte	E	ICU	0.767	-	C	0.781	-	C	0.014	NO
24	Garvey Avenue – Peck Road	Signal	El Monte	E	ICU	0.728	-	C	0.733	-	C	0.005	NO
25	Garvey Avenue - Valley Boulevard	Signal	El Monte	E	ICU	0.688	-	B	0.692	-	B	0.004	NO
26	Santa Anita Avenue – Ramona Boulevard	Signal	El Monte	E	ICU	0.444	-	A	0.453	-	A	0.009	NO
27	Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps	Signal	El Monte	E	ICU	0.694	-	B	0.701	-	C	0.007	NO
28	Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps	Signal	El Monte	E	ICU	0.605	-	B	0.613	-	A	0.008	NO
29	I-10 Westbound off-ramp at Brockway Street	AWSC-signs	El Monte	E	HCM unsignalized	-	10.7	B	-	10.9	B	0.2	NO
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	STOP-sign	El Monte	E	HCM unsignalized	-	>100	F*	-	>100	F*	*	C-to-I
32	Arden Drive – Southerly Project Driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			-	20.4	C	N/A(7)	NO
33	Valley Circle – Project driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			-	9.3	A	N/A(7)	NO
34	Arden Drive - Arden Way	STOP-sign	El Monte	D	HCM unsignalized	-	14.1	B	-	16.6	B	2.6	NO

Notes:
(1) Levels of Service
(2) Intersection Capacity Utilization
(3) Average control delay for worst-case movement
(4) See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections
(5) Impact/Contribution to Impact based on each jurisdictions' thresholds of significance as shown on Table 2. Both direct impacts and contribution to impacts are considered significant impacts.
(6) All-way STOP-sign control
(7) N/A - Not Applicable; these are Project driveway intersections and only analyzed under With-Project conditions.

Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted. Project-related impact also highlighted.

*Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even very small increases in volumes result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided in the Appendix to this report.

TABLE 17

COMPARISONS OF OPENING YEAR (2016) NO-PROJECT AND WITH-PROJECT CONDITIONS AT STUDY INTERSECTIONS IN TEMPLE CITY, ROSEMEAD AND SOUTH EL MONTE

MORNING (AM) PEAK-HOUR LEVELS OF SERVICE

Location	Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS (1) Methodology	OPENING YEAR (2016) NO-PROJECT AM PEAK HOUR			OPENING YEAR (2016) WITH-PROJECT AM PEAK HOUR			Change in ICU or Delay	Direct Impact (I) and/or Contribution to Impact (C-to-I) (5)
						ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)		
City of Temple City													
15	Lower Azusa Road - Arden Drive	Signal	Temple City	D	ICU	0.726	-	C	0.738	-	C	0.012	NO
16	Lower Azusa Road - Arden Way	STOP-sign	Temple City	D	HCM unsignalized	-	40.8	E	-	42.2	E	1.4	NO
19	Lower Azusa Road – Baldwin Avenue	Signal	Temple City	D	ICU	0.815	-	D	0.819	-	D	0.004	NO
20	Lower Azusa Road - Temple City Boulevard	Signal	Temple City	D	ICU	0.803	-	D	0.808	-	D	0.005	NO
City of Rosemead													
11	Valley Boulevard – Temple City Boulevard	Signal	Rosemead	D	ICU	0.997	-	E	0.999	-	E	0.002	NO
12	Valley Boulevard – Rio Hondo Avenue	Signal	Rosemead	D	ICU	0.637	-	B	0.641	-	B	0.004	NO
13	Valley Boulevard – Mission Boulevard	Signal	Rosemead	D	ICU	0.606	-	B	0.607	-	B	0.001	NO
14	Valley Boulevard – Rosemead Boulevard (CMP intersection)	Signal	Rosemead	D	ICU	1.024	-	F	1.024	-	F	0.000	NO
21	Lower Azusa Road - Rosemead Boulevard	Signal	Rosemead	D	ICU	0.684	-	B	0.691	-	B	0.007	NO
30	Temple City Boulevard – Olney Street/I-10 Westbound	STOP-sign	Rosemead	D	HCM unsignalized	-	14.2	B	-	14.3	B	0.1	NO
35	Temple City Boulevard – Loftus Drive	Signal	Rosemead	D	ICU	0.770	-	C	0.773	-	C	0.003	NO
36	Temple City Boulevard - Marshall Street	Signal	Rosemead	D	ICU	0.478	-	A	0.479	-	A	0.001	NO
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signal	Rosemead	D	ICU	0.536	-	A	0.538	-	A	0.002	NO
City of South El Monte													
22	Garvey Avenue – Rosemead Boulevard (CMP intersection)	Signal	South El Monte	D	ICU	1.006	-	F	1.006	-	F	0.000	NO

EVENING (PM) PEAK-HOUR LEVELS OF SERVICE

Location	Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS (1) Methodology	OPENING YEAR (2016) NO-PROJECT PM PEAK HOUR			OPENING YEAR (2016) WITH-PROJECT PM PEAK HOUR			Change in ICU or Delay	Direct Impact (I) and/or Contribution to Impact (C-to-I) (5)
						ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)		
City of Temple City													
15	Lower Azusa Road - Arden Drive	Signal	Temple City	D	ICU	0.674	-	B	0.709	-	C	0.035	NO
16	Lower Azusa Road - Arden Way	STOP-sign	Temple City	D	HCM unsignalized	-	82.1	F*	-	90.6	F*	8.5	NO
19	Lower Azusa Road – Baldwin Avenue	Signal	Temple City	D	ICU	0.844	-	D	0.855	-	D	0.011	NO
20	Lower Azusa Road - Temple City Boulevard	Signal	Temple City	D	ICU	0.904	-	E	0.912	-	E	0.008	NO
City of Rosemead													
11	Valley Boulevard – Temple City Boulevard	Signal	Rosemead	D	ICU	0.832	-	D	0.848	-	D	0.016	NO
12	Valley Boulevard – Rio Hondo Avenue	Signal	Rosemead	D	ICU	0.818	-	D	0.830	-	D	0.012	NO
13	Valley Boulevard – Mission Boulevard	Signal	Rosemead	D	ICU	0.488	-	A	0.491	-	A	0.003	NO
14	Valley Boulevard – Rosemead Boulevard (CMP intersection)	Signal	Rosemead	D	ICU	0.933	-	E	0.934	-	E	0.001	NO
21	Lower Azusa Road - Rosemead Boulevard	Signal	Rosemead	D	ICU	0.862	-	D	0.867	-	D	0.005	NO
30	Temple City Boulevard – Olney Street/I-10 Westbound	STOP-sign	Rosemead	D	HCM unsignalized	-	17.3	C	-	17.7	C	0.4	NO
35	Temple City Boulevard – Loftus Drive	Signal	Rosemead	D	ICU	0.835	-	D	0.843	-	D	0.008	NO
36	Temple City Boulevard - Marshall Street	Signal	Rosemead	D	ICU	0.505	-	A	0.506	-	A	0.001	NO
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signal	Rosemead	D	ICU	0.491	-	A	0.500	-	A	0.009	NO
City of South El Monte													
22	Garvey Avenue – Rosemead Boulevard (CMP intersection)	Signal	South El Monte	D	ICU	0.933	-	E	0.933	-	E	0.000	NO

SATURDAY PEAK-HOUR LEVELS OF SERVICE

Location	Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS (1) Methodology	OPENING YEAR (2016) NO-PROJECT SAT PEAK HOUR			OPENING YEAR (2016) WITH-PROJECT SAT PEAK HOUR			Change in ICU or Delay	Direct Impact (I) and/or Contribution to Impact (C-to-I) (5)
						ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)		
City of Temple City													
15	Lower Azusa Road - Arden Drive	Signal	Temple City	D	ICU	0.517	-	A	0.565	-	A	0.048	NO
16	Lower Azusa Road - Arden Way	STOP-sign	Temple City	D	HCM unsignalized		43.3	E	-	47.9	E	4.6	NO
19	Lower Azusa Road – Baldwin Avenue	Signal	Temple City	D	ICU	0.736	-	C	0.752	-	C	0.016	NO
20	Lower Azusa Road - Temple City Boulevard	Signal	Temple City	D	ICU	0.768	-	C	0.779	-	C	0.011	NO
City of Rosemead													
11	Valley Boulevard – Temple City Boulevard	Signal	Rosemead	D	ICU	0.674	-	B	0.682	-	B	0.008	NO
12	Valley Boulevard – Rio Hondo Avenue	Signal	Rosemead	D	ICU	0.631	-	B	0.647	-	B	0.016	NO
13	Valley Boulevard – Mission Boulevard	Signal	Rosemead	D	ICU	0.401	-	A	0.405	-	A	0.004	NO
14	Valley Boulevard – Rosemead Boulevard (CMP intersection)	Signal	Rosemead	D	ICU	0.945	-	E	0.946	-	E	0.001	NO
21	Lower Azusa Road - Rosemead Boulevard	Signal	Rosemead	D	ICU	0.683	-	B	0.702	-	C	0.019	NO
30	Temple City Boulevard – Olney Street/I-10 Westbound	STOP-sign	Rosemead	D	HCM unsignalized	-	16.2	C	-	16.7	C	0.5	NO
35	Temple City Boulevard – Loftus Drive	Signal	Rosemead	D	ICU	0.617	-	B	0.628	-	B	0.011	NO
36	Temple City Boulevard - Marshall Street	Signal	Rosemead	D	ICU	0.434	-	A	0.436	-	A	0.002	NO
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signal	Rosemead	D	ICU	0.442	-	A	0.455	-	A	0.013	NO
City of South El Monte													
22	Garvey Avenue – Rosemead Boulevard (CMP intersection)	Signal	South El Monte	D	ICU	0.991	-	E	0.991	-	E	0.000	NO

Notes:
(1) Levels of Service
(2) Intersection Capacity Utilization
(3) Average control delay for worst-case movement
(4) See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections
(5) Impact/Contribution to Impact based on each jurisdictions' thresholds of significance as shown on Table 2. Both direct impacts and contribution to impacts are considered significant impacts.
(6) All-way STOP-sign control

Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted. Project-related impact also highlighted.

*Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even very small increases in volumes result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided in the Appendix to this report.

As shown on **Table 17**, no intersections are impacted by Project traffic per the adjacent jurisdictions' LOS standards[13][14] and thresholds of significance. Nevertheless, the unsignalized intersection of Lower Azusa Road – Arden Way (Intersection 16), which is shared between the Cities of El Monte and Temple City, and operates below Temple City standard LOS D under No-Project conditions is impacted per the El Monte standards, and therefore improvements have been recommended to achieve LOS D or better at this location.

Project Contribution to Total New Volumes at Study Intersections

The ratio of traffic generated by the Project to the total new traffic (including Project traffic) generated between the existing condition and the Opening Year (2016) at each study intersection has been calculated. The Project contribution of traffic at each study intersection is shown on **Table 18** for the morning peak-hour period, **Table 19** for the evening peak-hour period, and **Table 20** for the Saturday midday peak-hour period.

[13] See Table 2 for study intersections by jurisdiction and their respective minimum LOS standards. See pages 24-26 for thresholds of significance by jurisdiction.
[14] Caltrans' and CMP intersection impacts are discussed under **Other Potential Impacts** in this Chapter**.**

TABLE 18

PROJECT CONTRIBUTION TO NEW INTERSECTION VOLUMES
OPENING YEAR (2016) – MORNING PEAK-HOUR

Number	Intersection	Existing Volumes (pce's)	Opening Year (2016) With-Project Volumes (pce's)	Opening Year (2016) Project Volumes	Opening Year (2016) % Project Contribution of New Traffic[1]
1	Valley Blvd – Arden Dr	3058	3497	208	47%
2	Valley Blvd – Valley Cir	2594	2933	141	42%
3	Arden Dr - Rose Ave	1290	1536	198	80%
4	Valley Blvd – Santa Anita Av	3920	4378	136	30%
5	Valley Blvd - Tyler Ave	2480	2707	94	42%
6	Valley Blvd – Ramona Blvd	2646	2846	66	33%
7	Valley Blvd – Peck Rd	4080	4274	30	16%
8	Ramona Blvd - Peck Rd	3544	3712	36	21%
9	Valley Blvd – Gibson Rd	2489	2758	64	24%
10	Valley Blvd – Baldwin Ave	3966	4396	50	12%
11	Valley Blvd – Temple City Blvd	3793	4175	30	8%
12	Valley Blvd - Rio Hondo Ave	2617	2795	17	9%
13	Valley Blvd - Mission Blvd	2350	2504	8	5%
14	Valley Blvd - Rosemead Blvd	4907	5178	3	1%
15	Lower Azusa Rd – Arden Dr	2432	2662	42	18%
16	Lower Azusa Rd – Arden Way	1913	2075	14	9%
17	Lower Azusa Rd – Santa Anita Ave	4178	4438	14	5%
18	Lower Azusa Rd - Peck Rd	4097	4311	8	4%
19	Lower Azusa Rd - Baldwin Ave	3842	4132	30	11%
20	Lower Azusa Rd - Temple City Blvd	3273	3522	25	10%
21	Lower Azusa Rd - Rosemead Blvd	2717	2927	14	7%
22	Garvey Ave - Rosemead Blvd	6146	6404	0	0%
23	Garvey Ave - Santa Anita Ave	4298	4544	19	8%
24	Garvey Ave - Peck Rd	3406	3538	11	8%
25	Garvey Ave - Valley Blvd	3280	3455	8	5%
26	Santa Anita Ave - Ramona Blvd	2949	3206	30	12%
27	Santa Anita Ave - Brockway St/I-10 WB On-Ramp	3613	3917	30	10%
28	Santa Anita Ave - Asher St/I-10 EB Ramps	3407	3659	26	10%
29	I-10 WB Off-Ramp - Brockway St to Santa Anita Ave	1023	1069	5	10%
30	Temple City Blvd – Olney St/I-10 WB Ramps	1718	1912	10	5%
31	Baldwin Ave – Flair Dr/I-10 EB Ramps	2339	2557	12	6%
34	Arden Dr - Arden Way	1067	1162	55	58%
35	Temple City Blvd – Loftus Dr	1978	2165	10	5%
36	Temple City Blvd – Marshall St	1768	1975	6	3%
37	Valley Blvd – Easy St/Merwin C. Gill Way	2121	2253	17	13%

(1) Based on project contribution to growth at intersection: (Project Volumes)/(With-Project Volumes – Existing Volumes)*100

(2) Driveway intersections (Intersections 32 and 33) not included as these will be improved by the Project

TABLE 19
PROJECT CONTRIBUTION TO NEW INTERSECTION VOLUMES
OPENING YEAR (2016) – EVENING PEAK-HOUR

Number	Intersection	Existing Volumes (pce's)	Opening Year (2016)		
			With-Project Volumes (pce's)	Project Volumes	% Project Contribution of New Traffic[1]
1	Valley Blvd – Arden Dr	2689	3401	473	66%
2	Valley Blvd – Valley Cir	2650	3162	292	57%
3	Arden Dr - Rose Ave	1023	1557	493	92%
4	Valley Blvd – Santa Anita Av	3838	4482	280	44%
5	Valley Blvd - Tyler Ave	2551	2890	194	57%
6	Valley Blvd – Ramona Blvd	2925	3213	137	48%
7	Valley Blvd – Peck Rd	4809	5064	63	25%
8	Ramona Blvd - Peck Rd	3892	4114	74	33%
9	Valley Blvd – Gibson Rd	2245	2592	132	38%
10	Valley Blvd – Baldwin Ave	3784	4287	103	20%
11	Valley Blvd – Temple City Blvd	3490	3918	63	15%
12	Valley Blvd - Rio Hondo Ave	2339	2541	34	17%
13	Valley Blvd - Mission Blvd	1976	2140	17	10%
14	Valley Blvd - Rosemead Blvd	4805	5098	6	2%
15	Lower Azusa Rd – Arden Dr	2365	2647	86	30%
16	Lower Azusa Rd – Arden Way	2204	2380	29	16%
17	Lower Azusa Rd – Santa Anita Ave	4474	4782	29	9%
18	Lower Azusa Rd - Peck Rd	4108	4343	17	7%
19	Lower Azusa Rd - Baldwin Ave	3853	4191	63	19%
20	Lower Azusa Rd - Temple City Blvd	3481	3758	51	19%
21	Lower Azusa Rd - Rosemead Blvd	3006	3257	29	11%
22	Garvey Ave - Rosemead Blvd	5892	6145	0	0%
23	Garvey Ave - Santa Anita Ave	4471	4755	40	14%
24	Garvey Ave - Peck Rd	3481	3629	23	15%
25	Garvey Ave - Valley Blvd	3554	3756	17	8%
26	Santa Anita Ave - Ramona Blvd	3110	3443	63	19%
27	Santa Anita Ave - Brockway St/I-10 WB On-Ramp	3676	4055	63	17%
28	Santa Anita Ave - Asher St/I-10 EB Ramps	3816	4135	55	17%
29	I-10 WB Off-Ramp - Brockway St to Santa Anita Ave	679	746	8	13%
30	Temple City Blvd – Olney St/I-10 WB Ramps	1803	2023	23	11%
31	Baldwin Ave – Flair Dr/I-10 EB Ramps	2148	2378	22	10%
34	Arden Dr - Arden Way	1218	1378	114	72%
35	Temple City Blvd – Loftus Dr	2135	2349	23	11%
36	Temple City Blvd – Marshall St	1937	2168	11	5%
37	Valley Blvd – Easy St/Merwin C. Gill Way	1983	2169	63	34%

(1) Based on project contribution to growth at intersection: (Project Volumes)/(With-Project Volumes – Existing Volumes)*100

(2) Driveway intersections (Intersections 32 and 33) not included as these will be improved by the Project

TABLE 20
PROJECT CONTRIBUTION TO NEW INTERSECTION VOLUMES
OPENING YEAR (2016) – SATURDAY MIDDAY PEAK-HOUR

Number	Intersection	Existing Volumes (pce's)	Opening Year (2016) With-Project Volumes (pce's)	Opening Year (2016) Project Volumes	Opening Year (2016) % Project Contribution of New Traffic[(1)]
1	Valley Blvd – Arden Dr	1991	2770	629	81%
2	Valley Blvd – Valley Cir	1615	2145	404	76%
3	Arden Dr - Rose Ave	625	1290	638	96%
4	Valley Blvd – Santa Anita Av	2884	3540	388	59%
5	Valley Blvd - Tyler Ave	2097	2472	269	72%
6	Valley Blvd – Ramona Blvd	2747	3057	190	61%
7	Valley Blvd – Peck Rd	4248	4494	87	35%
8	Ramona Blvd - Peck Rd	3934	4170	103	44%
9	Valley Blvd – Gibson Rd	1712	2027	182	58%
10	Valley Blvd – Baldwin Ave	3295	3652	143	40%
11	Valley Blvd – Temple City Blvd	2881	3157	87	32%
12	Valley Blvd - Rio Hondo Ave	1958	2137	48	27%
13	Valley Blvd - Mission Blvd	1710	1853	24	17%
14	Valley Blvd - Rosemead Blvd	4753	5009	8	3%
15	Lower Azusa Rd – Arden Dr	1995	2215	119	54%
16	Lower Azusa Rd – Arden Way	1887	2002	40	35%
17	Lower Azusa Rd – Santa Anita Ave	3861	4119	40	15%
18	Lower Azusa Rd - Peck Rd	3501	3706	24	12%
19	Lower Azusa Rd - Baldwin Ave	3544	3794	87	35%
20	Lower Azusa Rd - Temple City Blvd	3114	3319	71	35%
21	Lower Azusa Rd - Rosemead Blvd	2916	3156	40	16%
22	Garvey Ave - Rosemead Blvd	5322	5522	0	0%
23	Garvey Ave - Santa Anita Ave	3229	3436	55	27%
24	Garvey Ave - Peck Rd	3006	3143	32	23%
25	Garvey Ave - Valley Blvd	2800	2958	24	15%
26	Santa Anita Ave - Ramona Blvd	2355	2666	87	28%
27	Santa Anita Ave - Brockway St/I-10 WB On-Ramp	2866	3200	87	26%
28	Santa Anita Ave - Asher St/I-10 EB Ramps	2684	2943	75	29%
29	I-10 WB Off-Ramp - Brockway St to Santa Anita Ave	603	665	12	19%
30	Temple City Blvd – Olney St/I-10 WB Ramps	1378	1510	32	24%
31	Baldwin Ave – Flair Dr/I-10 EB Ramps	1770	1915	32	22%
34	Arden Dr - Arden Way	769	952	158	87%
35	Temple City Blvd – Loftus Dr	1700	1828	32	25%
36	Temple City Blvd – Marshall St	1437	1565	16	12%
37	Valley Blvd – Easy St/Merwin C. Gill Way	1	1956	87	48%

(1) Based on project contribution to growth at intersection: (Project Volumes)/(With-Project Volumes – Existing Volumes)*100

(2) Driveway intersections (Intersections 32 and 33) not included as these will be improved by the Project

HORIZON YEAR (2035) TRAFFIC CONDITIONS

Based on discussions with the City of El Monte, traffic conditions have also been evaluated in the Horizon Year (2035). This Section discusses Horizon Year (2035) Traffic conditions. Two scenarios are analyzed and presented: the traffic conditions assuming that the Project was not implemented (Horizon Year (2035) No-Project conditions) and the traffic conditions with the Project in place (Horizon Year (2035) With-Project conditions).

Ambient Traffic Growth through Horizon Year (2035)

Ambient traffic growth (regional traffic growth from development outside of the study area as well as any unspecified development not explicitly included as a "related" project in the Project vicinity) between existing conditions and Horizon Year (2035) was obtained from the generalized growth factors for Regional Statistical Area (RSA) 25 provided in the Los Angeles County MTA CMP Generalized Growth Factors (Appendix D-1).

The CMP specifies a generalized growth factor of 1.131 for RSA 25 for year 2035 in Exhibit D-1. Growth from existing to Horizon Year (2035) is calculated as follows:

Average Annual Growth through Horizon Year (2035):

$$\frac{\text{Growth Factor in 2035} - \text{Growth Factor in 2010}}{\text{Year (yrs.)}} = \frac{1.131-1.000}{25 \text{ yrs.}} = 0.0052/\text{yr.}$$

Growth for 23 years, from 2012 to 2035 (Horizon Year):

0.0052/yr. *23 years = 0.120

Therefore a growth factor of 1.120 will be applied to existing volumes to determine existing-plus growth traffic volumes in Horizon Year (2035).

In addition, traffic that would be generated by specific cumulative ("related") projects listed in **Table 12** would be added to the 2035 existing-plus-ambient traffic volumes to determine total No-Project (Cumulative) traffic volumes in Horizon Year (2035) for each analysis period. It should be noted that this will be a conservative analysis since cumulative growth considering these specific "related" projects will be higher than the growth projected by the LACMTA CMP for the area. Hence, a "worst-case" analysis of future traffic projections is included in this report.

Horizon Year (2035) No-Project Traffic Volumes

Horizon Year (2035) No-Project traffic volumes and levels of service reflect conditions which could be expected if the Project was not implemented by Horizon Year. **Figure 21** presents the Horizon Year (2035) No-Project morning and evening peak-hour traffic volumes at the study intersections, while **Figure 22** shows the assignment of the total No-Project (cumulative) Saturday midday peak-hour trips at study intersections during the horizon year.

Horizon Year (2035) With-Project Traffic Volumes

The Horizon Year (2035) With-Project Traffic volumes at study intersections were obtained by adding the Project traffic volumes (see **Figures 12** and **13** for weekday and Saturday peak-hour volumes, respectively) to the Horizon Year (2035) No-Project traffic volumes (see **Figures 21**and **22** for weekday and Saturday peak-hour volumes, respectively).

Figure 23 shows the Horizon Year (2035) With-Project morning and evening peak-hour traffic volumes at study intersections, while **Figure 24** shows the Horizon Year (2035) With-Project Saturday midday peak-hour trips at study intersections.

HORIZON YEAR (2035) LEVELS OF SERVICE

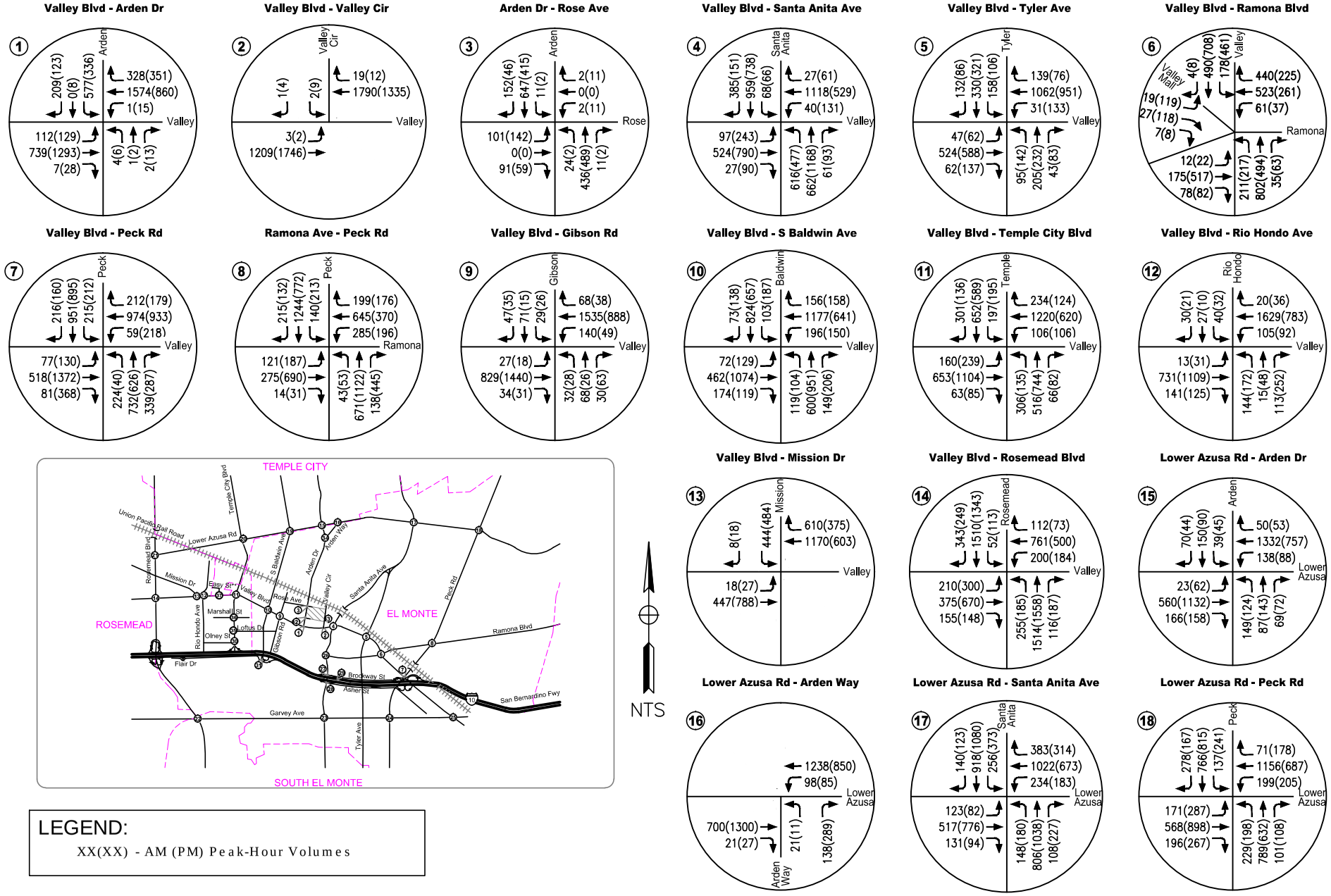
The analysis of Horizon Year (2035) No-Project intersection LOS was based upon the peak-hour traffic volumes illustrated on **Figure 21** for the weekday morning and evening peak-hours and on **Figure 22** for Saturday midday peak-hour, and the existing intersection geometrics exhibited on **Figure 6.**

The analysis of Horizon Year (2035) With-Project intersection LOS was based upon the peak-hour traffic volumes illustrated on **Figure 23** for the weekday morning and evening peak-hours and on **Figure 24** for Saturday midday peak-hour, and the existing intersection geometrics exhibited on **Figure 6,** with the exception of the following Project driveway intersections:

Intersection of Arden Drive – Rose Avenue (Intersection 3) will be improved under Project conditions as follows:

- Northbound – one left-turn lane, two through lanes and one right-turn lane
- Southbound – one left-turn lane, one through lane and one optional through-or-right-turn lane
- Westbound – one left-turn lane and one optional through-or-right-turn lane
- Eastbound – one optional left-through-or-right-turn lane

There will be two new Project driveway intersections:



LEGEND:

XX(XX) - AM (PM) Peak-Hour Volumes

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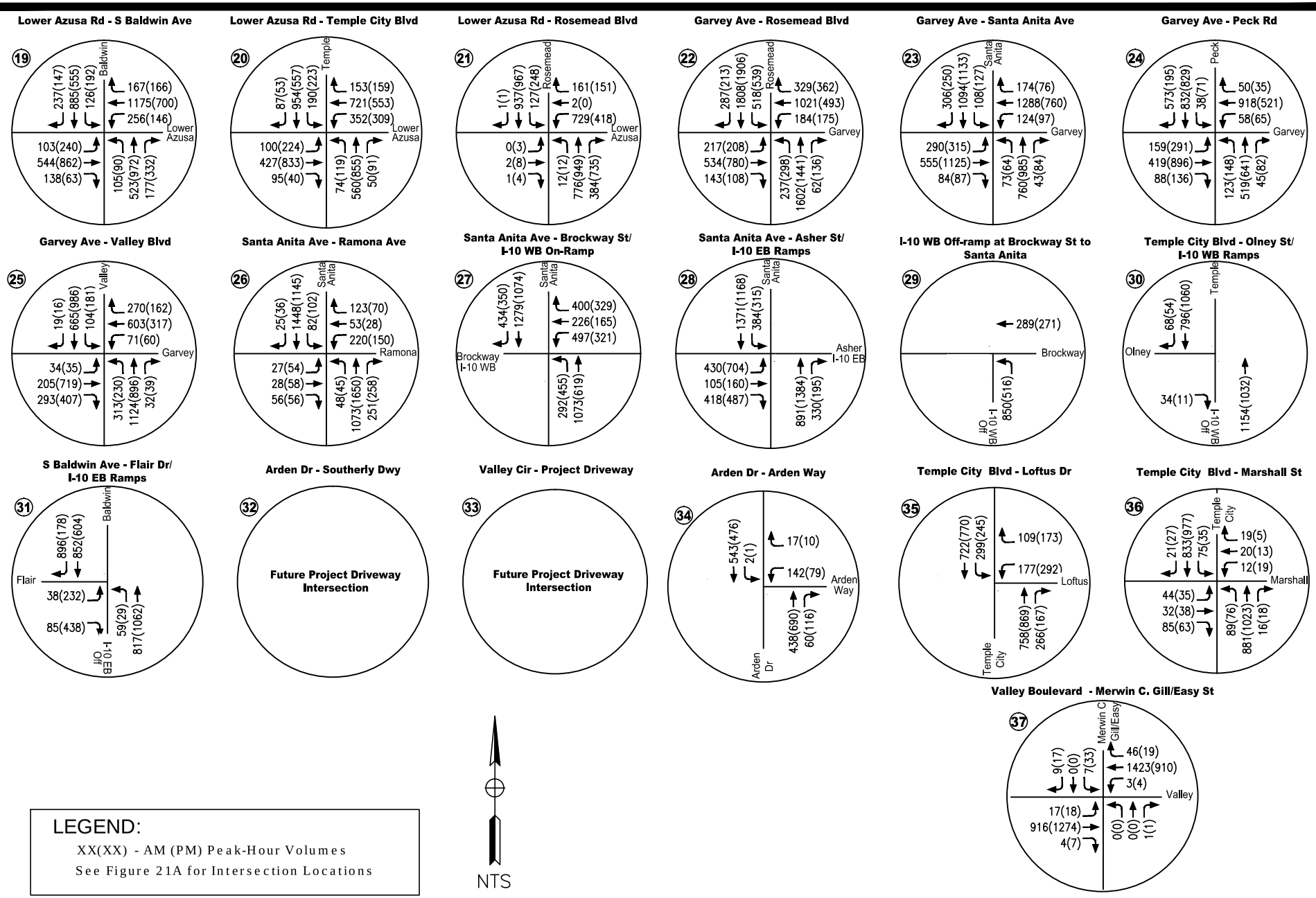
HORIZON YEAR (2035) NO-PROJECT
WEEKDAY MORNING AND EVENING PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 21A



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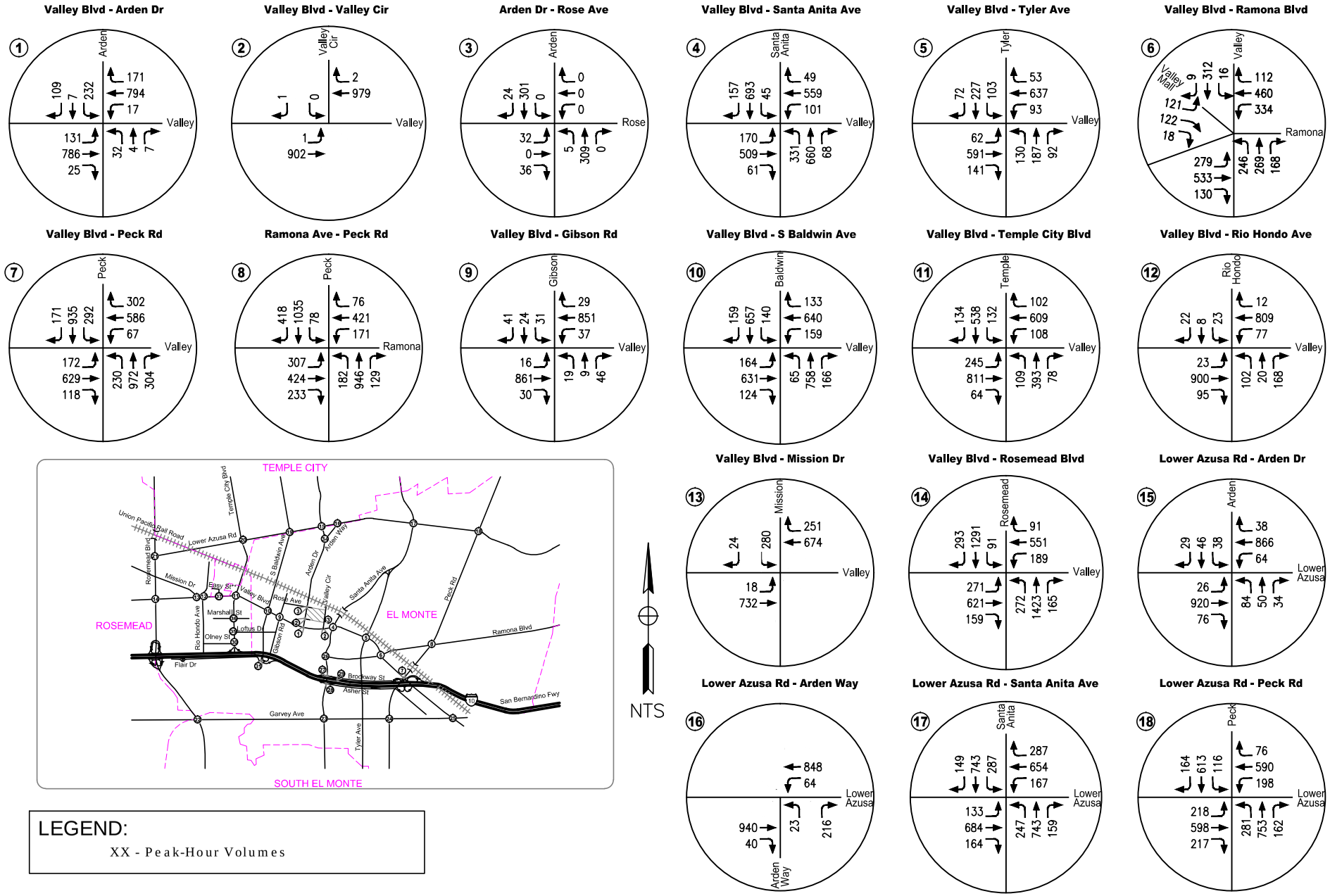
HORIZON YEAR (2035) NO-PROJECT
WEEKDAY MORNING AND EVENING PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 21B



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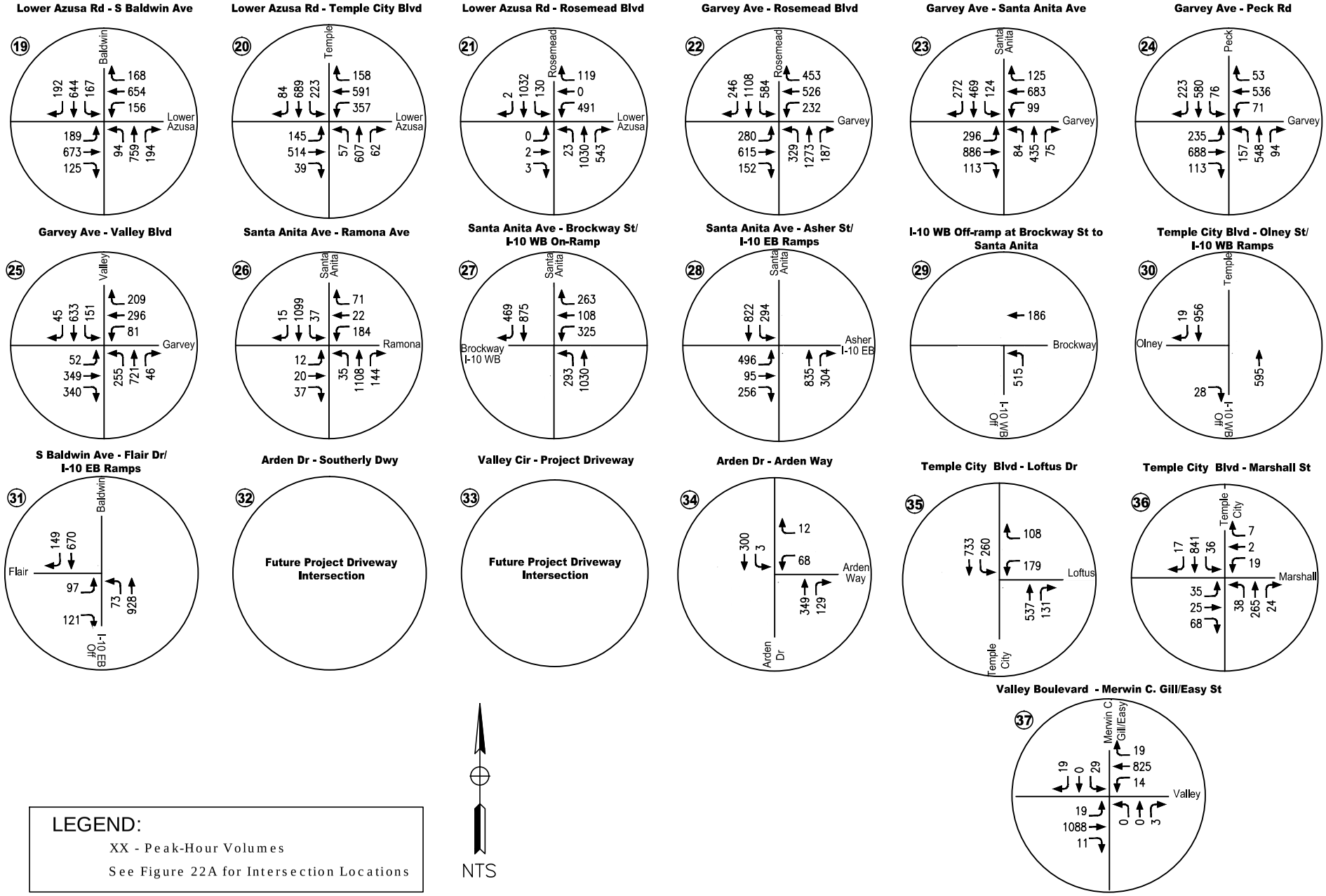
HORIZON YEAR (2035) NO-PROJECT
SATURDAY PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 22A



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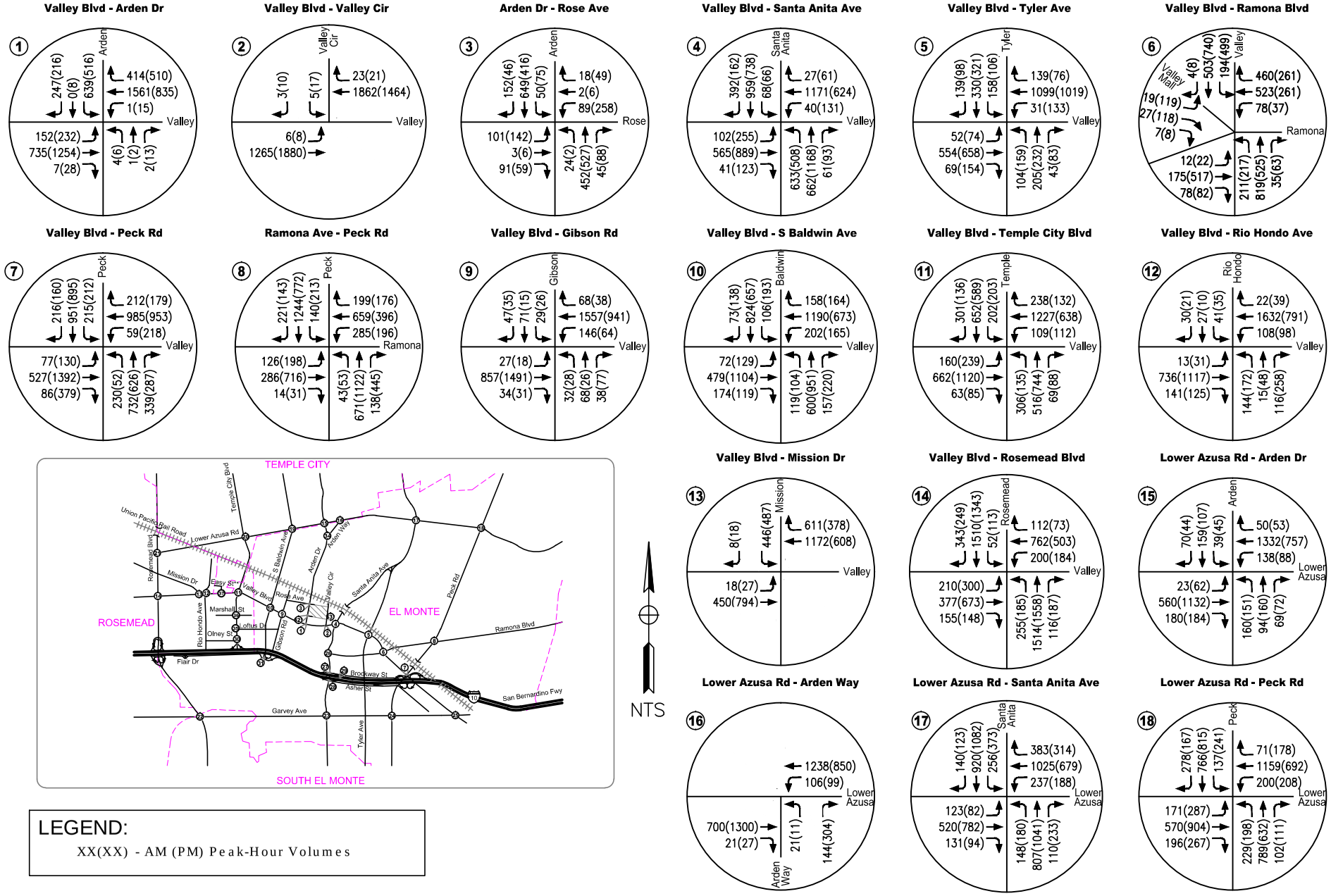
HORIZON YEAR (2035) NO-PROJECT
SATURDAY PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 22B



LEGEND:

XX(XX) - AM (PM) Peak-Hour Volumes

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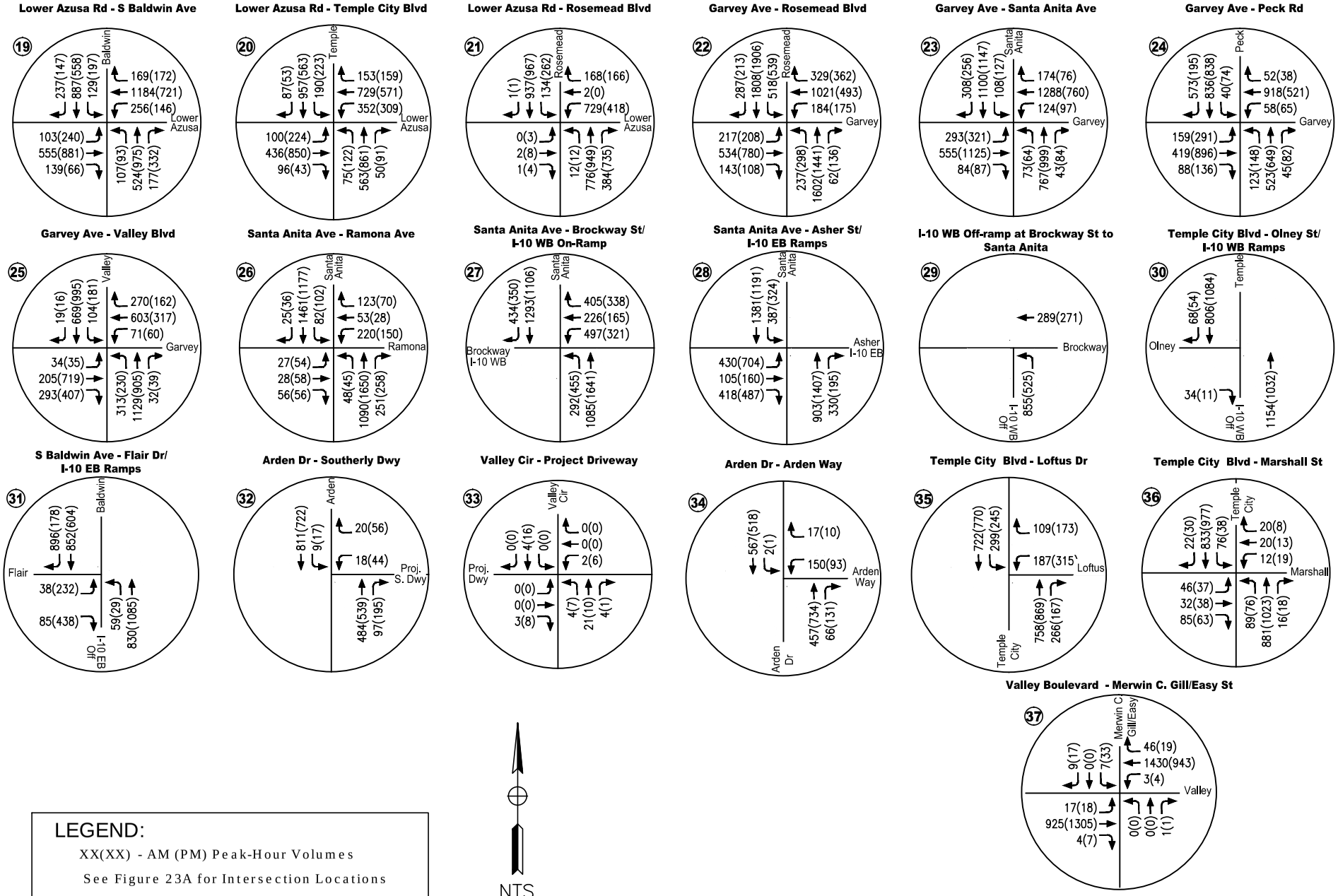
HORIZON YEAR (2035) WITH-PROJECT
WEEKDAY MORNING AND EVENING PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 23A



LEGEND:

XX(XX) - AM (PM) Peak-Hour Volumes

See Figure 23A for Intersection Locations

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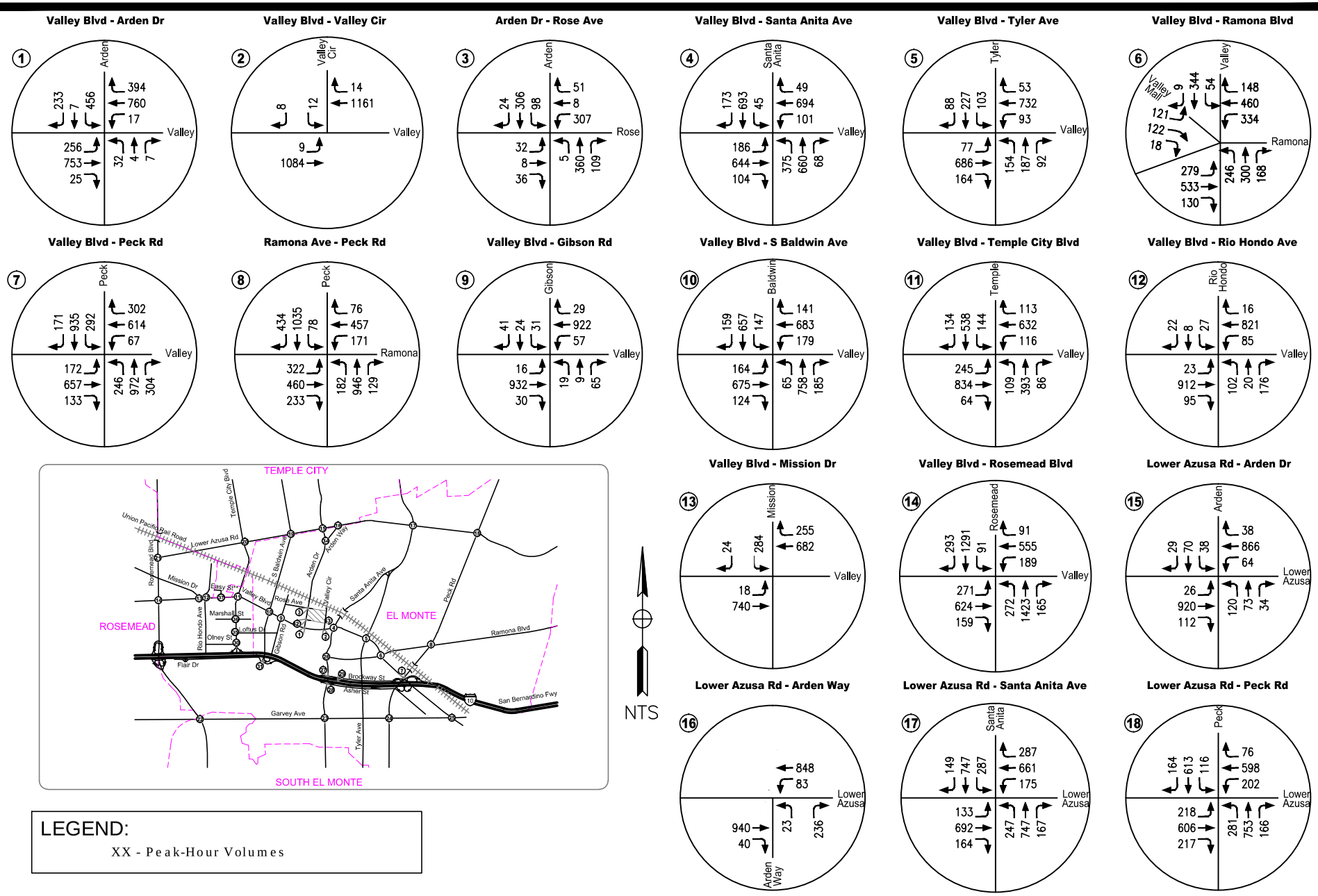
HORIZON YEAR (2035) WITH-PROJECT
WEEKDAY MORNING AND EVENING PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 23B



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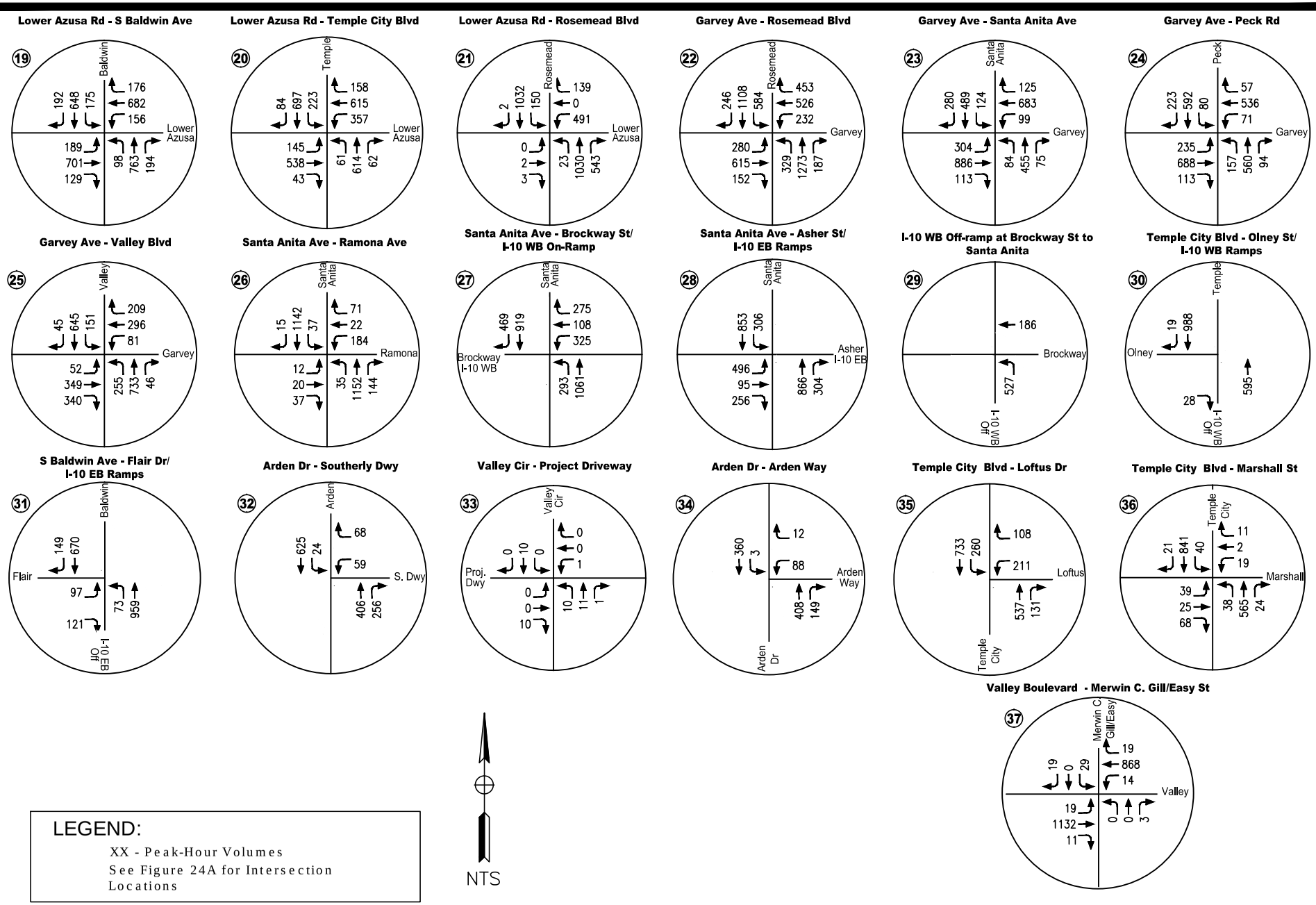
HORIZON YEAR (2035) WITH-PROJECT
SATURDAY PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 24A



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HORIZON YEAR (2035) WITH-PROJECT
SATURDAY PEAK-HOUR TRAFFIC VOLUMES

WAL-MART PROJECT, EL MONTE, CA

Figure 24B

- Arden Drive – Project southerly driveway (Intersection 32), which will have STOP-sign control on the driveway approach. It will have two lanes on the driveway approach (one lane inbound) and a southbound left-turn lane on Arden Drive will be provided at this location; and
- Valley Circle – Project southerly driveway (Intersection 33), which will have STOP-sign control with one lane inbound and one lane outbound on the driveway approach.

Table 21 summarizes and provides a comparison of the Horizon Year (2035) No-Project and Opening Year (2035) With-Project traffic conditions at the study intersections in the City of El Monte during the morning peak-hour. **Table 22** summarizes the Horizon Year (2035) No-Project and Horizon Year (2035) With-Project at the study intersections in the City of El Monte during the evening peak-hour of analysis. **Table 23** summarizes the Horizon Year (2035) No-Project and Horizon Year (2035) With-Project LOS at the study intersections in the City of El Monte during the Saturday midday peak-hour of analysis. **Appendix C** provides the PTV VISTRO 2.0 worksheets for the LOS analysis.

As shown in **Tables 21, 22,** and **23**, the addition of Project traffic results in one intersection operation at less-than-minimum standard LOS:

- Arden Drive – Arden Way (Intersection 34) – This unsignalized intersection is projected to operate at LOS D under No-Project conditions and LOS E under With-Project conditions during the morning and evening peak-hour periods in Horizon Year (2035). The Project contributes to an increase in delay of just over 5 seconds during the morning peak hour and just less than 10 seconds during evening the at this location. This is considered a significant impact under the City of El Monte thresholds of significance.

The Project contributes to a significant impact where an intersection operates deficiently under No-Project conditions at the following locations:

- Valley Boulevard – Santa Anita Avenue (Intersection 4) – This intersection is projected to operate at LOS F under both Horizon Year (2035) No-Project conditions and Horizon Year (2035) With-Project conditions during the morning peak-hour period. The ICU increase of 0.026 due to the Project is considered significant under the City of El Monte thresholds of significance.
- Lower Azusa Road – Arden Way (Intersection 16) already operates at LOS F during the evening peak-hour period under Existing conditions and will continue to do so in the future without improvements. This intersection is projected to operate at LOS F under With-Project conditions during the morning peak-hour period and at LOS F during the Saturday midday peak hour in Horizon Year under both No-Project and With-Project conditions. The Project contributes to increases in delay at this unsignalized location during the Horizon Year (2035) during all three peak-hour periods.

TABLE 21
COMPARISONS OF HORIZON YEAR (2035) NO-PROJECT AND WITH-PROJECT TRAFFIC CONDITIONS DURING THE WEEKDAY MORNING PEAK HOUR ON CITY OF EL MONTE STUDY INTERSECTIONS

Location	Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS [1] Methodology	HORIZON YEAR (2035) NO-PROJECT AM PEAK HOUR			HORIZON YEAR (2035) WITH-PROJECT AM PEAK HOUR			Change in ICU or Delay	Direct Impact (I) and/or Contribution to Impact (C-to-I)[5]
						ICU[2]	Delay [3] (seconds)	LOS [4]	ICU[2]	Delay [3] (seconds)	LOS [4]		
1	Valley Boulevard – Arden Drive	Signal	El Monte	E	ICU	0.867	-	D	0.909	-	E	0.042	NO
2	Valley Boulevard – Valley Circle	Signal	El Monte	E	ICU	0.668	-	B	0.696	-	B	0.028	NO
3	Arden Drive – Rose Avenue (also future Project driveway)	Signal	El Monte	D	ICU	0.491	-	A	0.543	-	A	0.052	NO
4	Valley Boulevard – Santa Anita Avenue	Signal	El Monte	E	ICU	1.032	-	F	1.058	-	F	0.026	C-to-I
5	Valley Boulevard – Tyler Avenue	Signal	El Monte	E	ICU	0.708	-	C	0.731	-	C	0.023	NO
6	Valley Boulevard – Ramona Boulevard	Signal	El Monte	E	ICU	0.792	-	C	0.813	-	D	0.021	NO
7	Valley Boulevard – Peck Road	Signal	El Monte	E	ICU	0.956	-	E	0.963	-	E	0.007	NO
8	Ramona Boulevard - Peck Road	Signal	El Monte	E	ICU	0.708	-	C	0.717	-	C	0.009	NO
9	Valley Boulevard – Gibson Road	Signal	El Monte	E	ICU	0.791	-	C	0.803	-	D	0.012	NO
10	Valley Boulevard – Baldwin Avenue	Signal	El Monte	E	ICU	0.916	-	E	0.921	-	E	0.005	NO
15	Lower Azusa Road - Arden Drive	Signal	El Monte	E	ICU	0.777	-	C	0.789	-	C	0.012	NO
16	Lower Azusa Road - Arden Way	STOP-sign	El Monte	E	HCM unsignalized	-	49.0	E	-	50.9	F*	1.9	YES
17	Lower Azusa Road – Santa Anita Avenue	Signal	El Monte	E	ICU	1.039	-	F	1.041	-	F	0.002	NO
18	Lower Azusa Road – Peck Road	Signal	El Monte	E	ICU	0.973	-	E	0.974	-	E	0.001	NO
19	Lower Azusa Road – Baldwin Avenue	Signal	El Monte	E	ICU	0.874	-	D	0.878	-	D	0.004	NO
23	Garvey Avenue – Santa Anita Avenue	Signal	El Monte	E	ICU	1.221	-	F	1.226	-	F	0.005	NO
24	Garvey Avenue – Peck Road	Signal	El Monte	E	ICU	1.018	-	F	1.020	-	F	0.002	NO
25	Garvey Avenue - Valley Boulevard	Signal	El Monte	E	ICU	0.820	-	D	0.822	-	D	0.002	NO
26	Santa Anita Avenue – Ramona Boulevard	Signal	El Monte	E	ICU	0.559	-	A	0.562	-	A	0.003	NO
27	Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps	Signal	El Monte	E	ICU	0.804	-	D	0.807	-	D	0.003	NO
28	Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps	Signal	El Monte	E	ICU	0.696	-	B	0.698	-	B	0.002	NO
29	I-10 Westbound off-ramp at Brockway Street	AWSC-signs[6]	El Monte	E	HCM unsignalized	-	34.0	D	-	34.9	D	0.9	NO
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	STOP-sign	El Monte	E	HCM unsignalized	-	>100	F*	-	>100	F*	*	C-to-I
32	Arden Drive – Southerly Project Driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			-	20.0	C	N/A[7]	NO
33	Valley Circle – Project driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			-	9.2	A	N/A[7]	NO
34	Arden Drive - Arden Way	STOP-sign	El Monte	D	HCM unsignalized	-	31.5	D	-	36.7	E	5.2	YES

Notes:
(1) Levels of Service
(2) Intersection Capacity Utilization
(3) Average control delay for worst-case movement
(4) See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections
(5) Impact/Contribution to Impact based on each jurisdictions' thresholds of significance as shown on Table 2. Both direct impacts and contribution to impacts are considered significant impacts.
(6) All-way STOP-sign control
(7) N/A - Not Applicable; these are Project driveway intersections and only analyzed under With-Project conditions.

Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted. Project-related impact also highlighted.

*Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even very small increases in volumes result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided in the Appendix to this report.

TABLE 22
COMPARISONS OF HORIZON YEAR (2035) NO-PROJECT AND WITH-PROJECT TRAFFIC CONDITIONS DURING THE WEEKDAY EVENING PEAK HOUR ON CITY OF EL MONTE STUDY INTERSECTIONS

Location	Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS [1] Methodology	HORIZON YEAR (2035) NO-PROJECT PM PEAK HOUR			HORIZON YEAR (2035) WITH-PROJECT PM PEAK HOUR			Change in ICU or Delay	Direct Impact (I) and/or Contribution to Impact (C-to-I)[5]
						ICU[2]	Delay [3] (seconds)	LOS [4]	ICU[2]	Delay [3] (seconds)	LOS [4]		
1	Valley Boulevard – Arden Drive	Signal	El Monte	E	ICU	0.654	-	B	0.758	-	C	0.104	NO
2	Valley Boulevard – Valley Circle	Signal	El Monte	E	ICU	0.651	-	B	0.698	-	B	0.047	NO
3	Arden Drive – Rose Avenue (also future Project driveway)	Signal	El Monte	D	ICU	0.395	-	A	0.602	-	B	0.207	NO
4	Valley Boulevard – Santa Anita Avenue	Signal	El Monte	E	ICU	0.853	-	D	0.905	-	E	0.052	NO
5	Valley Boulevard – Tyler Avenue	Signal	El Monte	E	ICU	0.676	-	B	0.719	-	C	0.043	NO
6	Valley Boulevard – Ramona Boulevard	Signal	El Monte	E	ICU	0.802	-	D	0.835	-	D	0.033	NO
7	Valley Boulevard – Peck Road	Signal	El Monte	E	ICU	0.977	-	E	0.983	-	E	0.006	NO
8	Ramona Boulevard - Peck Road	Signal	El Monte	E	ICU	0.922	-	E	0.930	-	E	0.008	NO
9	Valley Boulevard – Gibson Road	Signal	El Monte	E	ICU	0.711	-	C	0.745	-	C	0.034	NO
10	Valley Boulevard – Baldwin Avenue	Signal	El Monte	E	ICU	0.934	-	E	0.952	-	E	0.018	NO
15	Lower Azusa Road - Arden Drive	Signal	El Monte	E	ICU	0.721	-	C	0.755	-	C	0.034	NO
16	Lower Azusa Road - Arden Way	STOP-sign	El Monte	E	HCM unsignalized	-	92.9	F*	-	>100	F*	*	C-to-I
17	Lower Azusa Road – Santa Anita Avenue	Signal	El Monte	E	ICU	1.044	-	F	1.050	-	F	0.006	NO
18	Lower Azusa Road – Peck Road	Signal	El Monte	E	ICU	0.974	-	E	0.979	-	E	0.005	NO
19	Lower Azusa Road – Baldwin Avenue	Signal	El Monte	E	ICU	0.904	-	E	0.915	-	E	0.011	NO
23	Garvey Avenue – Santa Anita Avenue	Signal	El Monte	E	ICU	1.030	-	F	1.040	-	F	0.010	NO
24	Garvey Avenue – Peck Road	Signal	El Monte	E	ICU	0.876	-	D	0.878	-	D	0.002	NO
25	Garvey Avenue - Valley Boulevard	Signal	El Monte	E	ICU	0.946	-	E	0.949	-	E	0.003	NO
26	Santa Anita Avenue – Ramona Boulevard	Signal	El Monte	E	ICU	0.652	-	B	0.652	-	B	0.000	NO
27	Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps	Signal	El Monte	E	ICU	0.814	-	D	0.826	-	D	0.012	NO
28	Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps	Signal	El Monte	E	ICU	0.830	-	D	0.840	-	D	0.010	NO
29	I-10 Westbound off-ramp at Brockway Street	AWSC-signs	El Monte	E	HCM unsignalized	-	11.2	B	-	11.3	B	0.1	NO
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	STOP-sign	El Monte	E	HCM unsignalized	-	>100	F*	-	>100	F*	*	C-to-I
32	Arden Drive – Southerly Project Driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			-	24.6	D	N/A[7]	NO
33	Valley Circle – Project driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			-	9.3	A	N/A[7]	NO
34	Arden Drive - Arden Way	STOP-sign	El Monte	D	HCM unsignalized	-	31.4	D	-	41.0	E	9.6	YES

Notes:
(1) Levels of Service
(2) Intersection Capacity Utilization
(3) Average control delay for worst-case movement
(4) See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections
(5) Impact/Contribution to Impact based on each jurisdictions' thresholds of significance as shown on Table 2. Both direct impacts and contribution to impacts are considered significant impacts.
(6) All-way STOP-sign control
(7) N/A - Not Applicable; these are Project driveway intersections and only analyzed under With-Project conditions.

Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted. Project-related impact also highlighted.

*Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even very small increases in volumes result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided in the Appendix to this report.

TABLE 23
COMPARISONS OF HORIZON YEAR (2035) NO-PROJECT AND WITH-PROJECT TRAFFIC CONDITIONS DURING THE SATURDAY PEAK HOUR ON CITY OF EL MONTE STUDY INTERSECTIONS

Location	Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS (1) Methodology	HORIZON YEAR (2035) NO-PROJECT SAT PEAK HOUR			HORIZON YEAR (2035) WITH-PROJECT SAT PEAK HOUR			Change in ICU or Delay	Direct Impact (I) and/or Contribution to Impact (C-to-I)(5)
						ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)		
1	Valley Boulevard – Arden Drive	Signal	El Monte	E	ICU	0.540	-	A	0.694	-	B	0.154	NO
2	Valley Boulevard – Valley Circle	Signal	El Monte	E	ICU	0.407	-	A	0.480	-	A	0.073	NO
3	Arden Drive – Rose Avenue (also future Project driveway)	Signal	El Monte	D	ICU	0.247	-	A	0.513	-	A	0.266	NO
4	Valley Boulevard – Santa Anita Avenue	Signal	El Monte	E	ICU	0.728	-	C	0.795	-	C	0.067	NO
5	Valley Boulevard – Tyler Avenue	Signal	El Monte	E	ICU	0.562	-	A	0.618	-	B	0.056	NO
6	Valley Boulevard – Ramona Boulevard	Signal	El Monte	E	ICU	0.814	-	D	0.824	-	D	0.010	NO
7	Valley Boulevard – Peck Road	Signal	El Monte	E	ICU	0.921	-	E	0.940	-	E	0.019	NO
8	Ramona Boulevard - Peck Road	Signal	El Monte	E	ICU	0.840	-	D	0.864	-	D	0.024	NO
9	Valley Boulevard – Gibson Road	Signal	El Monte	E	ICU	0.508	-	A	0.554	-	A	0.046	NO
10	Valley Boulevard – Baldwin Avenue	Signal	El Monte	E	ICU	0.716	-	C	0.734	-	C	0.018	NO
15	Lower Azusa Road - Arden Drive	Signal	El Monte	E	ICU	0.551	-	A	0.599	-	A	0.048	NO
16	Lower Azusa Road - Arden Way	STOP-sign	El Monte	E	HCM unsignalized	-	55.0	F*	-	62.1	F*	7.1	C-to-I
17	Lower Azusa Road – Santa Anita Avenue	Signal	El Monte	E	ICU	0.910	-	E	0.914	-	E	0.004	NO
18	Lower Azusa Road – Peck Road	Signal	El Monte	E	ICU	0.846	-	D	0.851	-	D	0.005	NO
19	Lower Azusa Road – Baldwin Avenue	Signal	El Monte	E	ICU	0.788	-	C	0.805	-	D	0.017	NO
23	Garvey Avenue – Santa Anita Avenue	Signal	El Monte	E	ICU	0.822	-	D	0.836	-	D	0.014	NO
24	Garvey Avenue – Peck Road	Signal	El Monte	E	ICU	0.780	-	C	0.785	-	C	0.005	NO
25	Garvey Avenue - Valley Boulevard	Signal	El Monte	E	ICU	0.737	-	C	0.741	-	C	0.004	NO
26	Santa Anita Avenue – Ramona Boulevard	Signal	El Monte	E	ICU	0.471	-	A	0.480	-	A	0.009	NO
27	Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps	Signal	El Monte	E	ICU	0.741	-	C	0.748	-	C	0.007	NO
28	Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps	Signal	El Monte	E	ICU	0.646	-	B	0.653	-	B	0.007	NO
29	I-10 Westbound off-ramp at Brockway Street	AWSC-signs	El Monte	E	HCM unsignalized	-	11.4	B	-	11.7	B	0.3	NO
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	STOP-sign	El Monte	E	HCM unsignalized	-	>100	F*	-	>100	F*	*	C-to-I
32	Arden Drive – Southerly Project Driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			-	21.5	D	N/A(7)	NO
33	Valley Circle – Project driveway	STOP-sign	El Monte	D	HCM unsignalized	Does not exist			-	9.3	A	N/A(7)	NO
34	Arden Drive - Arden Way	STOP-sign	El Monte	D	HCM unsignalized	-	15.0	B	-	17.9	C	2.9	NO

Notes:
(1) Levels of Service
(2) Intersection Capacity Utilization
(3) Average control delay for worst-case movement
(4) See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections
(5) Impact/Contribution to Impact based on each jurisdictions' thresholds of significance as shown on Table 2. Both direct impacts and contribution to impacts are considered significant impacts.
(6) All-way STOP-sign control
(7) N/A - Not Applicable; these are Project driveway intersections and only analyzed under With-Project conditions.

Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted. Project-related impact also highlighted.

*Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even very small increases in volumes result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided in the Appendix to this report.

- Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps (Intersection 31) already operates at LOS F under Existing conditions and will continue to do so in the future without improvements. The Project contributes to increases in delay at this unsignalized location during the Horizon Year (2035) morning, evening and Saturday peak hours.

Several other signalized intersections are projected to operate unacceptably (below City of El Monte's standards) in Horizon Year (2035). However, none of these are significantly impacted because the Project contributes less than a 0.02 (2 percent) increase in ICU at these locations.

Table 24 summarizes and provides a comparison of the Horizon Year (2035) No-Project and Horizon Year (2035) With-Project traffic conditions at the study intersections in adjacent jurisdictions during the weekday morning, weekday evening and Saturday midday peak hours.

As shown in **Table 24**, the only intersection impacted by Project traffic per the adjacent jurisdictions' LOS standards is[15][16]:

- Lower Azusa Road – Arden Way (Intersection 16) – this intersection is unsignalized and currently operates below Temple City's minimum standard LOS D during the weekday morning and evening peak-hour periods and during the Saturday midday peak-hour period and will continue to do so in Horizon Year (2035). However, the Project creates a significant impact at this location during the morning peak-hour period because it is projected to degrade the No-Project LOS E to a LOS F under With-Project conditions. The Project contributes to additional delay to this intersection. This intersection is "shared" with the City of El Monte, and improvements are recommended to achieve LOS D or better.

Several signalized intersections operate below their respective jurisdictions' minimum LOS standards during one or more peak-hour periods. However, the Project does not contribute a significant impact (increase in ICU of 0.02 (2 percent) or more and hence these intersections are not adversely impacted by the addition of Project traffic during any peak hour periods in Horizon Year (2035).

Project Contribution to Total New Volumes at Study Intersections

The ratio of traffic generated by the Project to the total new traffic (including Project traffic) generated between the existing condition and the Horizon Year (2035) at each study intersection has been calculated. The Project contribution of traffic at each study intersection is shown on **Table 25** for the morning peak-hour period, **Table 26** for the evening peak-hour period, and **Table 27** for the Saturday midday peak-hour period.

[15] See Table 2 for study intersections by jurisdiction and their respective minimum LOS standards. See pages 24-26 for thresholds of significance by jurisdiction.
[16] Caltrans' and CMP intersection impacts are discussed under **Other Potential Impacts** in this Chapter**.**

TABLE 24

COMPARISONS OF HORIZON YEAR (2035) NO-PROJECT AND WITH-PROJECT CONDITIONS AT STUDY INTERSECTIONS IN TEMPLE CITY, ROSEMEAD AND SOUTH EL MONTE

MORNING (AM) PEAK-HOUR LEVELS OF SERVICE

Location	Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS (1) Methodology	HORIZON YEAR (2035) NO-PROJECT AM PEAK HOUR			HORIZON YEAR (2035) WITH-PROJECT AM PEAK HOUR			Change in ICU or Delay	Direct Impact (I) and/or Contribution to Impact (C-to-I)(5)
						ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)		
City of Temple City													
15	Lower Azusa Road - Arden Drive	Signal	Temple City	D	ICU	0.777	-	C	0.789	-	C	0.012	NO
16	Lower Azusa Road - Arden Way	STOP-sign	Temple City	D	HCM unsignalized	-	49.0	E	-	50.9	F*	1.9	C-to-I
19	Lower Azusa Road – Baldwin Avenue	Signal	Temple City	D	ICU	0.874	-	D	0.878	-	D	0.004	NO
20	Lower Azusa Road - Temple City Boulevard	Signal	Temple City	D	ICU	0.855	-	D	0.859	-	D	0.004	NO
City of Rosemead													
11	Valley Boulevard – Temple City Boulevard	Signal	Rosemead	D	ICU	1.070	-	F	1.073	-	F	0.003	NO
12	Valley Boulevard – Rio Hondo Avenue	Signal	Rosemead	D	ICU	0.682	-	B	0.686	-	B	0.004	NO
13	Valley Boulevard – Mission Boulevard	Signal	Rosemead	D	ICU	0.647	-	B	0.648	-	B	0.001	NO
14	Valley Boulevard – Rosemead Boulevard (CMP intersection)	Signal	Rosemead	D	ICU	1.100	-	F	1.101	-	F	0.001	NO
21	Lower Azusa Road - Rosemead Boulevard	Signal	Rosemead	D	ICU	0.728	-	C	0.734	-	C	0.006	NO
30	Temple City Boulevard – Olney Street/I-10 Westbound	STOP-sign	Rosemead	D	HCM unsignalized	-	15.1	C	-	15.3	C	0.2	NO
35	Temple City Boulevard – Loftus Drive	Signal	Rosemead	D	ICU	0.822	-	D	0.826	-	D	0.004	NO
36	Temple City Boulevard - Marshall Street	Signal	Rosemead	D	ICU	0.508	-	A	0.508	-	A	0.000	NO
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signal	Rosemead	D	ICU	0.574	-	A	0.576	-	A	0.002	NO
City of South El Monte													
22	Garvey Avenue – Rosemead Boulevard (CMP intersection)	Signal	South El Monte	D	ICU	1.081	-	F	1.081	-	F	0.000	NO

EVENING (PM) PEAK-HOUR LEVELS OF SERVICE

Location	Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS (1) Methodology	HORIZON YEAR (2035) NO-PROJECT PM PEAK HOUR			HORIZON YEAR (2035) WITH-PROJECT PM PEAK HOUR			Change in ICU or Delay	Direct Impact (I) and/or Contribution to Impact (C-to-I)(5)
						ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)		
City of Temple City													
15	Lower Azusa Road - Arden Drive	Signal	Temple City	D	ICU	0.721	-	C	0.755	-	C	0.034	NO
16	Lower Azusa Road - Arden Way	STOP-sign	Temple City	D	HCM unsignalized	-	92.9	F*	-	>100	F*	*	NO
19	Lower Azusa Road – Baldwin Avenue	Signal	Temple City	D	ICU	0.904	-	E	0.915	-	E	0.011	NO
20	Lower Azusa Road - Temple City Boulevard	Signal	Temple City	D	ICU	0.973	-	E	0.981	-	E	0.008	NO
City of Rosemead													
11	Valley Boulevard – Temple City Boulevard	Signal	Rosemead	D	ICU	0.891	-	D	0.907	-	E	0.016	NO
12	Valley Boulevard – Rio Hondo Avenue	Signal	Rosemead	D	ICU	0.878	-	D	0.889	-	D	0.011	NO
13	Valley Boulevard – Mission Boulevard	Signal	Rosemead	D	ICU	0.519	-	A	0.522	-	A	0.003	NO
14	Valley Boulevard – Rosemead Boulevard (CMP intersection)	Signal	Rosemead	D	ICU	1.001	-	F	1.002	-	F	0.001	NO
21	Lower Azusa Road - Rosemead Boulevard	Signal	Rosemead	D	ICU	0.916	-	E	0.929	-	E	0.013	NO
30	Temple City Boulevard – Olney Street/I-10 Westbound	STOP-sign	Rosemead	D	HCM unsignalized	-	18.6	C	-	19.1	C	0.5	NO
35	Temple City Boulevard – Loftus Drive	Signal	Rosemead	D	ICU	0.898	-	D	0.906	-	E	0.008	NO
36	Temple City Boulevard - Marshall Street	Signal	Rosemead	D	ICU	0.536	-	A	0.537	-	A	0.001	NO
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signal	Rosemead	D	ICU	0.523	-	A	0.533	-	A	0.010	NO
City of South El Monte													
22	Garvey Avenue – Rosemead Boulevard (CMP intersection)	Signal	South El Monte	D	ICU	1.003	-	F	1.003	-	F	0.000	NO

SATURDAY PEAK-HOUR LEVELS OF SERVICE

Location	Intersection	Traffic Control	Jurisdictional Minimum LOS		LOS (1) Methodology	HORIZON YEAR (2035) NO-PROJECT SAT PEAK HOUR			HORIZON YEAR (2035) HOUR			Change in ICU or Delay	Direct Impact (I) and/or Contribution to Impact (C-to-I)(5)
						ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)		
City of Temple City													
15	Lower Azusa Road - Arden Drive	Signal	Temple City	D	ICU	0.551	-	A	0.599	-	A	0.048	NO
16	Lower Azusa Road - Arden Way	STOP-sign	Temple City	D	HCM unsignalized	-	55.0	F	-	62.1	F*	7.1	NO
19	Lower Azusa Road – Baldwin Avenue	Signal	Temple City	D	ICU	0.788	-	C	0.805	-	D	0.017	NO
20	Lower Azusa Road - Temple City Boulevard	Signal	Temple City	D	ICU	0.825	-	D	0.836	-	D	0.011	NO
City of Rosemead													
11	Valley Boulevard – Temple City Boulevard	Signal	Rosemead	D	ICU	0.722	-	C	0.729	-	C	0.007	NO
12	Valley Boulevard – Rio Hondo Avenue	Signal	Rosemead	D	ICU	0.673	-	B	0.690	-	B	0.017	NO
13	Valley Boulevard – Mission Boulevard	Signal	Rosemead	D	ICU	0.426	-	A	0.430	-	A	0.004	NO
14	Valley Boulevard – Rosemead Boulevard (CMP intersection)	Signal	Rosemead	D	ICU	1.015	-	F	1.016	-	F	0.001	NO
21	Lower Azusa Road - Rosemead Boulevard	Signal	Rosemead	D	ICU	0.732	-	C	0.750	-	C	0.018	NO
30	Temple City Boulevard – Olney Street/I-10 Westbound	STOP-sign	Rosemead	D	HCM unsignalized	-	17.5	C	-	18.1	C	0.600	NO
35	Temple City Boulevard – Loftus Drive	Signal	Rosemead	D	ICU	0.660	-	B	0.671	-	B	0.011	NO
36	Temple City Boulevard - Marshall Street	Signal	Rosemead	D	ICU	0.462	-	A	0.463	-	A	0.001	NO
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signal	Rosemead	D	ICU	0.470	-	A	0.484	-	A	0.014	NO
City of South El Monte													
22	Garvey Avenue – Rosemead Boulevard (CMP intersection)	Signal	South El Monte	D	ICU	1.065	-	F	1.065	-	F	0.000	NO

Notes:
(1) Levels of Service
(2) Intersection Capacity Utilization
(3) Average control delay for worst-case movement
(4) See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections
(5) Impact/Contribution to Impact based on each jurisdictions' thresholds of significance as shown on Table 2. Both direct impacts and contribution to impacts are considered significant impacts.
(6) All-way STOP-sign control

Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted. Project-related impact also highlighted.

*Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even very small increases in volumes result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided in the Appendix to this report.

TABLE 25
PROJECT CONTRIBUTION TO NEW INTERSECTION VOLUMES
HORIZON YEAR (2035) – MORNING PEAK-HOUR

Number	Intersection	Existing Volumes (pce's)	Horizon Year (2035)		
			With-Project Volumes (pce's)	Project Volumes	% Project Contribution of New Traffic[1]
1	Valley Blvd – Arden Dr	3058	3764	208	30%
2	Valley Blvd – Valley Cir	2594	3165	141	25%
3	Arden Dr - Rose Ave	1290	1649	198	55%
4	Valley Blvd – Santa Anita Av	3920	4720	136	17%
5	Valley Blvd - Tyler Ave	2480	2923	94	21%
6	Valley Blvd – Ramona Blvd	2646	3077	66	15%
7	Valley Blvd – Peck Rd	4080	4630	30	6%
8	Ramona Blvd - Peck Rd	3544	4029	36	7%
9	Valley Blvd – Gibson Rd	2489	2975	64	13%
10	Valley Blvd – Baldwin Ave	3441	4153	50	7%
11	Valley Blvd – Temple City Blvd	3793	4505	30	4%
12	Valley Blvd - Rio Hondo Ave	2617	3023	17	4%
13	Valley Blvd - Mission Blvd	2350	2708	8	2%
14	Valley Blvd - Rosemead Blvd	4907	5605	3	0%
15	Lower Azusa Rd – Arden Dr	2432	2874	42	9%
16	Lower Azusa Rd – Arden Way	1913	2230	14	4%
17	Lower Azusa Rd – Santa Anita Ave	4178	4802	14	2%
18	Lower Azusa Rd - Peck Rd	4097	4668	8	1%
19	Lower Azusa Rd - Baldwin Ave	3842	4467	30	5%
20	Lower Azusa Rd - Temple City Blvd	3273	3788	25	5%
21	Lower Azusa Rd - Rosemead Blvd	2717	3147	14	3%
22	Garvey Ave - Rosemead Blvd	6146	6940	0	0%
23	Garvey Ave - Santa Anita Ave	4298	4918	19	3%
24	Garvey Ave - Peck Rd	3406	3835	11	3%
25	Garvey Ave - Valley Blvd	3280	3741	8	2%
26	Santa Anita Ave - Ramona Blvd	2949	3463	30	6%
27	Santa Anita Ave - Brockway St/I-10 WB On-Ramp	3613	4232	30	5%
28	Santa Anita Ave - Asher St/I-10 EB Ramps	3407	3956	26	5%
29	I-10 WB Off-Ramp - Brockway St to Santa Anita Ave	1023	1159	5	3%
30	Temple City Blvd – Olney St/I-10 WB Ramps	1718	2062	10	3%
31	Baldwin Ave – Flair Dr/I-10 EB Ramps	2339	2761	12	3%
34	Arden Dr - Arden Way	1067	1258	55	29%
35	Temple City Blvd – Loftus Dr	1978	2341	10	3%
36	Temple City Blvd – Marshall St	1768	2133	6	2%
37	Valley Blvd – Easy St/Merwin C. Gill Way	2121	2443	17	5%

(2) Based on project contribution to growth at intersection: (Project Volumes)/(With-Project Volumes – Existing Volumes)*100

(2) Driveway intersections (Intersections 32 and 33) not included as these will be improved by the Project

TABLE 26
PROJECT CONTRIBUTION TO NEW INTERSECTION VOLUMES
HORIZON YEAR (2035) – EVENING PEAK-HOUR

Number	Intersection	Existing Volumes (pce's)	Horizon Year (2035)		
			With-Project Volumes (pce's)	Project Volumes	% Project Contribution of New Traffic[1]
1	Valley Blvd – Arden Dr	2689	3636	473	50%
2	Valley Blvd – Valley Cir	2650	3399	292	39%
3	Arden Dr - Rose Ave	1023	1646	493	79%
4	Valley Blvd – Santa Anita Av	3838	4817	280	29%
5	Valley Blvd - Tyler Ave	2551	3112	194	35%
6	Valley Blvd – Ramona Blvd	2925	3468	137	25%
7	Valley Blvd – Peck Rd	4809	5483	63	9%
8	Ramona Blvd - Peck Rd	3892	4462	74	13%
9	Valley Blvd – Gibson Rd	2245	2788	132	24%
10	Valley Blvd – Baldwin Ave	3784	4617	103	12%
11	Valley Blvd – Temple City Blvd	3490	4222	63	9%
12	Valley Blvd - Rio Hondo Ave	2339	2745	34	8%
13	Valley Blvd - Mission Blvd	1976	2312	17	5%
14	Valley Blvd - Rosemead Blvd	4805	5517	6	1%
15	Lower Azusa Rd – Arden Dr	2365	2854	86	18%
16	Lower Azusa Rd – Arden Way	2204	2591	29	7%
17	Lower Azusa Rd – Santa Anita Ave	4474	5172	29	4%
18	Lower Azusa Rd - Peck Rd	4108	4701	17	3%
19	Lower Azusa Rd - Baldwin Ave	3853	4527	63	9%
20	Lower Azusa Rd - Temple City Blvd	3481	4069	51	9%
21	Lower Azusa Rd - Rosemead Blvd	3006	3526	29	6%
22	Garvey Ave - Rosemead Blvd	5892	6659	0	0%
23	Garvey Ave - Santa Anita Ave	4471	5145	40	6%
24	Garvey Ave - Peck Rd	3481	3932	23	5%
25	Garvey Ave - Valley Blvd	3554	4066	17	3%
26	Santa Anita Ave - Ramona Blvd	3110	3714	63	10%
27	Santa Anita Ave - Brockway St/I-10 WB On-Ramp	3676	4376	63	9%
28	Santa Anita Ave - Asher St/I-10 EB Ramps	3816	4468	55	8%
29	I-10 WB Off-Ramp - Brockway St to Santa Anita Ave	679	805	8	7%
30	Temple City Blvd – Olney St/I-10 WB Ramps	1803	2181	23	6%
31	Baldwin Ave – Flair Dr/I-10 EB Ramps	2148	2566	22	5%
34	Arden Dr - Arden Way	1218	1487	114	43%
35	Temple City Blvd – Loftus Dr	2135	2540	23	6%
36	Temple City Blvd – Marshall St	1937	2341	11	3%
37	Valley Blvd – East St/Merwin C. Gill St	1983	2346	63	17%

(1) Based on project contribution to growth at intersection: (Project Volumes)/(With-Project Volumes – Existing Volumes)*100

(2) Driveway intersections (Intersections 32 and 33) not included as these will be improved by the Project

TABLE 27
PROJECT CONTRIBUTION TO NEW INTERSECTION VOLUMES
HORIZON YEAR (2035) – SATURDAY MIDDAY PEAK-HOUR

Number	Intersection	Existing Volumes (pce's)	Horizon Year (2035)		
			With-Project Volumes (pce's)	Project Volumes	% Project Contribution of New Traffic[1]
1	Valley Blvd – Arden Dr	1991	2943	629	66%
2	Valley Blvd – Valley Cir	1615	2289	404	60%
3	Arden Dr - Rose Ave	625	1344	638	89%
4	Valley Blvd – Santa Anita Av	2884	3791	388	43%
5	Valley Blvd - Tyler Ave	2097	2655	269	48%
6	Valley Blvd – Ramona Blvd	2747	3297	190	35%
7	Valley Blvd – Peck Rd	4248	4864	87	14%
8	Ramona Blvd - Peck Rd	3934	4521	103	18%
9	Valley Blvd – Gibson Rd	1712	2177	182	39%
10	Valley Blvd – Baldwin Ave	3295	3939	143	22%
11	Valley Blvd – Temple City Blvd	2881	3408	87	17%
12	Valley Blvd - Rio Hondo Ave	1958	2307	48	14%
13	Valley Blvd - Mission Blvd	1710	2002	24	8%
14	Valley Blvd - Rosemead Blvd	4753	5424	8	1%
15	Lower Azusa Rd – Arden Dr	1995	2389	119	30%
16	Lower Azusa Rd – Arden Way	1887	2170	40	14%
17	Lower Azusa Rd – Santa Anita Ave	3861	4456	40	7%
18	Lower Azusa Rd - Peck Rd	3501	4012	24	5%
19	Lower Azusa Rd - Baldwin Ave	3544	4103	87	16%
20	Lower Azusa Rd - Temple City Blvd	3114	3598	71	15%
21	Lower Azusa Rd - Rosemead Blvd	2916	3417	40	8%
22	Garvey Ave - Rosemead Blvd	5322	5986	0	0%
23	Garvey Ave - Santa Anita Ave	3229	3718	55	11%
24	Garvey Ave - Peck Rd	3006	3405	32	8%
25	Garvey Ave - Valley Blvd	2800	3202	24	6%
26	Santa Anita Ave - Ramona Blvd	2355	2872	87	17%
27	Santa Anita Ave - Brockway St/I-10 WB On-Ramp	2866	3449	87	15%
28	Santa Anita Ave - Asher St/I-10 EB Ramps	2684	3177	75	15%
29	I-10 WB Off-Ramp - Brockway St to Santa Anita Ave	603	717	12	10%
30	Temple City Blvd – Olney St/I-10 WB Ramps	1378	1630	32	13%
31	Baldwin Ave – Flair Dr/I-10 EB Ramps	1770	2069	32	11%
34	Arden Dr - Arden Way	769	1021	158	63%
35	Temple City Blvd – Loftus Dr	1700	1980	32	11%
36	Temple City Blvd – Marshall St	1437	1693	16	6%
37	Valley Blvd – Easy St/Merwin C. Gill Way	1774	2115	87	26%

(1) Based on project contribution to growth at intersection: (Project Volumes)/(With-Project Volumes – Existing Volumes)*100

(2) Driveway intersections (Intersections 32 and 33) not included as these will be improved by the Project

OTHER POTENTIAL IMPACTS

At-Grade Railroad Crossing at Arden Drive

An at-grade railroad crossing exists on Arden Drive approximately 530 feet north of the Project northerly driveway at Rose Avenue. The crossing includes flashers with a crossing gate and an overhead flashing light-structure on the right side of the road in each direction, a raised center median, and driveways located on all four quadrants of the crossing, which were recently installed as part of the Alameda Corridor East (ACE) safety program.

The *Final Report Alameda Corridor East Phase II Grade Separation Traffic Study and Concept Plans*, December 2011, by KOA Corporation, evaluated the need for a grade separation at this location. No recommendations were made to grade separate this crossing and no funding has been secured for a grade separation at this time.

This report provided analysis of 2009 train blockages of Arden Drive on a typical weekday. Eleven (11) train blockages occurred over the entire day, with the average duration of the blockage being 75 seconds. No trains passed during the morning peak hour of traffic (7AM to 9 AM) one (1) train passed during the evening peak hour of traffic (4 PM to 6 PM). The maximum queue on southbound approach was 7 vehicles and the maximum queue on the northbound approach was 8 vehicles. The queues of 160 feet (8 vehicles at 20 feet/vehicle) will not block or change operations at the Arden Drive – Rose Avenue/northerly Project driveway (Intersection 3) which is 530 feet away.

ACE projects 54 trains per day at Arden Drive in Year 2020. Prorated over 11 years, an annual increase of four train blockages per day (over the 11 observed blockages in 2009) could be expected with 28 additional trains per day passing Arden Drive in Opening Year (2016). ACE does not provide information on additional freight travel beyond year 2020. Therefore, 54 trains per day were assumed to pass Arden Drive in Horizon Year (2035).

Freight trains do not have predicable schedules. In an effort to be conservative, the following assumptions were made:

- One train blockage was assumed for Existing conditions during each of the peak-hour periods
- Two train blockages were assumed for Opening Year (2016) conditions during each of the peak-hour periods
- Five train blockages were assumed for Horizon Year (2035) conditions during each of the peak-hour periods

These blockages were used to determine potential impacts on operations at Arden Drive – Rose Avenue/northerly Project driveway (Intersection 3) which could be adversely impacted by at-grade train blockages.

Table 28 shows the LOS assuming the gate closure/train blockage on Arden Drive under all analysis conditions. This intersection will continue to operate acceptably regardless of gate closures on Arden Drive during all peak-hour periods for Existing-plus-Project conditions, Opening Year With-Project (2016) conditions and Horizon Year (2035) conditions.

TABLE 28
LEVELS OF SERVICE AT ARDEN DRIVE – ROSE AVENUE (INTERSECTION 3) DURING TRAIN CLOSURES ON ARDEN DRIVE IN EXISTING YEAR, OPENING YEAR (2016) AND HORIZON YEAR (2035)

EXISTING-PLUS-PROJECT MORNING PEAK HOUR		OPENING YEAR (2016) WITH-PROJECT MORNING PEAK HOUR		HORIZON YEAR (2035) WITH-PROJECT MORNING PEAK HOUR	
ICU(1)	LOS (2)	ICU(1)	LOS (2)	ICU(1)	LOS (2)
0.520	A	0.553	A	0.643	B
EXISTING-PLUS-PROJECT EVENING PEAK HOUR		**OPENING YEAR (2016) WITH-PROJECT EVENING PEAK HOUR**		**HORIZON YEAR (2035) WITH-PROJECT EVENING PEAK HOUR**	
ICU(1)	LOS (2)	ICU(1)	LOS (2)	ICU(1)	LOS (2)
0.590	A	0.620	B	0.702	C
EXISTING-PLUS-PROJECT SATURDAY PEAK HOUR		**OPENING YEAR (2016) WITH-PROJECT SATURDAY PEAK HOUR**		**HORIZON YEAR (2035) WITH-PROJECT SATURDAY PEAK HOUR**	
ICU(1)	LOS (2)	ICU(1)	LOS (2)	ICU(1)	LOS (2)
0.518	A	0.543	A	0.613	B

Notes: (1) Intersection Capacity Utilization
(2) Level of Service

Under Existing-plus-Project conditions, the percentage of time that the gates would be closed over an hour ((1 closure * 75 seconds/closure)/(3600 seconds/hour) = 2%) was added to the ICU as lost time at this intersection. Since westbound left- and northbound right-turn movements at Arden Drive – Rose Avenue (Intersection 3) would be able to pass while the gates are closed, the turn volumes for those movements could have been reduced by the same percentage to reflect the reduced volumes that would conflict with the eastbound left-through-right and southbound left- and through movements. However, in an effort to be conservative, this reduction was not made, and "worst-case" conditions were analyzed.

Under Opening Year With-Project conditions, the percentage of time that the gates would be closed ((2 closures *75 seconds/closure)/(3600seconds/hour) = 4%) was added to the ICU as lost time at this intersection. Since westbound left- and northbound right-turn movements would be able to pass while the gates are closed, the turn volumes for those movements could have been reduced by the same percentage to reflect the reduced volumes that would conflict with the eastbound left-through-right and southbound left- and through movements. However, in an effort to be conservative, this reduction was not made, and "worst-case" conditions were analyzed.

Under Horizon Year With-Project conditions, the percentage of time that the gates would be closed ((5 closures *75 seconds/closure)/(3600 seconds/hour) = 10%) was added to the ICU as lost time at this intersection. Since westbound left- and northbound right-turn movements would be able to pass while the gates are closed, the turn volumes for those movements were reduced by the same percentage to reflect the reduced volumes that would conflict with the eastbound left-through-right and southbound left- and through movements. However, in an effort to be conservative, this reduction was not made, and "worst-case" conditions were analyzed.

The at-grade railroad crossing at Arden Drive will not affect access to/from Project site, and the Project will not create any additional traffic impacts at the at-grade crossing that were not already anticipated by the ACE study.

School Traffic

Three elementary schools exist in the vicinity of the proposed Project:

- Shirpser Elementary School is located on the southeast corner of Gibson Road – Rose Avenue, approximately 850 feet from the Project via Rose Avenue.
- Rio Vista Elementary School is located on Esto Avenue north of the UPRR tracks and one block (approximately 1,200 feet) to the east of Arden Drive, approximately 2,450 feet from the Project via Arden Drive and Venita Street.
- Gidley Elementary School is located on the west side of Arden Drive, just south of Lower Azusa Road, approximately 3,800 feet from the Project site via Arden Drive.

School starts at 8:00 AM for all three schools and ends between 2:00 PM and 2:40 PM depending on the grade and school. As is typical at most schools, drop-off times and pick-up periods occur approximately 15 to 30 minutes prior to school starting, and 15 minutes before to 15 minutes after school ends. The morning period of school drop-off corresponds with the peak hours of commuter traffic, while the afternoon period of school pick-up is dispersed and occurs when background traffic is lower. Therefore, the school drop-off period during the morning peak hour-period of analysis represents the peak traffic conditions at all three schools.

Shirpser Elementary School

Vehicles and pedestrians travel to Shirpser Elementary School along Rose Avenue and Gibson Road, and other local streets. Traffic lights with pedestrian crossings are provided both at Arden Drive - Rose Avenue and on Valley Boulevard – Gibson Avenue.

The Project will generate a maximum of 2% of Project trips on Rose Avenue and 1% of Project trips on Gibson Avenue. The Project will add up to 5 trips at the time of school drop-off on Rose Avenue, and 3 trips will occur at the time of school drop-off on Gibson Avenue. It should be noted that these trips are attracted to the Project from the neighborhood as either employee or shopping trips, and the majority of these would be made to an alternate location if the Wal-Mart project was not implemented. Therefore, the Project-related traffic impacts on access to Shirpser Elementary School are nominal.

Improvements to the intersection on Arden Drive – Rose Avenue and additional green time allocated to the east-west movements will provide for improved pedestrian crossing of Arden Drive at this signalized location. In addition, the Project will reconstruct the sidewalk on the east side of Arden Drive, improving pedestrian access for school children and providing interconnectivity with the Wal-Mart building for shoppers and employees.

Rio Vista Elementary School

Rio Vista Elementary School's service district is entirely bounded by Arden Drive on the west, Rio Hondo on the east, Lower Azusa Road on the north and UPRR on the south. Vehicles and pedestrians travel to Rio Vista Elementary School along local streets within those boundaries.

The Project will generate a maximum of 1% of Project trips on any of the local streets east of Arden Drive which provide access to/from Rio Vista Elementary School. This means that fewer than 3 Project trips will be added on any street east of Arden Drive at the time of school drop-off on Esto Avenue. It should be noted that these trips are attracted to the Project from the neighborhood as either employee or shopping trips, and the majority of these would be made to an alternate location if the Wal-Mart project was not implemented. Therefore, the Project-related traffic impacts on access to Rio Vista Elementary School are nominal.

Gidley Elementary School

Gidley Elementary School is located on the west side of Arden Drive and its drop-off/pick-up area is accessed from Arden Drive and from Lower Azusa Road. Sidewalks exist on both sides of Arden Drive and Lower Azusa Road adjacent and on approach to the school. Signalized pedestrian crossings exist at the intersection of Lower Azusa Road – Arden Drive and unsignalized pedestrian crossings exist on Arden Drive just north of Arden Way and on Arden Way just north of Arden Drive.

The Project will generate approximately 15% of its trips along Arden Drive adjacent to the school. This means that up to 41 Project-generated trips will occur at the time of school drop-off on Arden Drive. The Project will generate approximately 9% of its trips along Lower Azusa Road adjacent to the school. This means that up to 25 Project-generated trips will be added to Lower Azusa Road adjacent to the school at the time of school morning drop-off.

The analysis of operations on Arden Drive between Lower Azusa Avenue indicate that the additional Project trips can be accommodated without adversely impacted operations on Arden Drive or at the intersection of Lower Azusa Road – Arden Drive, which will continue to operate at acceptable LOS's regardless of Project implementation during the morning peak-hour period.

The currently unsignalized intersection of Arden Drive – Arden Way (Intersection 34) operates at acceptable LOS's regardless of Project implementation in Opening Year (2016); however, this intersection is projected to operate at LOS E during the morning peak-hour period in Horizon Year (2035) under With-Project conditions. The recommended improvements – the installation of a traffic signal - could improve pedestrian access for school children as pedestrian movements would be controlled by the traffic signal.

Truck Access

The City of El Monte Circulation Element has a well-designated truck routing system, as shown on **Figure 4.** Trucks accessing the site would utilize the following truck routes:

- Valley Boulevard
- Santa Anita Avenue to/from I-10 Freeway

While Baldwin Avenue and Temple City Boulevard also provide access to/from the I-10, because of the orientation of the truck access on Valley Circle, it is recommended that all truck routing for the Project be via Valley Boulevard and Santa Anita Avenue.

Construction Phase:

The highest number of truck trips will be generated during the construction phase. Based on information provided by Urban Crossroads and their air quality analysis, the construction would take just under one year and the following construction phasing and number of employee, vendor and haul trips are anticipated:

CONSTRUCTION PHASING

Phase Name	Start Date	End Date	Days per Week	# Days
Grading	6/29/2015	8/28/2015	5	45
Utilities and Underground	8/29/2015	10/9/2015	5	30
Building Construction	10/10/2015	3/11/2016	5	110
Paving	10/10/2015	11/27/2015	5	35
Architectural Coating	11/10/2015	3/14/2016	5	90

Source: Urban Crossroads, Inc.

CONSTRUCTION TRIPS BY PHASE

Phase Name	Number of Daily Worker Trips (two-way)	Number of Daily Vendor Trips (two-way)	Number of Daily Haul Trips (two-way)
Grading	25	10	11
Utilities and Underground	18	10	10
Building Construction	185	79	10
Paving	23	10	10
Architectural Coating	37	10	10

Source: Urban Crossroads, Inc.

According to Urban Crossroads, the work day will be 8 AM to 5 PM and the worker trips will be composed of 50% light duty auto, 50% light-duty truck trips. The vendor trips will be composed of 50% medium heavy duty (3-axle) and 50% heavy duty (4-axle) trucks, while the haul trips are assumed to be heavy duty (4-axle) trucks.

The peak trip generation during the construction period will be during the building construction which is anticipated to last approximately 6 months. At all other times, truck activity will be 85% lower.

During the building construction phase, it is assumed that all worker trips will arrive at or before the 8:00 AM shifts start and depart when the shift ends at 5:00 PM, corresponding to the peak hours of commuter travel. The vendor and haul trips will arrive randomly throughout the day; however, for the purposes of this analysis, it is assumed that 10% of all vendor and haul trips arrive/depart during the morning peak-hour period and 10% of all vendor trips arrive/depart during the evening peak-hour period.

Therefore, the following truck trips are anticipated during the peak construction activity when Building Construction is under way during the morning and evening peak hours:

- 47 light autos (employees)
- 46 light(2-axle) trucks (employees)
- 4 medium duty (3-axle) trucks (vendors)
- 5 heavy duty (4-axle) trucks (vendors and haul trucks)

Because trucks use more physical space as well as more intersection traffic signal cycle green time, factors are used to convert trucks, by type, to passenger-car-equivalents. Using a conversion factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for 4-axle trucks, the total passenger-car-equivalent peak-hour trips generated during the peak time of construction will be:

47 + 46*1.5 + 4*2.0 + 5*3.0 = 139 passenger-car-equivalent peak-hour trips

The Project will generate 277 morning peak-hour trips and 572 evening peak-hour trips when completed. The Existing-plus-Project LOS analysis at study intersections on Santa Anita Avenue between I-10 and Valley Boulevard and on Valley Boulevard between Santa Anita Avenue and the Project indicated that all intersections will operate acceptably. Since fewer passenger-car-equivalent trips will be added to study intersections during any construction phase than under With-Project conditions, all study intersections along Santa Anita Avenue and Valley Boulevard on approach to the Project site will operate acceptably during the construction phase and no changes to intersection lanes configurations or traffic signals will be required for the construction phase of this Project.

As stated previously, both Valley Boulevard and Santa Anita Avenue are designated truck routes by the City of El Monte in the General Plan Circulation Element. The intersection of Valley Boulevard – Valley Circle functions as the access to the City of El Monte Maintenance Facility from Valley Boulevard and already accommodates heavy-duty trucks. The driveway intersections of Valley Circle – Project driveways will need to be designed to accommodate truck turning radii both in and out of the Project site. The construction traffic management plan should ensure that all medium and heavy duty truck-related traffic enter/exit the Project site via Valley Circle from Valley Boulevard, allowing only employee and Walmart customer traffic to enter via Arden Drive.

Project Completion:

A typical Wal-Mart Supercenter has 5 to 9 heavy duty (3-axle plus) deliveries a day and these are spread throughout the entire day but generally do not occur during peak-hour periods of commuter traffic. In addition, there are 2 to 10 deliveries per day from vendors using small and medium-duty trucks. These vendor trips typically occur between 5 AM and noon. It should be noted that these truck trips are already included in the overall Project trip generation shown on **Table 7.**

Any truck trips should be directed by Wal-Mart to use Valley Circle to/from Valley Boulevard. The regional truck routing for Wal-Mart deliveries should be from I-10 via Santa Anita Avenue and Valley Boulevard to the Valley Circle driveways. Santa Anita Avenue and Valley Boulevard are already designated as truck routes on the City of El Monte Circulation Element and these accommodate heavy-duty trucks. The driveway intersections of Valley Circle – Project driveways will need to be designed to accommodate truck turning radii both in and out of the Project site.

The Project will not create any adverse truck impacts as long as a truck routing plan along Valley Circle, Valley Boulevard and Santa Anita Avenue to I-10 is implemented.

Congestion Management Plan

The following routes in the study area are on the Los Angeles County Metropolitan Transportation Authority (LACMTA) County Congestion Management Plan (CMP):

- Rosemead Boulevard (State Route 19)
- I-10 Freeway

CMP analysis of local highways is based on ICU at designated CMP intersections along its route. The following intersections are on the CMP network:

- Rosemead Boulevard (State Route 19) – Valley Boulevard
- Rosemead Boulevard (State Route 19) – Garvey Boulevard

The minimum Level of Service (LOS) standard for a CMP intersection is LOS E.

The CMP guidelines require the weekday peak-hour analysis of any intersections which may experience an increase of 50 two-way peak-hour trips as a result of this Project.

The Project trip distribution is shown on **Figures 10** and **11**. Based on the Project trip distribution, neither of the two CMP intersections have the potential to experience a volume increase of 50 or more peak-hour trips due to the addition of Project traffic. Additional trips due to the Project at each CMP intersection location are as follows:

- Rosemead Boulevard (State Route 19) – Valley Boulevard: 4 morning peak-hour trips, 6 evening peak-hour trips, which falls below threshold for CMP analysis and significant impact.
- Rosemead Boulevard (State Route 19) – Garvey Boulevard: 0 morning peak-hour trips, 0 evening peak-hour trips, which falls below the threshold for CMP analysis and significant impact.

Therefore, there will be no Project-related impacts at any CMP intersections. LOS's at these locations are provided earlier in the document.

As can be seen from these **Figures 9, 10** and **11**, 7 percent of the Project trips are expected to use I-10 to the east of the site (via the Santa Anita and Valley Boulevard/Peck Road interchanges with I-10) and 8 percent of the Project trips are expected to use I-10 to the west of the site (via the Temple City Boulevard - I-10 westbound on-ramp and the Flair Drive - I-10 eastbound off-ramp).

The CMP guidelines require analysis of mainline freeway monitoring locations where a Project will add 150 or more trips, in either direction, during either the morning or evening weekday peak hours. The two monitoring locations in the Project study area are on I-10 at Rosemead Boulevard (post mile (PM) 26.79) and east of Peck Road (PM 30.3). Based on the trip distribution shown on Figures 10 and 11, the freeway segments on I-10 at these monitoring locations that have the potential to experience a volume increase due to Project traffic are as follows:

- I-10 at Rosemead Boulevard eastbound: 12 morning peak-hour trips, 22 evening peak-hour trips, which falls below threshold for CMP analysis and significant impact.
- I-10 at Rosemead Boulevard westbound: 10 morning peak-hour trips, 23 evening peak-hour trips, which falls below threshold for CMP analysis and significant impact.
- I-10 east of Peck Road eastbound: 9 morning peak-hour trips, 20 evening peak-hour trips, which falls below threshold for CMP analysis and significant impact.
- I-10 east of Peck Road westbound: 11 morning peak-hour trips, 20 evening peak-hour trips, which falls below threshold for CMP analysis and significant impact.

The Project adds substantially less than the threshold for CMP analysis or significant impact and therefore there will be no CMP Project-related impacts on I-10.

Even though there are no anticipated CMP impacts, facilities under Caltrans' jurisdiction were evaluated and LOS results are provided in the next section.

Analysis of Alternative Modes

As discussed earlier, the following transit services are available in the vicinity of the proposed Project site:

- The El Monte Transit Center, including the Angeles County Metropolitan Transportation Authority (MTA) San Gabriel Valley Sector Division 9 Bus Transportation and Maintenance Facility, is located westerly of Santa Anita Avenue at Ramona Boulevard and is within a one-mile radius of the proposed Project. A direct dedicated bus connector bridging the Rio Hondo provides access to the Bus-way/High Occupancy Vehicle (HO'V) lanes on I-10 to and from the west.
- The El Monte Transit Center also includes a Caltrans Park-N-Ride Facilities, Foothill Transit Authority, and Greyhound Bus Lines.

- City of El Monte Metrolink Station is located just north of the Center Avenue/Valley Boulevard intersection west of Tyler Avenue and is within a two-mile radius of the Project site.

Therefore, the Project is within:

- ¼-miles of a fixed bus route (Route 79 along Valley Boulevard)
- 2-miles of express bus route
- 2-miles of rail service
- 2-miles of HOV lanes

The Project is forecast to generate 7,595 net new daily trips, which include approximately 277 net new morning peak-hour trips and 572 net new evening peak-hour trips. In accordance with CMP guidelines, person trips can be estimated using a 1.4 factor to convert total vehicle trips to person trips, which results in a total of 388 morning peak-hour person trips, 801 evening peak-hour person trips, and approximately 10,633 daily person trips generated by the project.

Based on CMP Appendix D, *Guidelines for CMP Transportation Impact Analysis*, for determining trips assigned to transit, a factor of 3.5 percent of total person-trips generated should be applied to determine Project-specific transit trip generation.

Using these CMP conversion factors and considering the proximity of the Project in relation to available transit in the Project vicinity, it is estimated that the Project will generate 14 morning peak-hour transit trips, 28 evening peak-hour transit trips and approximately 372 daily transit trips.

TABLE 29
TRANSIT TRIPS GENERATED BY THE PROJECT

	Morning Peak-Hour Trips	Evening Peak-Hour Trips	Daily Trips
Vehicular Project Trip Generation (1)	277	572	7595
Person Trips Conversion Factor (2)	1.4	1.4	1.4
Person-Trip Project Generation (3)	388	801	10633
Transit -Trip Conversion Factor (2)	3.5%	3.5%	3.5%
TOTAL TRANSIT TRIPS GENERATED (4)	**14**	**28**	**372**

Since the Project is served by multi-modal transportation options within a 2-mile radius, these transit trips can be accommodated by existing transit service in the Project vicinity, and no significant CMP transit impacts are anticipated.

Analysis of Caltrans' Facilities

State Highway Intersection Analysis

The following study intersections are under Caltrans' jurisdiction:

- Valley Boulevard – Rosemead Boulevard (Intersection 14)
- Lower Azusa Road – Rosemead Boulevard (Intersection 21)
- Garvey Avenue – Rosemead Boulevard (Intersection 22)
- Santa Anita Avenue – Brockway Street/I-10 Westbound On-Ramp (Intersection 27)
- Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps (Intersection 28)
- I-10 Westbound off-ramp at Brockway Street to Santa Anita Avenue (Intersection 29)
- Temple City Boulevard – Olney Street/I-10 Westbound Ramps (Intersection 30)
- Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps (Intersection 31)

State Highway Intersection Analysis Methodology

Caltrans' *Guide to Preparation of Traffic Impact Studies*, December 2002, advocates use of Highway Capacity Manual (HCM) intersection analysis methodology to analyze the operation of signalized and unsignalized intersections during the weekday morning and evening peak hours. The PTV VISTRO Software utilizing the 2010 Highway Capacity Manual (HCM) procedures was used for the analysis of Caltrans' intersections.

The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free- flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle as shown in **Table 4.**

Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections and all-way stop-controlled intersections; for one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled approach. The Caltrans target for peak hour intersection operation is LOS D or better.

State Highway Intersection Thresholds of Significance

Caltrans has established the following traffic thresholds of significance at State Highway intersections in this area for weekday morning and evening peak-hour periods:

- A significant project impact occurs at a State Highway study intersection when the addition of Project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F).

State Highway Intersection Existing and Existing-plus-Project Conditions

Table 30 summarizes the Existing and Existing-plus-Project morning and evening peak hour operations of the State Highway study intersections. Detailed HCM LOS analysis sheets are contained in **Appendix D**.

All Caltrans' intersections operate acceptably, at LOS D or better, with the exception of:

- Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps (Intersection 31), which operates at LOS F during the morning and evening peak-hour periods under both No-Project and With-Project traffic conditions.

The Project does not result in any Caltrans' intersection to change from an acceptable operation to a deficient operation, hence there is no significant Project-related impact at this location. Nevertheless, improvements have been identified to achieve City of El Monte's minimum LOS standards as this intersection is impacted per City of El Monte thresholds of significance.

State Highway Intersection Opening Year (2016) No-Project and With-Project Traffic Conditions

Table 31 summarizes the Opening Year (2016) No-Project and With-Project morning and evening peak hour operations of the State Highway study intersections. Detailed HCM LOS analysis sheets are contained in **Appendix D**.

All Caltrans' intersections operate acceptably, at LOS D or better, with the exception of:

- Valley Boulevard – Rosemead Boulevard (Intersection 14), which operates at LOS E during the morning peak-hour period under both No-Project and With-Project conditions.

- Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps (Intersection 31), which operates at LOS F during the morning and evening peak-hour periods under both No-Project and With-Project traffic conditions.

The Project does not result in any Caltrans' intersection to change from an acceptable operation to a deficient operation, hence there is no significant Project-related impact at these locations.

State Highway Intersection Horizon Year (2035) No-Project and With-Project Traffic Conditions

Table 32 summarizes the Horizon Year (2035) No-Project and With-Project morning and evening peak hour operation of the State Highway study intersections. Detailed HCM LOS analysis sheets are contained in **Appendix D**.

TABLE 30
EXISTING NO-PROJECT AND WITH-PROJECT LEVELS OF SERVICE ON STATE STUDY INTERSECTIONS

MORNING PEAK-HOUR LEVELS-OF-SERVICE

Location	Intersection	Traffic Control	Jurisdiction	Min. LOS	LOS (1) Methodology	EXISTING AM PEAK HOUR Delay (2)	EXISTING AM PEAK HOUR LOS	EXISTING-PLUS-PROJECT AM PEAK HOUR Delay	EXISTING-PLUS-PROJECT AM PEAK HOUR LOS	Change in Delay	Impact YES/NO (3)
14	Valley Boulevard – Rosemead Boulevard (CMP intersection)	Signal	Caltrans	D	HCM signalized	50.5	D	50.5	D	0.0	NO
21	Lower Azusa Road - Rosemead Boulevard	Signal	Caltrans	D	HCM signalized	26.5	C	27.8	C	1.3	NO
22	Garvey Avenue – Rosemead Boulevard (CMP intersection)	Signal	Caltrans	D	HCM signalized	46.9	D	46.9	D	0.0	NO
27	Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps	Signal	Caltrans	D	HCM signalized	22.8	C	22.9	C	0.1	NO
28	Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps	Signal	Caltrans	D	HCM signalized	25.1	C	25.2	C	0.1	NO
29	I-10 Westbound off-ramp at Brockway Street	AWSC-signs	Caltrans	D	HCM unsignalized	22.2	C	22.7	C	0.5	NO
30	Temple City Boulevard – Olney Street/I-10 Westbound	STOP-sign	Caltrans	D	HCM unsignalized	13.6	B	13.7	B	0.1	NO
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	STOP-sign	Caltrans	D	HCM unsignalized	98.9	F*	>100	F*	*	NO

EVENING PEAK-HOUR LEVELS-OF-SERVICE

Location	Intersection	Traffic Control	Jurisdictions	Min. LOS	LOS Methodology	EXISTING PM PEAK HOUR Delay	EXISTING PM PEAK HOUR LOS	EXISTING-PLUS-PROJECT PM PEAK HOUR Delay	EXISTING-PLUS-PROJECT PM PEAK HOUR LOS	Change in Delay	Impact YES/NO (3)
14	Valley Boulevard – Rosemead Boulevard (CMP intersection)	Signal	Caltrans	D	HCM signalized	44.7	D	44.7	D	0.0	NO
21	Lower Azusa Road - Rosemead Boulevard	Signal	Caltrans	D	HCM signalized	34.4	C	36.6	D	2.2	NO
22	Garvey Avenue – Rosemead Boulevard (CMP intersection)	Signal	Caltrans	D	HCM signalized	45.6	D	45.6	D	0.0	NO
27	Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps	Signal	Caltrans	D	HCM signalized	21.8	C	22.0	C	0.2	NO
28	Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps	Signal	Caltrans	D	HCM signalized	24.5	C	24.7	C	0.2	NO
29	I-10 Westbound off-ramp at Brockway Street	AWSC-signs	Caltrans	D	HCM unsignalized	10.4	B	10.5	B	0.1	NO
30	Temple City Boulevard – Olney Street/I-10 Westbound	STOP-sign	Caltrans	D	HCM unsignalized	15.2	C	15.5	C	0.3	NO
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	STOP-sign	Caltrans	D	HCM unsignalized	>100	F*	>100	F*	*	NO

Notes:
(1) Levels of Service - See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections
(2) Delay in seconds.
(3) Impact is YES when Project causes an intersection to degrade from LOS D or better to LOS E/F, per Caltrans' thresholds of significance as shown on Table 2.
Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted. Project-related impact highlighted if appropriate per respective jurisdiction's thresholds of impact.
*Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even very small increases in volumes result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided in the Appendix to this report.

TABLE 31
OPENING YEAR (2016) NO-PROJECT AND WITH-PROJECT LEVELS OF SERVICE ON STATE STUDY INTERSECTIONS

MORNING PEAK-HOUR LEVELS-OF-SERVICE

Location	Intersection	Traffic Control	Jurisdiction	Min. LOS	LOS (1) Methodology	OPENING YEAR NO-PROJECT AM PEAK HOUR Delay	LOS	OPENING YEAR WITH-PROJECT AM PEAK HOUR Delay	LOS	Change in Delay	Impact YES/NO (3)
14	Valley Boulevard – Rosemead Boulevard (CMP intersection)	Signal	Caltrans	D	HCM signalized	57.2	E	57.2	E	0.0	NO
21	Lower Azusa Road - Rosemead Boulevard	Signal	Caltrans	D	HCM signalized	28.7	C	28.9	C	0.2	NO
22	Garvey Avenue – Rosemead Boulevard (CMP intersection)	Signal	Caltrans	D	HCM signalized	49.1	D	49.1	D	0.0	NO
27	Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps	Signal	Caltrans	D	HCM signalized	23.3	C	23.4	C	0.1	NO
28	Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps	Signal	Caltrans	D	HCM signalized	26.0	C	26.4	C	0.4	NO
29	I-10 Westbound off-ramp at Brockway Street	AWSC-signs	Caltrans	D	HCM unsignalized	24.6	C	25.2	D	0.6	NO
30	Temple City Boulevard – Olney Street/I-10 Westbound	STOP-sign	Caltrans	D	HCM unsignalized	14.2	B	14.3	B	0.1	NO
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	STOP-sign	Caltrans	D	HCM unsignalized	>100	F*	>100	F*	*	NO

EVENING PEAK-HOUR LEVELS-OF-SERVICE

Location	Intersection	Traffic Control	Jurisdictions	Min. LOS	LOS Methodology	OPENING YEAR NO-PROJECT PM PEAK HOUR Delay	LOS	OPENING YEAR WITH-PROJECT PM PEAK HOUR Delay	LOS	Change in Delay	Impact YES/NO (3)
14	Valley Boulevard – Rosemead Boulevard (CMP intersection)	Signal	Caltrans	D	HCM signalized	48.1	D	48.1	D	0.0	NO
21	Lower Azusa Road - Rosemead Boulevard	Signal	Caltrans	D	HCM signalized	39.9	D	40.0	D	0.1	NO
22	Garvey Avenue – Rosemead Boulevard (CMP intersection)	Signal	Caltrans	D	HCM signalized	46.9	D	46.9	D	0.0	NO
27	Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps	Signal	Caltrans	D	HCM signalized	23.2	C	23.8	C	0.6	NO
28	Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps	Signal	Caltrans	D	HCM signalized	25.7	C	26.0	C	0.3	NO
29	I-10 Westbound off-ramp at Brockway Street	AWSC-signs	Caltrans	D	HCM unsignalized	10.5	B	10.7	B	0.2	NO
30	Temple City Boulevard – Olney Street/I-10 Westbound	STOP-sign	Caltrans	D	HCM unsignalized	17.3	C	17.7	C	0.4	NO
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	STOP-sign	Caltrans	D	HCM unsignalized	>100	F*	>100	F*	*	NO

Notes: (1) Levels of Service - See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections

(2) Delay in seconds.

(3) Impact is YES when Project causes an intersection to degrade from LOS D or better to LOS E/F, per Caltrans' thresholds of significance as shown on Table 2.

Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted. Project-related impact highlighted if appropriate per respective jurisdiction's thresholds of impact.

*Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even very small increases in volumes result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided in the Appendix to this report.

TABLE 32
HORIZON YEAR (2035) NO-PROJECT AND WITH-PROJECT LEVELS OF SERVICE ON STATE STUDY INTERSECTIONS

MORNING PEAK-HOUR LEVELS-OF-SERVICE

Location	Intersection	Traffic Control	Jurisdiction	Min. LOS	LOS (1) Methodology	HORIZON YEAR NO-PROJECT AM PEAK HOUR		HORIZON YEAR WITH-PROJECT AM PEAK HOUR		Change in Delay	Impact YES/NO (3)
						Delay	LOS	Delay	LOS		
14	Valley Boulevard – Rosemead Boulevard (CMP intersection)	Signal	Caltrans	D	HCM signalized	71.9	E	71.9	E	0.0	NO
21	Lower Azusa Road - Rosemead Boulevard	Signal	Caltrans	D	HCM signalized	33.4	C	33.7	C	0.3	NO
22	Garvey Avenue – Rosemead Boulevard (CMP intersection)	Signal	Caltrans	D	HCM signalized	55.5	E	55.5	E	0.0	NO
27	Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps	Signal	Caltrans	D	HCM signalized	24.5	C	24.7	C	0.2	NO
28	Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps	Signal	Caltrans	D	HCM signalized	27.6	C	28.0	C	0.4	NO
29	I-10 Westbound off-ramp at Brockway Street	AWSC-signs	Caltrans	D	HCM unsignalized	34.0	D	34.9	D	0.9	NO
30	Temple City Boulevard – Olney Street/I-10 Westbound	STOP-sign	Caltrans	D	HCM unsignalized	15.1	C	15.3	C	0.2	NO
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	STOP-sign	Caltrans	D	HCM unsignalized	>100	F*	>100	F*	*	NO

EVENING PEAK-HOUR LEVELS-OF-SERVICE

Location	Intersection	Traffic Control	Jurisdictions	Min. LOS	LOS Methodology	HORIZON YEAR NO-PROJECT PM PEAK HOUR		HORIZON YEAR WITH-PROJECT PM PEAK HOUR		Change in Delay	Impact YES/NO (3)
						Delay	LOS	Delay	LOS		
14	Valley Boulevard – Rosemead Boulevard (CMP intersection)	Signal	Caltrans	D	HCM signalized	56.4	E	56.4	E	0.0	NO
21	Lower Azusa Road - Rosemead Boulevard	Signal	Caltrans	D	HCM signalized	48.3	D	48.4	D	0.1	NO
22	Garvey Avenue – Rosemead Boulevard (CMP intersection)	Signal	Caltrans	D	HCM signalized	50.9	D	50.9	D	0.0	NO
27	Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps	Signal	Caltrans	D	HCM signalized	24.7	C	25.6	C	0.9	NO
28	Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps	Signal	Caltrans	D	HCM signalized	27.5	C	27.8	C	0.3	NO
29	I-10 Westbound off-ramp at Brockway Street	AWSC-signs	Caltrans	D	HCM unsignalized	11.2	B	11.3	B	0.2	NO
30	Temple City Boulevard – Olney Street/I-10 Westbound	STOP-sign	Caltrans	D	HCM unsignalized	18.6	C	19.1	C	0.5	NO
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	STOP-sign	Caltrans	D	HCM unsignalized	>100	F*	>100	F*	*	NO

Notes: (1) Levels of Service - See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections

(2) Delay in seconds.

(3) Impact is YES when Project causes an intersection to degrade from LOS D or better to LOS E/F, per Caltrans' thresholds of significance as shown on Table 2.

Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted. Project-related impact highlighted if appropriate per respective jurisdiction's thresholds of impact.

*Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even very small increases in volumes result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided in the Appendix to this report.

All Caltrans' intersections operate acceptably, at LOS D or better, with the exception of:

- Valley Boulevard – Rosemead Boulevard (Intersection 14), which operates at LOS E during the morning and evening peak-hour periods under both No-Project and With-Project conditions.

- Garvey Avenue – Rosemead Boulevard (Intersection 22), which operates at LOS E during the morning peak-hour period under both No-Project and With-Project conditions.

- Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps (Intersection 31), which operates at LOS F during the morning and evening peak-hour periods under both No-Project and With-Project traffic conditions.

The Project does not result in any Caltrans' intersection to change from an acceptable operation to a deficient operation hence there is no significant Project-related impact at these locations.

In summary, Project-related impacts on Caltrans' intersections are considered to be less than significant.

Ramp Queuing Analysis

Caltrans has determined that a significant Project impact occurs at a State Highway ramp in this area if the Project adds at least 10 weekday peak-hour trips when the ramp is operating at a deficient condition (queuing exceeds storage capacity). This threshold was used for the analysis of potential Project impacts at on- and off-ramps that would be utilized by the Project.

Freeway Off-Ramp Queuing

Additional trips due to the Project at freeway off-ramps in the study area are as follows:

- I-10 Westbound Off-Ramp at northbound Valley Boulevard: 6 morning peak-hour trips, which falls below the Caltrans' threshold for ramp queuing analysis and significant impact, and 11 evening peak-hour trips.
- I-10 Westbound Off-Ramp at Brockway Street to Santa Anita Avenue: 5 morning peak-hour trips, which falls below the Caltrans' threshold for ramp queuing analysis and significant impact, and 8 evening peak-hour trips which falls below the Caltrans' threshold for ramp queuing analysis and significant impact.
- I-10 Eastbound Off-Ramp at Baldwin Avenue – Flair Drive: 12 morning peak-hour trips and 22 evening peak-hour trips.

The Project will contribute no (0) additional trips at any other off-ramps in the study area. Thus no other off-ramps are included in this analysis.

Off-ramp storage was obtained from aerial photographs and verified in the field. Observations were made at the three study ramps where the Project will add traffic to verify existing operations during morning and evening peak-hours at all three ramps. No back-ups onto I-10 were observed at these three ramps during either the weekday morning or evening peak-hour periods and ramp storage accommodated ramp queues at each location.

Table 33 provides a summary of impacts at the three I-10 off-ramps which will be used by the Project.

TABLE 33
PROJECT-RELATED IMPACTS AT STUDY OFF-RAMPS

Ramp Location(1)	Peak Period of Operation(2)	Peak-Hour Volumes Added by Project(3)	Significant Impact?
I-10 Westbound Off-Ramp at Valley Blvd	Morning Peak Hour	6	No (4)
I-10 Westbound Off-Ramp at Brockway St to Santa Anita Av	Morning Peak Hour	5	No (4)
I-10 Eastbound Off-Ramp at Baldwin Av/Flair Dr	Evening Peak Hour	22	No(5)

(1) Only ramps where Project adds traffic are listed
(2) I-10 peak direction is westbound in the morning peak hour and eastbound in the evening peak hour
(3) Project trips during peak period of operation
(4) No impact - fewer than 10 Project trips added to off-ramp
(5) No impact – ramp operation acceptable since storage greater than maximum observed.

The Project does not add traffic to any ramps which are deficient. Therefore, there are no Project-related impacts on Caltrans' off-ramps.

Freeway On-Ramp Queuing

Additional trips due to the Project at freeway on-ramps in the study area are as follows:

- I-10 Eastbound On-Ramp from southbound Valley Boulevard: 5 morning peak-hour trips, which falls below the Caltrans' threshold for ramp queuing analysis and significant impact, and 12 evening peak-hour trips.
- I-10 Eastbound On-Ramp from Santa Anita Avenue at Asher Street: 4 morning peak-hour trips, and 9 evening peak-hour trips, which falls below the Caltrans' threshold for ramp queuing analysis and significant impact.
- I-10 Westbound On-Ramp at Temple City Boulevard/Olney Street: 10 morning peak-hour trips and 23 evening peak-hour trips.

The Project will contribute no (0) additional trips at any other on-ramps in the study area. Thus no other on-ramps are included in this analysis.

On-ramp storage was obtained from aerial photographs, Caltrans real-life webcam and verified in the field. Observations were made at the three study ramps where the Project will add traffic to verify existing operations during morning and evening peak-hours at all three ramps. Peak hour on-ramp queuing observations were used to identify whether the vehicle queue did or did not exceed the queuing capacity provided at the following three (3) study on-ramps during the peak period of travel which was the evening peak period for the eastbound ramps and the morning peak period for the westbound ramps.

Each of the State Highway study on-ramps was subject to a ramp meter which disperses vehicles entering I-10 gradually rather than in a group. The ramp meter typically turns green to release a vehicle with a frequency between four and six seconds. During actual operations, the frequency of the ramp meter is dynamic and subject to loop detectors in the mainline freeway measuring roadway speeds and congestion. If a ramp meter operates with a 5-second frequency consistently for one hour, then a maximum of 720 vehicles can enter the freeway from the metered lane.

Data collection at the study on-ramps included the following information:

- Identification of the number of vehicles entering the on-ramp mixed-flow lane on a one-minute frequency (traffic using the ramp High-Occupancy-Vehicle (HOV) lane were not included in the analysis, since they do not stop at the meter); and

- Identification at the end of each minute whether the on-ramp storage is exceeded by queuing vehicles.

On-ramp storage varies for each ramp but is generally described as the area between the ramp meter stop line and the adjacent arterial. Based on aerial photography, the State Highway study on-ramp storage area for the study on-ramps is identified as follows:

- I-10 Eastbound On-Ramp at Valley Boulevard – 600 feet;
- I-10 Eastbound On-Ramp at Santa Anita Avenue/Asher Street – 600 feet; and
- I-10 Westbound On-Ramp at Temple City Avenue/Olney Street – 500 feet,

On-ramp storage was not exceeded at the I-10 Eastbound On-Ramps at Valley Boulevard and Santa Anita Avenue/Asher Street at any time during the peak hours of travel. However, on-ramp storage was exceeded at the I-10 Westbound On-Ramp at Temple City Avenue/Olney Street with vehicles queuing back to Loftus Street for a period during the morning peak hour period. **Table 34** provides a summary of impacts at the three I-10 on-ramps which will be used by the Project. Since the I-10 Westbound On-Ramp at Temple City/Olney Street is currently deficient, the addition of 10 Project trips during the morning peak-hour period could be considered a significant impact at this location.

TABLE 34
PROJECT-RELATED IMPACTS AT STUDY ON-RAMPS

Ramp Location(1)	Peak Period of Operation(2)	Peak-Hour Volumes Added by Project(3)	Significant Impact?
I-10 Eastbound On-Ramp at Valley Blvd	Evening Peak Hour	12	No (4)
I-10 Eastbound On-Ramp at Santa Anita Av/Asher St	Evening Peak Hour	9	No (5)
I-10 Westbound On-Ramp at Temple City Blvd/Olney St	Morning Peak Hour	10	Yes – ramp is deficient(6)

(1) Only ramps where Project adds traffic are listed
(2) I-10 peak direction is westbound in the morning peak hour and eastbound in the evening peak hour
(3) Project trips during peak period of operation
(4) No impact – ramp operation acceptable since storage greater than maximum observed.
(5) No impact –fewer than 10 Project trips added to off-ramp.
(6) Impact – ramp is deficient and Project adds 10 trips to on-ramp

State Highway Freeway Segment Analysis

Freeway segment analysis was conducted consistent with the requirements of the *Caltrans' Guide for Preparations of Traffic Studies*, September 2002.

State Highway Freeway Segment Analysis Methodology

Caltrans advocates the use of HCM analysis methodology to analyze the operation of freeway segments. 2010 HCM analysis methodology describes the operation of freeway segment components using a range of LOS from LOS A to LOS F based on corresponding density (passenger cars/mile/lane) shown in **Table 35.**

TABLE 35
LEVELS OF SERVICE AND DENSITY RANGES FOR STATE HIGHWAY FACILTIES

LOS	Freeway Segments – Density (pc/mi/ln)	Merge/Diverge Areas – Density (pc/mi/ln)	Weaving Segments– Density (pc/mi/ln)
A	≤11.00	≤10	≤10
B	11.01 ≤ 18.00	10.01 ≤ 20.00	10.01 ≤ 20.00
C	18.01 ≤ 26.00	20.01 ≤ 28.00	20.01 ≤ 28.00
D	26.01 ≤ 35.00	28.01 ≤ 35.00	28.01 ≤ 35.00
E	35.01 ≤ 45.00	> 35.00	35.00 ≤ 43.00
F	> 45.00	Demand Exceeds Capacity	> 43.00

Note: pc/mi/ln = passenger cars per mile per lane.
Source: 2010 Highway Capacity Manual

State Highway Freeway Segment Thresholds of Significance

Caltrans target for Interstate 10 operation within the study area is LOS D or better. Caltrans has identified the following threshold of significance at State Highway freeway segments in the study area:

- A significant project impact occurs at a State Highway study segment when project-generated peak hour trips causes the peak hour level of service of the study segment to change from an acceptable operation (LOS D or better) to deficient operation (LOS E or worse); and

- The project adds at least 50 Project-generated peak hour trips to the study freeway segment.

Existing Conditions on State Highway Freeway Segments

Existing (2012) freeway volumes were obtained from the Caltrans' Traffic Branch, located at the following web address – http://traffic-counts.dot.ca.gov/

Segment peak-hour volumes on the I-10 between Valley Boulevard/Peck Road interchanges and Temple City/Baldwin Avenue interchanges were obtained from the 2012 Traffic Volumes Book. Peak-hour directional volumes were obtained from the 2012 Peak Volume Data percentages provided on the website. Ramp volumes were obtained from 2010 Ramp Data provided by Caltrans and extrapolated for peak-hour periods based on existing peak-hour counts and other available data.

Table 36 shows the Existing morning and evening peak hour volumes and LOS's on the State Highway study segments. The 2010 HCM freeway facilities analysis worksheets are contained in **Appendix D**. As shown on **Table 36**, freeway segments are operating acceptably based on the demand-density relationship under Existing conditions. However, field observations indicate that, due to constrained capacity (fewer lanes) west of the Temple City Boulevard, there are occasions when queues build up in the westbound direction during the morning peak hour and this queue-build-up affects operations within the study segment. Likewise, field observations indicate that, due to constrained capacity (fewer lanes) east of Valley Boulevard, there are occasions when queues build up in the eastbound direction during the evening peak hour and this queue-build-up affects operations in the study segment.

Project-Related Impacts on State Highway Freeway Segments

Table 36 also shows the number of morning and evening peak-hour trips that will be added as a result of Project implementation. The Project will *not* add 50 peak-hour trips to any freeway segment. Since the number of peak-hour Project trips added to any freeway segment in the study area will be *lower* than the threshold of impact defined by Caltrans and will not make an acceptable operation become deficient, there will be no Project-related impacts on any freeway segments in the study area.

TABLE 36
CALTRANS MAINLINE LEVELS OF SERVICE AND PROJECT-RELATED IMPACTS

Study Freeway Segment	Type	Mainline Lanes/ Ramp Lanes	Existing Conditions				Project Volume		
			Mainline Volume	Ramp Volume	Density (pc/mi/ln)	LOS	Mainline	Ramp	Impact ?
Westbound Morning Peak Hour									
East of Valley	Basic	6	8,379	-	28.8	D	11	-	NO
Valley Off	Diverge	6/1	8,379	237	22.1	C	5	6	NO
Velley Off to Valley On	Basic	6	8,142	-	21.3	C	5	-	NO
Valley On to Peck Off	Weave	6/1	8,418	276/108	25.9	C	5	0/0	NO
Peck off to Peck On	Basic	6	8,310	-	22.8	C	5	-	NO
Peck On to I-10 West	Merge	6/1	8,760	450	25.8	C	5	0	NO
Peck to Santa Anita Off	Basic	6	8,760	-	23.1	C	5	-	NO
Santa Anita/Brockway Off	Diverge	5/1	8,760	759	29.0	D	0	5	NO
Santa Anita Off to Santa Anita On	Basic	5	8,001	-	25.4	C	0	-	NO
Santa Anita On	Merge	5/1	8,822	821	30.4	D	0	0	NO
Santa Anita to Temple City	Basic	5	8,822	-	28.6	D	0	-	NO
Temple City Off	Diverge	5/1	8,822	940	29.4	D	0	0	NO
Temple City On to Temple City Off	Basic	5	7,882	-	25.0	C	0	-	NO
Temple City On	Merge	5/1	8,599	717	29.5	D	0	10	NO
West of Temple City	Basic	5	8,599	717	27.7	D	10	-	NO
Westbound Evening Peak Hour									
East of Valley	Basic	6	5,486	-	17.9	B	20	-	NO
Valley Off	Diverge	6/1	5,486	123	14.4	B	8	12	NO
Velley Off to Valley On	Basic	6	5,363	-	14.0	B	8	-	NO
Valley On to Peck Off	Weave	6/1	5,685	322/126	16.9	B	8	0/0	NO
Peck off to Peck On	Basic	6	5,559	-	15.1	B	8	-	NO
Peck On	Merge	6/1	6,193	634	18.2	B	8	0	NO
Peck to Santa Anita Off	Basic	6	6,193	-	16.3	B	8	-	NO
I-10 to Santa Anita Off	Diverge	5/1	6,193	847	20.1	C	0	8	NO
Santa Anita Off to Santa Anita On	Basic	5	5,732	-	18.0	B	0	-	NO
Santa Anita On	Merge	5/1	6,579	893	22.2	C	0	0	NO
Santa Anita to Temple City	Basic	5	6,579	-	20.6	C	0	-	NO
Temple City Off	Diverge	5/1	6,579	940	21.7	C	0	0	NO
Temple City On to Temple City Off	Basic	5	5,686	-	18.0	B	0	-	NO
Temple City On	Merge	5/1	6,548	862	22.1	C	0	23	NO
West of Temple City	Basic	5	6,548	717	20.5	C	23	-	NO
Eastbound Morning Peak Hour									
West of Baldwin/Flair	Basic	6/0	6,357	-	17.2	B	12	-	NO
Baldwin Off	Diverge	5/1	6,357	692	20.9	C	0	12	NO
Baldwin Off To Baldwin On	Basic	5/0	5,665	-	17.9	B	0	-	NO
Baldwin On to Santa Anita/Asher Off	Weave	5/1	6,478	813/844	22.4	C	0	0/0	NO
Santa Anita/Asher Off to Santa Anita/Asher On	Basic	5/0	5,634	-	17.9	B	0	-	NO
Santa Anita On to Peck Off SB	Weave	5/1	6,242	608/234	19.6	B	0	4/0	NO
Peck Off SB to Peck Off NB	Basic	6/0	6,008	-	16.0	B	4	-	NO
Peck Off NB	Diverge	6/1	6,008	504	19.3	B	4	0	NO
Peck Off NB to Valley On	Basic	5/0	5,504	-	18.0	B	4	-	NO
Valley On	Merge	5/1	5,750	246	19.3	B	4	4	NO
East of Valley	Basic	5/0	5,750	-	18.1	C	8	-	NO
Eastbound Evening Peak Hour									
West of Baldwin/Flair	Basic	6/0	8,831	-	24.7	C	22	-	NO
Baldwin Off	Diverge	5/1	8,831	946	29.4	D	0	22	NO
Baldwin Off To Baldwin On	Basic	5/0	7,885	-	25.1	C	0	-	NO
Baldwin On to Santa Anita/Asher Off	Weave	5/1	8,721	836/1175	32.8	D	0	0/0	NO
Santa Anita/Asher Off to Santa Anita/Asher On	Basic	5/0	7,546	-	24.1	C	0	-	NO
Santa Anita On to Peck Off SB	Weave	5/1	7,983	437/273	25.4	C	0	9/0	NO
Peck Off SB to Peck Off NB	Basic	6/0	7,710	-	20.5	C	9	-	NO
Peck Off NB	Diverge	6/1	7,710	588	25.1	C	9	0	NO
Peck Off NB to Valley On	Basic	5/0	7,122	-	24.0	C	9	-	NO
Valley On	Merge	5/1	7,409	287	25.3	C	9	12	NO
East of Valley	Basic	5/0	7,409	-	23..4	C	21	-	NO

(1) HCS 2010 Freeway Facilities Level of Service Analysis is provided in Appendix D.

5.
ACCESS, ON-SITE CIRCULATION AND PARKING

ACCESS AND ON-SITE CIRCULATION

As discussed previously, the proposed development is to be located on a vacant parcel approximately 420 feet north of Valley Boulevard and west of Arden Drive.

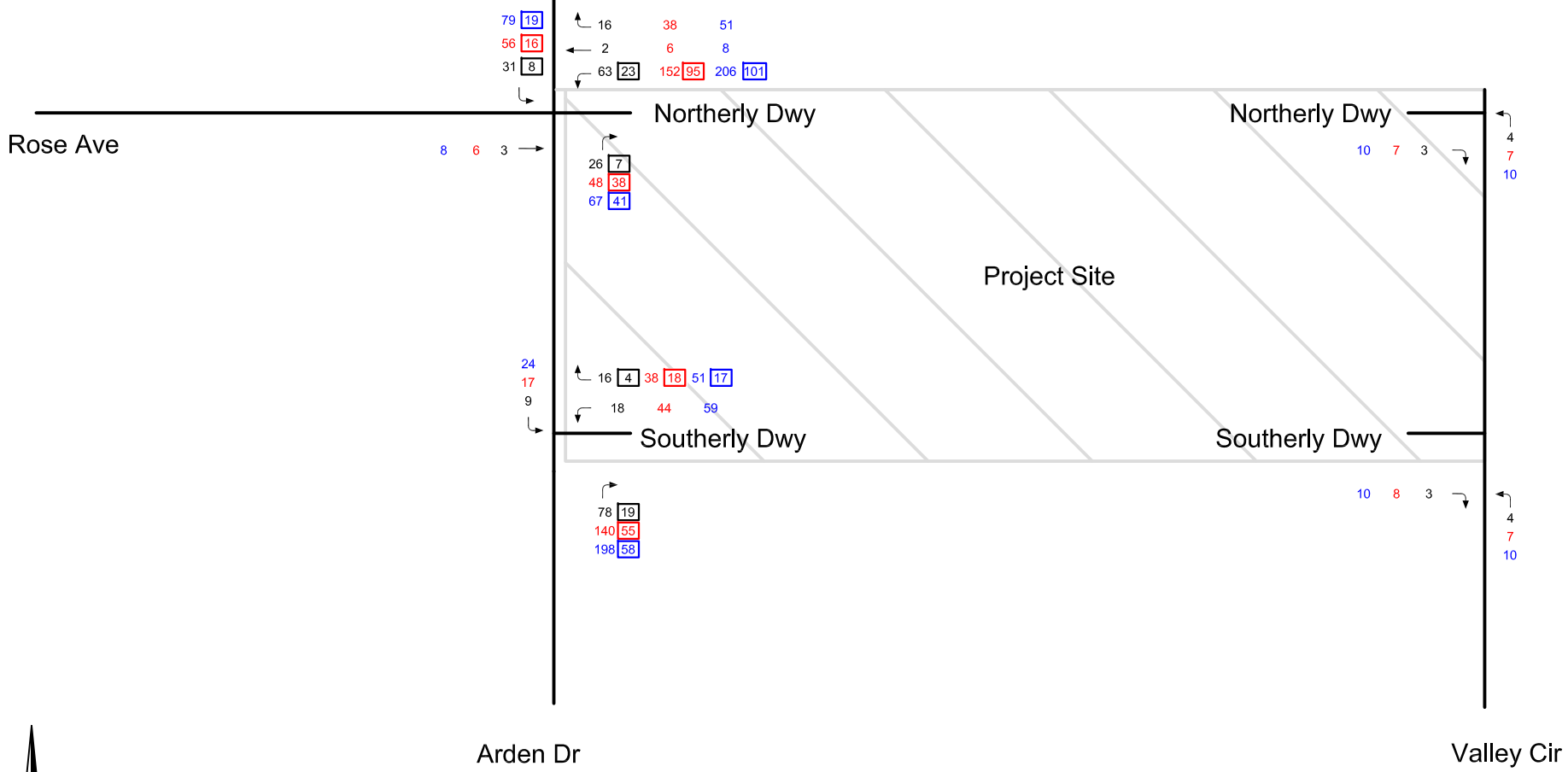
The Project will improve the west side of Arden Drive, including sidewalk and landscape improvements per direction of the City of El Monte.

Project Access and On-Site Circulation

The Project proposes to take access from the following driveways:

- The existing signalized driveway on Arden Drive and Rose Avenue;
- A fully directional driveway on Arden Drive at the Project southerly border; and
- Two fully directional driveways on Valley Circle.

Project traffic volumes entering and departing Project driveways are provided on **Figure 25** for the morning, evening and Saturday midday peak-hours. Traffic volumes include all primary and "pass-by" trips entering and departing the site. The primary volumes are based on the trip distribution of new trips as shown on **Figures 10** and **11**. The "pass-by" trip distribution is based on the directional split of the volumes on Valley Boulevard and Arden Drive from which the "pass-by" trips are attracted during each peak-hour period. "Pass-by" trips are diverted from through traffic on the adjacent roadways. Therefore, **Figures 12** and **13** show the total Project volumes (including the reductions of through volumes) at intersections where "pass-by" trips occur and these volumes have been used for intersection LOS analyses, whereas **Figure 25** exhibits the driveway inbound and outbound volumes for each peak period and are used to evaluate on-site circulation and access.)



NTS

LEGEND:

xx xx - Primary Pass-By Morning Peak-Hour Trips

xx xx - Primary Pass-By Evening Peak-Hour Trips

xx xx - Primary Pass-By Saturday Midday Peak-Hour Trips

Total Project volumes at driveways are shown on Figures 12 and 13 for respective peak-hour periods.

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INBOUND AND OUTBOUND PRIMARY AND "PASS-BY" PROJECT TRIPS AT PROJECT DRIVEWAYS DURING THE WEEKDAY MORNING AND EVENING AND SATURDAY PEAK-HOURS

WAL-MART PROJECT, EL MONTE, CA

Figure 25

Based on the driveway volumes, the following findings are made for each driveway and access roadway.

1) *Arden Drive – Rose Avenue/Northerly Project Driveway (Study Intersection 3):*

- Modify traffic signal on Arden Drive – Rose Avenue/Project driveway to accommodate street widening. Provide split-phase operation for the east-west movements and allow permissive left-turn movements in the north-south direction.

- Westbound approach:
  - Stripe westbound approach with one left and one optional left-through-or-right-turn lane (site plan shows one left and one right-turn lane);
  - Provide a minimum of 175 feet of storage for westbound movements. The site plan shows storage of approximately 225 feet for this approach, which exceeds the minimum requirement.

- Northbound approach:
  - Provide one left-turn lane, two through lanes and one right-turn lane.
  - Provide a minimum of 100 feet of storage for the left-turn lane. The site plan shows over 225 feet for the northbound-to-westbound left-turn lane, which exceeds the minimum requirement.
  - Provide a minimum of 150 feet of storage for the right-turn lane. The site plan shows storage of over 250 feet for the northbound right-turn lane, which exceeds the minimum requirement.

- Eastbound approach:
  - Provide an optional left-through-right-turn lane, as currently exists.

- Southbound approach:
  - Provide one left-turn lane, one through lane and one optional through-or-right-turn lane.
  - Provide a minimum of 150 feet of storage for the southbound left-turn movements. The site plan shows storage of 150 feet for the southbound-to-eastbound left-turn movement, which satisfies minimum requirements.

- Provide two lanes eastbound into the site.

- Install STOP-sign on internal north-south circulator east of Arden Drive to ensure uninterrupted ingress into the site, as well as to the driveway to the City Maintenance facility.

- Install STOP-signs on all three approaches at the intersection of the northerly Project driveway circulator and the north-south circulator west of the Wal-Mart building, as shown on Project site plan.

2) *Arden Drive – Southerly Driveway (Intersection 32):*

- The traffic signal warrant analysis conducted for this driveway indicates that a traffic signal will not be warranted in either the Opening or Horizon years. Hence, this intersection should be controlled with a STOP-sign on the driveway approach to Arden Drive.

- Northbound approach:
  - Provide one through and one optional through-or-right-turn lane.

- Southbound approach:
  - Provide one left-turn lane, and two through lanes.
  - Provide a minimum of 100 feet of storage for the southbound left-turn lane. The site plan shows storage of 200 feet for the northbound-to-eastbound left-turn movement, in excess of the minimum requirement.

- Westbound approach:
  - Provide one lane inbound and two lanes (one left-turn and one right-turn lane) outbound at this driveway as shown on site plan.
  - Provide a minimum of 50 feet of storage for the westbound movements. The site plan shows storage of 75 feet for the westbound left- and right-turn movements, in excess of the minimum requirement.

- Install STOP-sign on internal north-south circulator east of Arden Drive to ensure uninterrupted ingress into the site.

- Install STOP-sign on the westbound approach to the intersection of the southerly Project driveway circulator and north-south circulator east of Arden Drive to ensure uninterrupted ingress into the site.

- Install STOP-signs on all three approaches at the intersection of the southerly Project driveway circulator and the north-south circulator west of the Wal-Mart building, as shown on Project site plan.

3) *Valley Circle – Southerly Project Driveway:*

- Traffic volumes on Valley Circle and the southerly Project driveway will not satisfy traffic signal warrants in either the Opening or Horizon years. Hence, this intersection should be controlled with a STOP-sign on the driveway approach to Valley Circle.

- Eastbound approach:
  - Provide one optional left-or-right-turn lane.

- Northbound approach:
  - Provide one optional left-or-right-turn lane.

- Southbound approach:
  - Provide one optional through-or-right-turn lane.

4) *Valley Circle – Northerly Project Driveway (cul-de-sac):*

- Traffic volumes on Valley Circle and the northerly Project driveway will not satisfy traffic signal warrants in either the Opening or Horizon years. Hence, this intersection should be controlled with a STOP-sign on the driveway approach to Valley Circle.

- Eastbound approach:
  - Provide one optional left-or-right-turn lane.

- Project driveway will be accessed from cul-de-sac northbound.

5) *General On-site Circulation:*

- Truck access should be restricted to Valley Circle via truck management plan.
- Driveways on Valley Circle should have large-enough curb radii to accommodate trucks servicing each of the two loading docks.
- Internal circulation at the back of the Wal-Mart building should ensure adequate pavement exists for trucks to maneuver in and out of both loading docks via the Valley Circle driveways.
- The parking layout on the west side of the Wal-Mart building can accommodate vehicular and pedestrian circulation with minimal conflicts.

6) *General Access:*

- Valley Circle should be maintained as a truck/service access and patron traffic should be directed to use Arden Drive.
- Signage should be installed on Valley Boulevard on the westbound approach to Valley Circle directing Wal-Mart truck/service traffic to turn right onto Valley Circle.
- Signage should be installed on Valley Boulevard on the westbound approach to Valley Circle and on Valley Boulevard on the westbound approach to Arden Drive directing Wal-Mart customers to access the parking lot from Arden Drive.
- Signage should be installed on Valley Boulevard on the eastbound approach to Arden Drive directing Wal-Mart truck/service traffic to proceed through and use Valley Circle to access the Project site.
- Signage should be installed on Valley Boulevard on the eastbound approach to Arden Drive directing Wal-Mart customers to access the parking lot from Arden Drive.

PARKING

Parking requirements per the El Monte Municipal Code are as follows:

- Provide parking as follows:
  - 1 space per 250 square feet (s.f.) for the first 20,000 s.f.
  - 1 space per 400 s.f. for the next 30,000 s.f.
  - 1 space per 500 s.f. for square footage above 50,000 s.f.
- Parking spaces should be a minimum 8-foot 6-inches wide and 18 feet long
- Provide handicapped spaces as follows:
  - 1 handicapped space for 1-40 total spaces required
  - 2 handicapped spaces for 41-80 total spaces required
  - 3 handicapped spaces for 81-120 total spaces required
  - 4 handicapped spaces for 121-160 total spaces required
  - 5 handicapped spaces for 161-300 total spaces required
- Handicapped spaces should be 9-foot wide and 20-foot long, and comply with the State of California Building Code, Title 24 and the Americans With Disabilities Act

The site plan indicates that 755 parking spaces will be provided. This exceeds the minimum requirement per code of 429 parking spaces ((1 space/250 s.f. * 20,000 s.f.) + (1 space/400 s.f. * 30,000 s.f.) + 1 space/500 s.f. * 136,782 s.f.) = 429 spaces).

The site plan indicates that 17 handicapped parking spaces will be provided. This exceeds the minimum requirement per code of 9 spaces (5 for 161-300 required spaces and 4 for the additional 129 spaces).

Typical width of all parking spaces on the site plan is 9 feet, which exceeds the minimum requirement per code of 8-foot 6-inches for typical spaces and is consistent with the width of handicapped parking stalls. The length of regular parking stalls as shown on the site plan is 18 feet, consistent with the city requirements. Handicapped spaces will be 20-foot long and will comply with California Building Code, Title 24 and the Americans with Disabilities Act.

6.
PROJECT MITIGATION

This chapter summarizes the improvements needed to mitigate Project-related traffic impacts.

City of El Monte Intersections:

The following study intersections will be significantly impacted based on the thresholds of significance established by the City of El Monte.

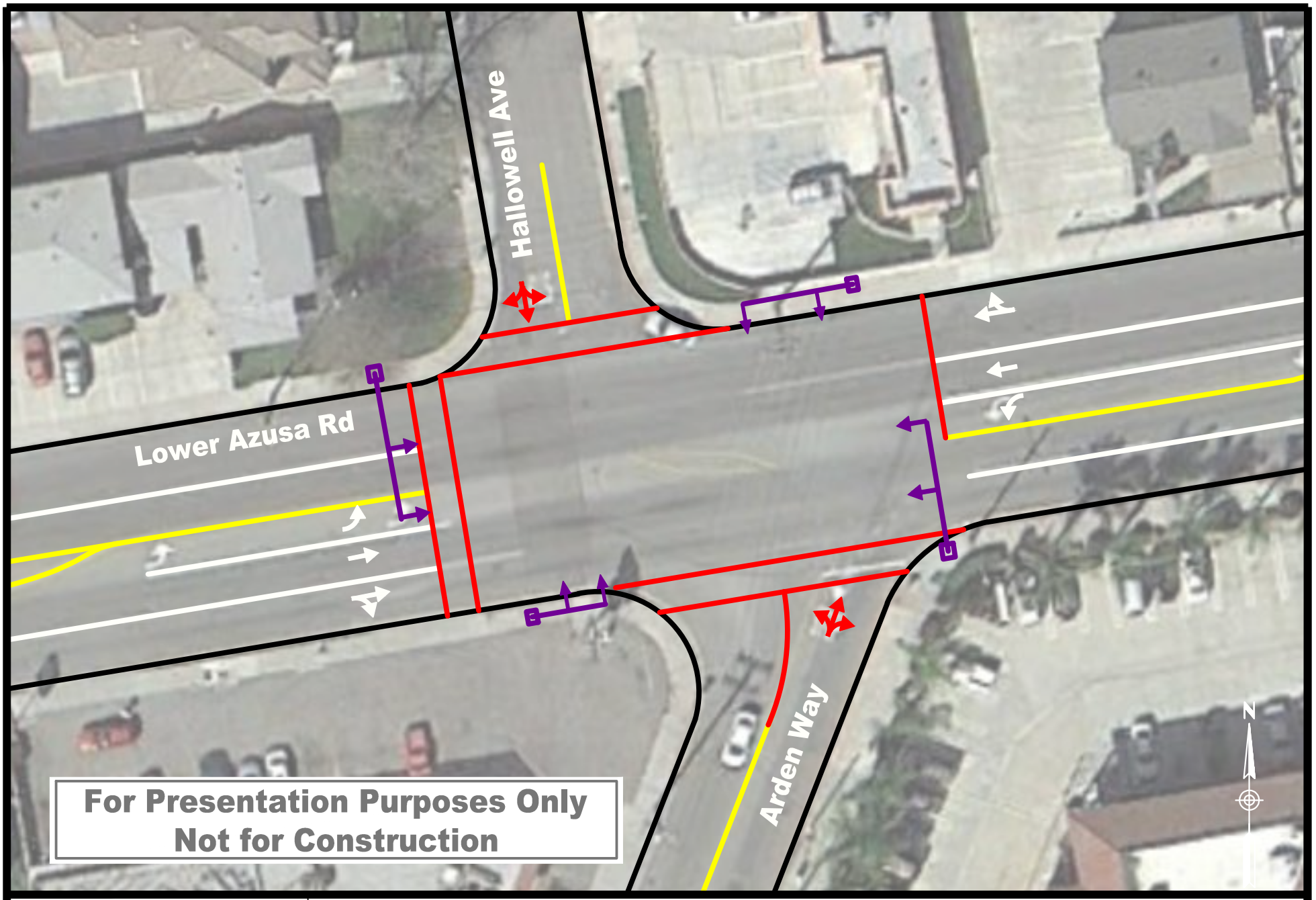
Existing and Existing-Plus-Project Conditions

- *Lower Azusa Road – Arden Way (Intersection 16)* – This intersection operates at LOS F during the weekday evening peak-hour period under both No-Project and With-Project traffic conditions. Caltrans' peak-hour warrant (Warrant 11) is satisfied under both No-Project and With-Project conditions, and the installation of a traffic signal will mitigate Project-related traffic impacts, resulting in LOS D or better at this location during all peak-hour periods in the future.

  The improvements recommended for Lower Azusa Road – Arden Way are shown conceptually on **Figure 26A and 26B.** Hallowell Avenue should become the fourth leg of this intersection and all four approaches should operate under traffic signal control as shown on **Figure 26** with east-west permitted left-turn movements and split-phasing for the north-south movements[17]. The southbound leg (Hallowell Avenue) and the north side of Lower Azusa Road are within Temple City, so coordination between Temple City and El Monte is needed to implement this mitigation measure.

  Project participation on a "fair-share" basis to the costs of installing a traffic signal will mitigate Project-related impacts at this location.

[17] Note – movements turning onto/from Hallowell Avenue have been assumed in all mitigated scenarios.



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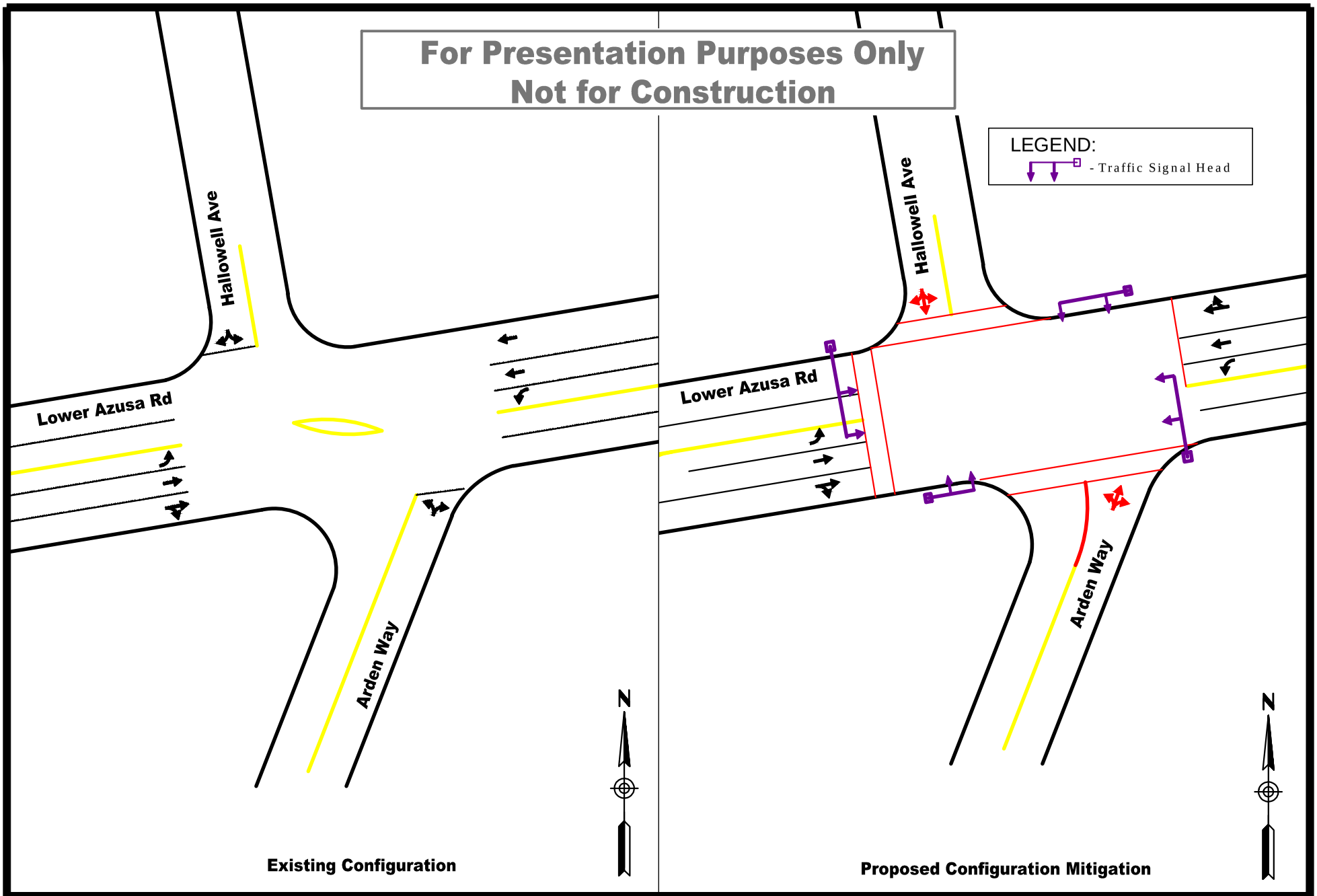
MITIGATED LANE CONFIGURATION
LOWER AZUSA RD. & ARDEN WAY, EL MONTE, CA

WAL-MART PROJECT, EL MONTE, CA

Figure 26A



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EXISTING AND PROPOSED LANE CONFIGURATION MITIGATION
LOWER AZUSA RD. & ARDEN WAY, EL MONTE, CA

WAL-MART PROJECT, EL MONTE, CA

Figure 26B

- *Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps (Intersection 31)* – This intersection operates at LOS F during the weekday morning and evening peak-hour periods and Saturday midday peak-hour periods under both No-Project and With-Project traffic conditions. Caltrans' peak-hour warrant (Warrant 11) is satisfied under both No-Project and With-Project conditions, and the installation of a traffic signal with the widening of the southbound approach to provide a right-turn lane will mitigate Project-related traffic impacts, resulting in acceptable LOS's per City of El Monte standards during all peak-hour periods in the future.

  The improvements recommended for Baldwin Avenue/Flair Drive - I-10 Eastbound Ramps Lower Azusa Road – Arden Way are shown conceptually on **Figure 27A and 27B.** The northbound left-turn movement onto Flair Drive should operate under protected/permissive phasing. This intersection is the terminus of Caltrans' I-10 on- and off-ramps so coordination and approval from Caltrans is needed to implement this mitigation measure. In addition, right-of-way acquisition may be needed in the northwest quadrant of this intersection to allow the construction of the southbound right-turn lane.

  Project participation on a "fair-share" basis to the costs of installing a traffic signal and adding a right-turn lane in the southbound direction will mitigate Project-related impacts at this location.

Opening Year (2016) Conditions

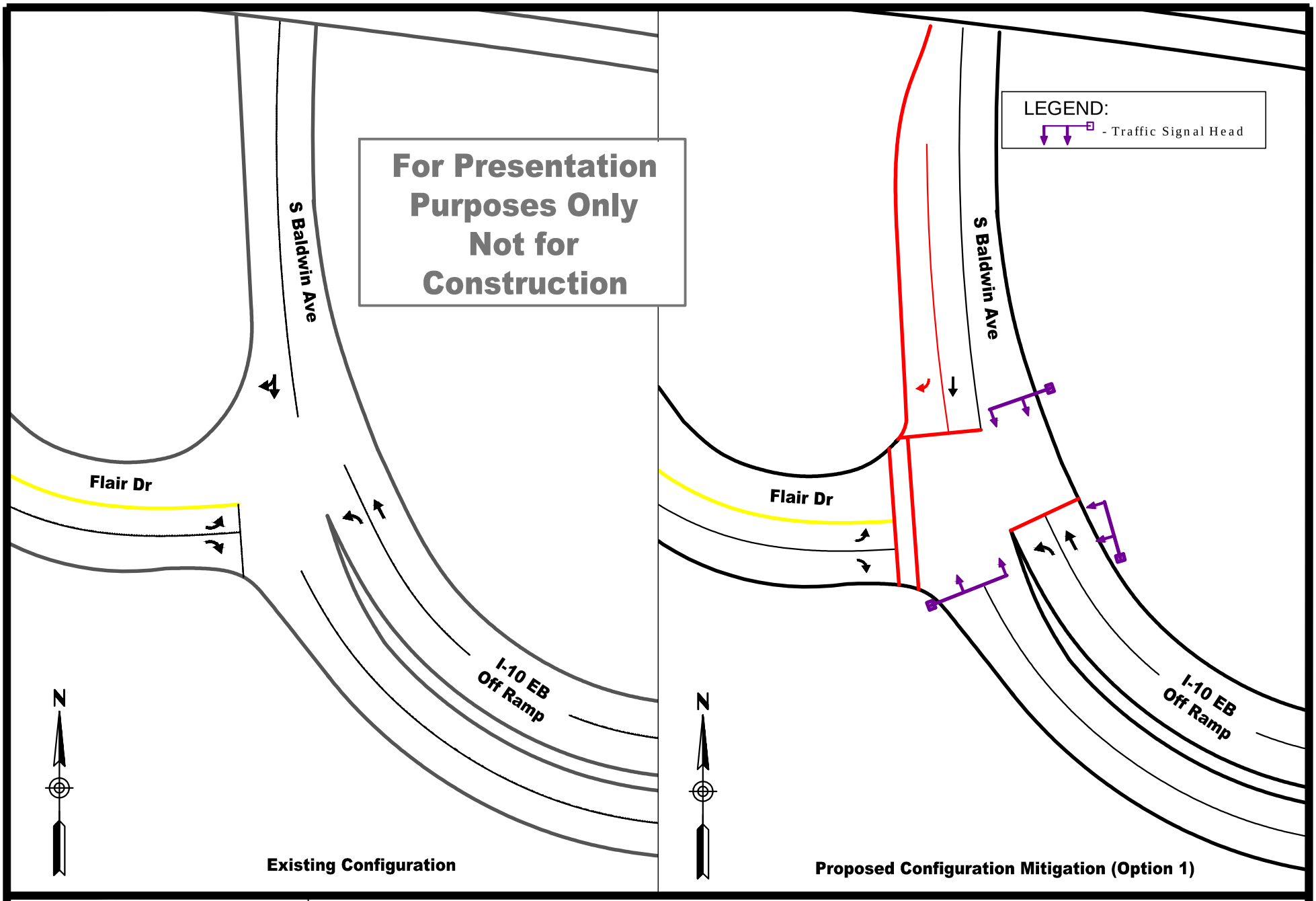
The same two intersections operate deficiently as under Existing conditions, and the same mitigation will off-set Project-related impacts at these two intersections, resulting in acceptable LOS's in Opening Year (2016) With-Project traffic conditions.

Horizon Year (2035) Conditions

The same two intersections operate deficiently as under Existing conditions, and the same mitigation will off-set Project-related impacts at these two intersections, resulting in acceptable LOS's in Horizon Year (2035) With-Project traffic conditions.

In addition, the following two intersections will be significantly impacted:

- *Valley Boulevard – Santa Anita Avenue (Intersection 4)* – Horizon Year (This intersection is projected to operate at LOS F under both Horizon Year (2035) No-Project conditions and Horizon Year (2035) With-Project conditions during the morning peak-hour period. The ICU increase of 0.026 from 1.032 under No-Project conditions to 1.058 under With-Project conditions is considered significant under the City of El Monte thresholds of significance.



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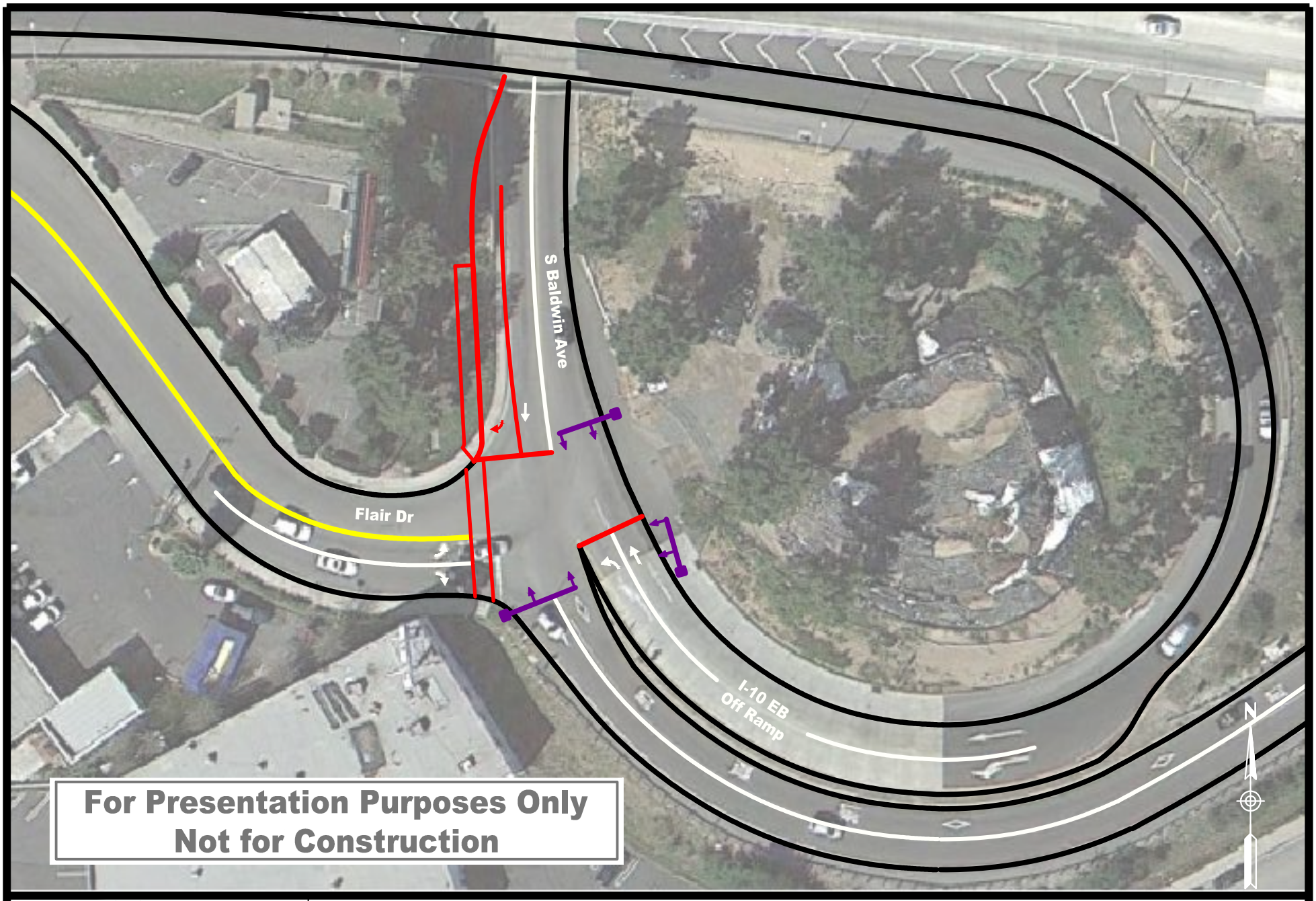
EXISTING AND PROPOSED LANE CONFIGURATION MITIGATION (OPTION 1)
S. BALDWIN AVE. & FLAIR DR./I-10 EB RAMPS, EL MONTE, CA

WAL-MART PROJECT, EL MONTE, CA

Figure 27B



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MITIGATED LANE CONFIGURATION (OPTION 1)
S. BALDWIN AVE. & FLAIR DR./I-10 EB RAMPS, EL MONTE, CA

WAL-MART PROJECT, EL MONTE, CA

Figure 27A

Restriping the southbound right-turn lane to an optional through-or-right turn lane, with the removal of on-street parking on the west side of Santa Anita Avenue south of the intersection, will result in LOS F with an ICU of 1.039. This improvement is shown on **Figures 28A** and **28B.** With this improvement, the Project will result in an ICU increase of 0.007, which would mitigate Project-related traffic impacts.

However, to achieve same or better-than No-Project conditions, an additional right-turn lane would need to be provided in the southbound direction as shown on **Figures 28C** and **28D**. This improvement would require:

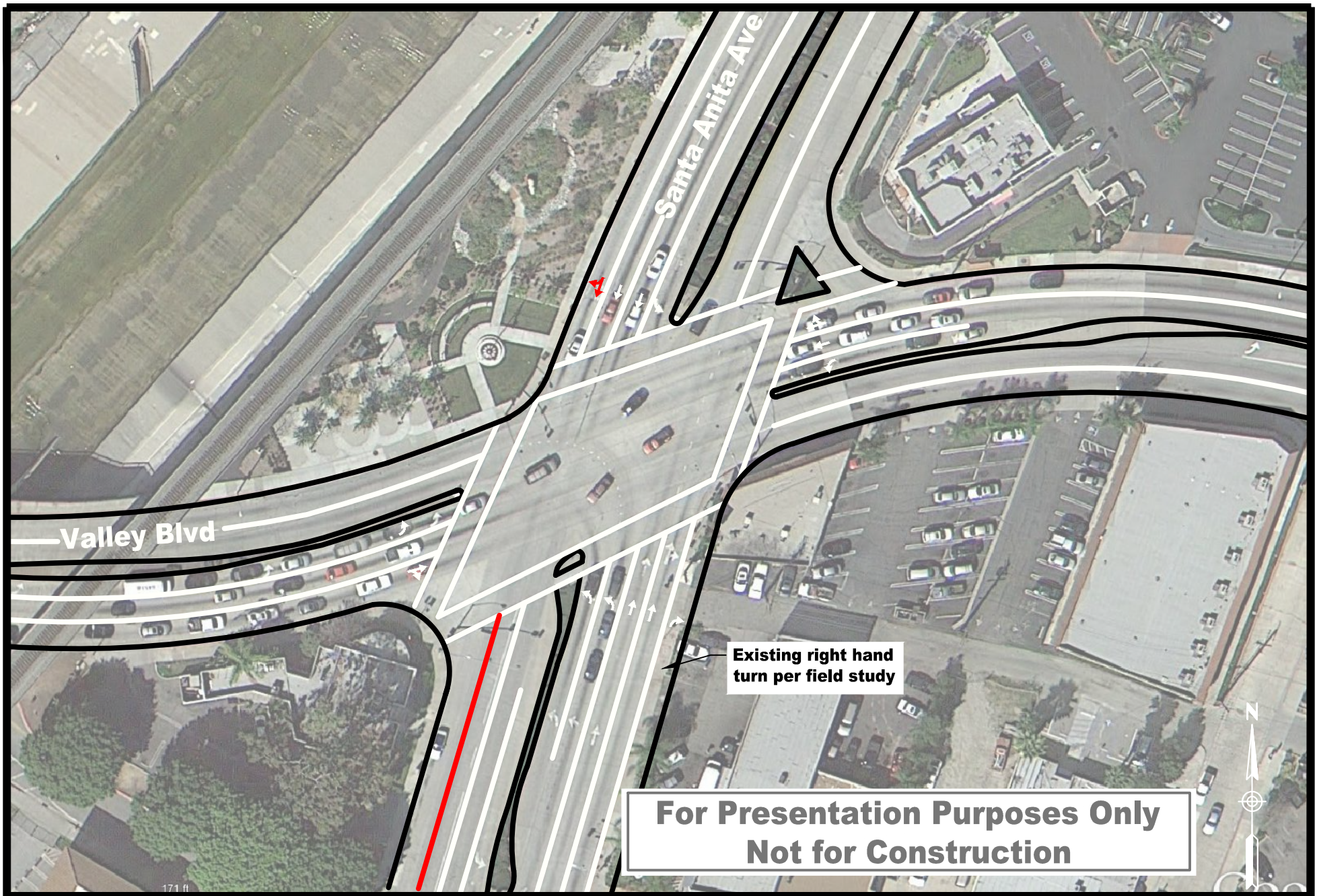
- Widening of pavement to provide a 150-foot right-turn pocket with a 90-foot transition in the southbound direction;
- Relocation of sidewalk on the west side of Santa Anita Avenue along the widening;
- Reducing the landscaping and park area on the northwest corner of this intersection; and
- Removing on-street parking on the west side of Santa Anita Avenue south of the intersection

The aforementioned improvements would result in LOS F with an ICU of 1.003 during the morning peak-hour period which is better than the No-Project traffic conditions. Project's participation on a "fair-share" basis to the costs of implementing these improvements would mitigate Project-related impacts at this location.

- *Arden Drive – Arden Way (Intersection 34)* – This unsignalized intersection is projected to operate at LOS D under No-Project conditions and LOS E under With-Project conditions during the morning and evening peak-hour periods in Horizon Year (2035). A traffic signal warrant analysis indicates that the peak-hour warrant (Warrant 11) will be satisfied in Horizon Year.

  The improvements recommended for Arden Drive – Arden Way are shown conceptually on **Figure 29A and 29B.** As shown on **Figure 29**, it is recommended that:

  - A southbound left-turn lane be striped at this intersection
  - The northbound right-turn lane should be channelized using with a raised, landscaped median to provide for improved pedestrian refuge areas and crossings
  - The pedestrian crossing of Arden Drive be relocated to the intersection and operate under signal control
  - The pedestrian crossing of Arden Way be relocated to cross only the northbound channelized right-turn movement which would operate under Yield-to-Pedestrians-Sign-Control
  - A new northbound pedestrian crossing of Arden Way be striped at the Arden Way approach to Arden Drive and operate under signal control.



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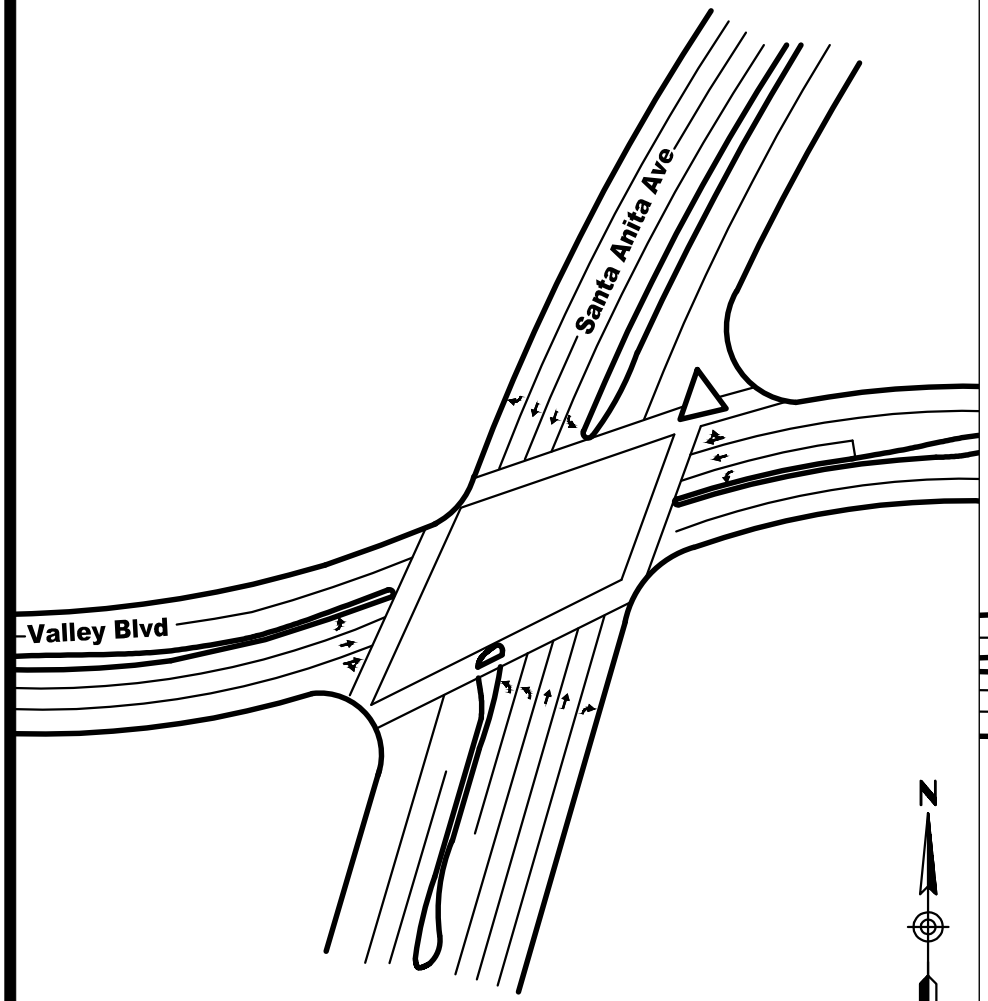
MITIGATED LANE CONFIGURATION (OPTION 1)
VALLEY BLVD. & SANTA ANITA AVE., EL MONTE, CA

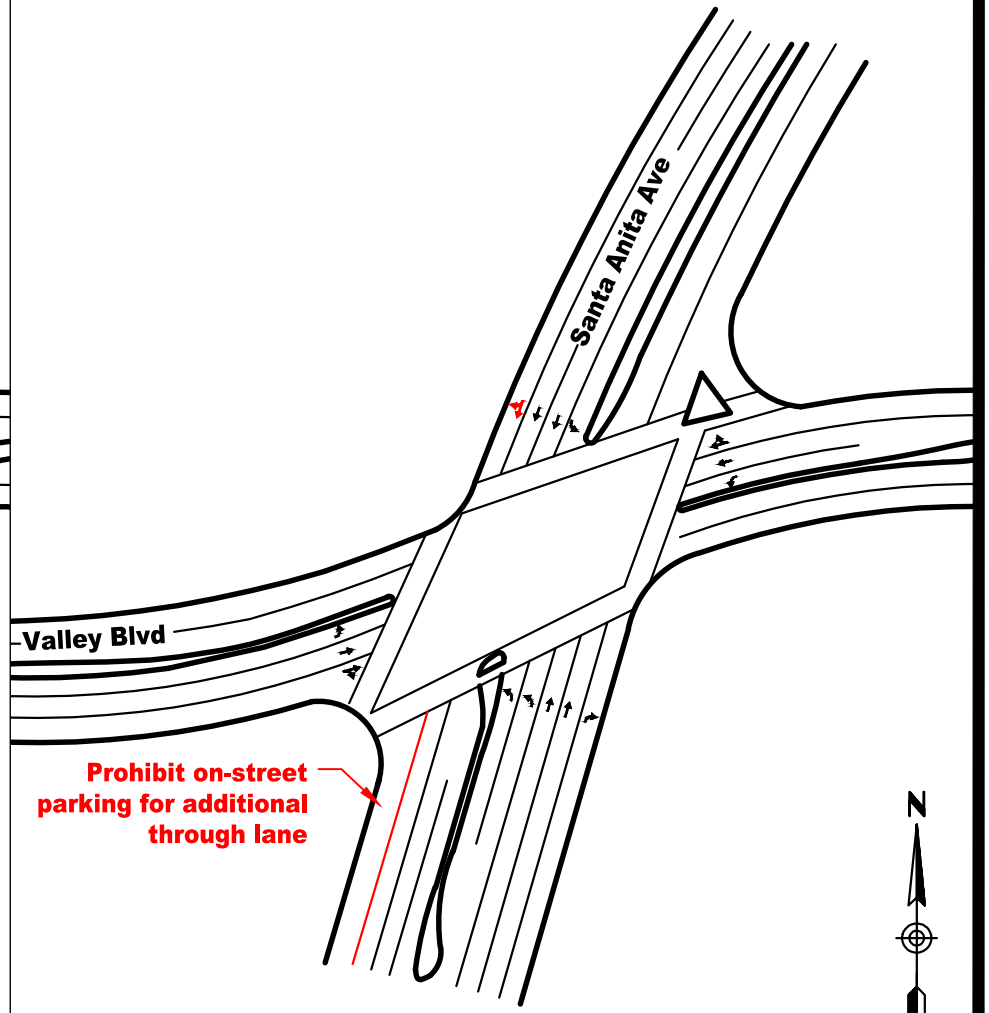
WAL-MART PROJECT, EL MONTE, CA

Figure 28A

For Presentation Purposes Only
Not for Construction



Existing Configuration



Proposed Configuration Mitigation (Option 1)

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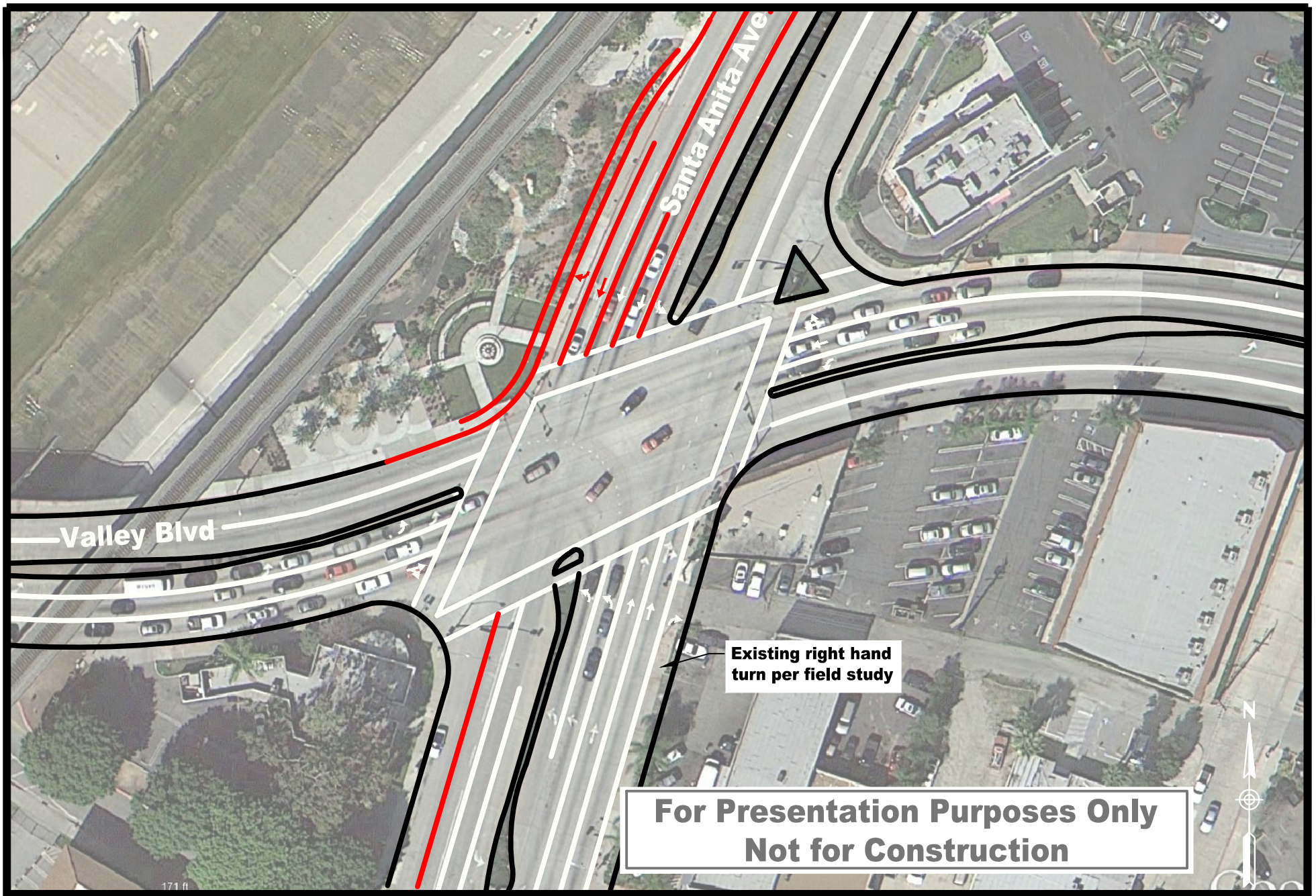
EXISTING & PROPOSED LANE CONFIGURATION MITIGATION (OPTION 1)
VALLEY BLVD. & SANTA ANITA AVE., EL MONTE, CA

WAL-MART PROJECT, EL MONTE, CA

Figure 28B



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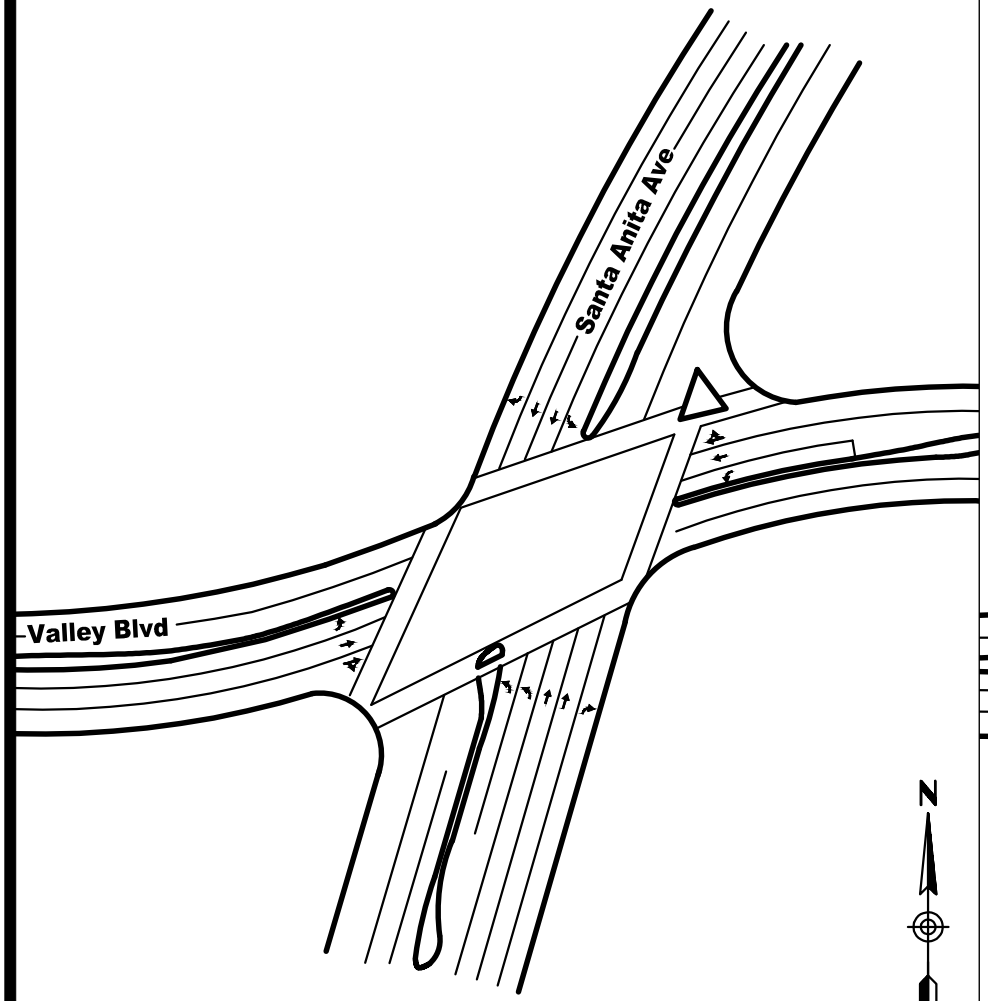
MITIGATED LANE CONFIGURATION (OPTION 2)
VALLEY BLVD. & SANTA ANITA AVE., EL MONTE, CA

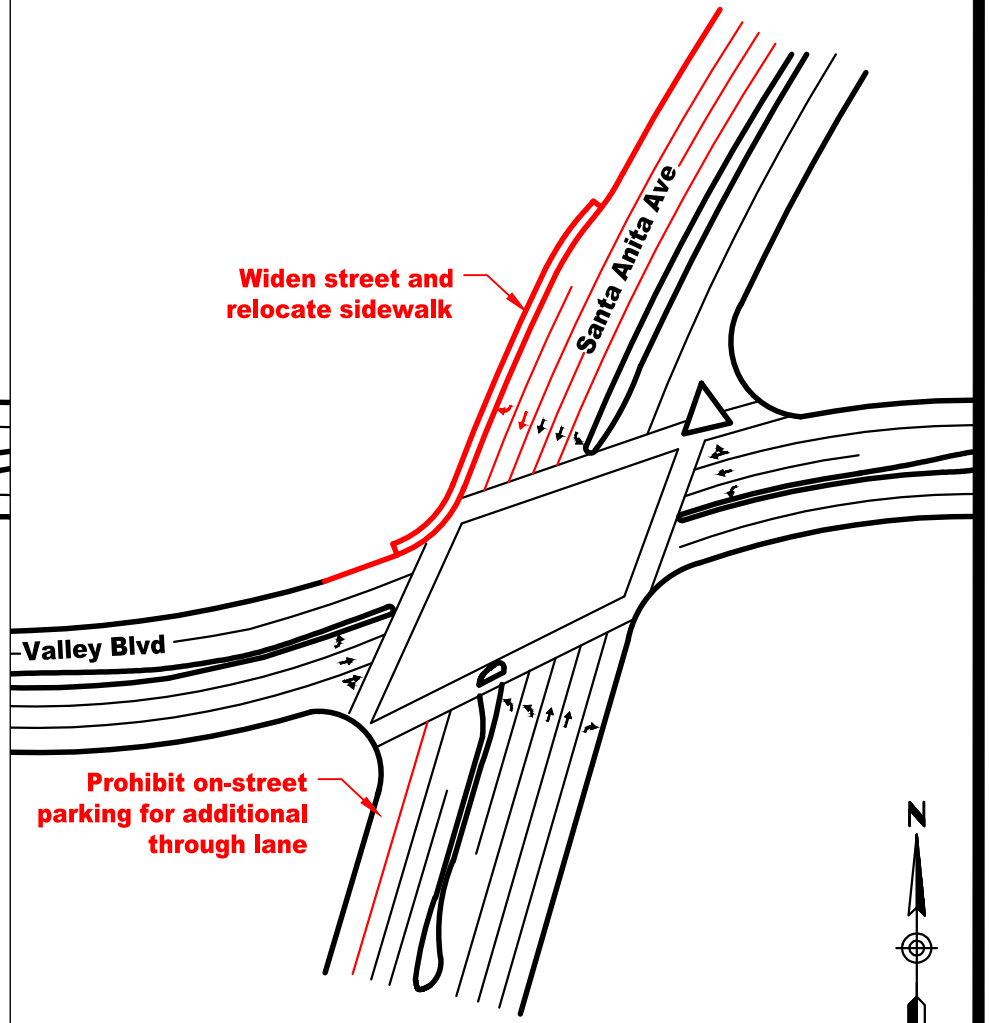
WAL-MART PROJECT, EL MONTE, CA

Figure 28C

For Presentation Purposes Only
Not for Construction



Existing Configuration



Proposed Configuration Mitigation (Option 2)

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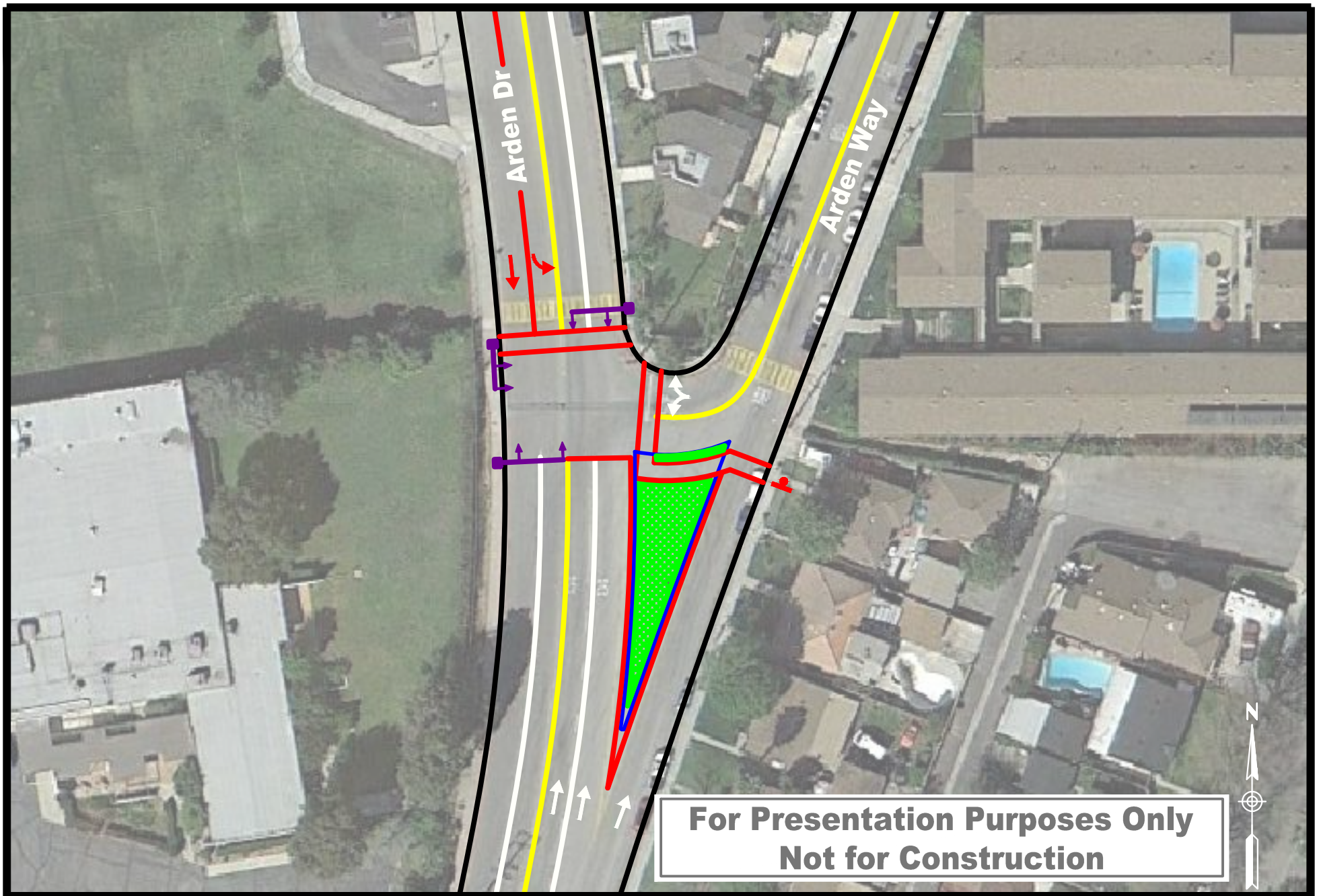
EXISTING & PROPOSED LANE CONFIGURATION MITIGATION (OPTION 2)
VALLEY BLVD. & SANTA ANITA AVE., EL MONTE, CA

WAL-MART PROJECT, EL MONTE, CA

Figure 28D



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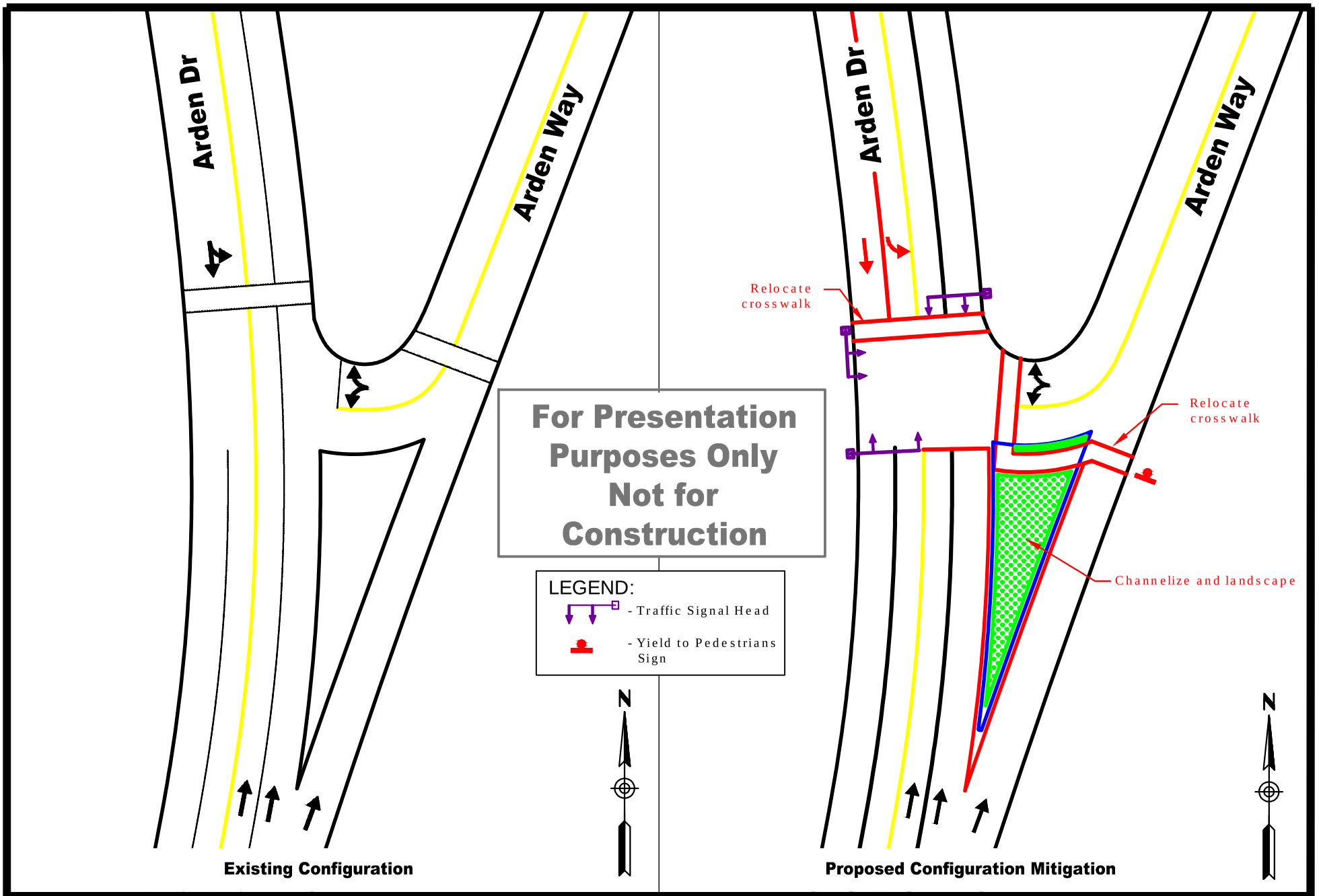
MITIGATED LANE CONFIGURATION
ARDEN DR. & ARDEN WAY, EL MONTE, CA

WAL-MART PROJECT, EL MONTE, CA

Figure 29A



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EXISTING AND PROPOSED LANE CONFIGURATION MITIGATION
ARDEN DR. & ARDEN WAY, EL MONTE, CA

WAL-MART PROJECT, EL MONTE, CA

Figure 29B

These improvements will mitigate Project-related impacts as well as improve pedestrian circulation near a school. LOS D or better will be achieved with the installation of a traffic signal at this location. Project participation on a "fair-share" basis to the costs of the aforementioned improvements will off-set its impacts at this location.

Table 37 shows the levels-of-service before and after mitigation for the weekday morning and evening peak-hour and Saturday midday peak-hour periods under Existing-Plus-Project, Opening Year (2016) With-Project and Horizon Year (2035) With-Project conditions for the four intersections identified above and project contribution to new traffic at each location during each study year. A schematic summary of the recommended mitigation is provided on **Figure 30**.

Temple City Intersections:

The intersection of *Lower Azusa Road – Arden Way (Intersection 16)* is impacted under the morning peak-hour conditions in the Horizon Year (2035) based on Temple City thresholds of significance. The improvements identified above for this intersection will mitigate Project-related traffic impacts.

No other intersections are adversely impacted based on Temple City thresholds of significance during any peak-hour period under Existing, Opening Year (2016) or Horizon Year (2035) conditions; therefore, no other mitigation is required in Temple City.

City of Rosemead Intersections:

No study intersections are adversely impacted based on Temple City thresholds of significance during any peak-hour period under Existing, Opening Year (2016) or Horizon Year (2035) conditions; therefore, no mitigation is require in the City of Rosemead.

City of South El Monte Intersections:

No study intersections are adversely impacted based on Temple City thresholds of significance during any peak-hour period under Existing, Opening Year (2016) or Horizon Year (2035) conditions therefore, no mitigation is require in the City of South El Monte.

Congestion Management Plan

No CMP intersections, highway or freeway segments are adversely impacted based on CMP thresholds of significance. Therefore no mitigation is required for CMP facilities.

TABLE 37
LEVELS-OF-SERVICE WITH RECOMMENDED MITIGATION AT IMPACTED INTERSECTIONS

MORNING PEAK-HOUR MITIGATED CONDITIONS UNDER EXISTING-PLUS-PROJECT, OPENING YEAR WITH-PROJECT AND HORIZON YEAR WITH-PROJECT CONDITIONS

Location	Intersection	Mitigated Traffic Control	UNMITIGATED EXISTING-PLUS-PROJECT AM PEAK HOUR LOS(1)			UNMITIGATED OPENING YEAR (2016) WITH-PROJECT AM PEAK HOUR LOS(1)			UNMITIGATED HORIZON YEAR (2035) WITH-PROJECT AM PEAK HOUR LOS(1)			Existing-Plus-Project Mitigated Conditions - AM peak hour		Opening Year (2016) With-Project Mitigated Conditions - AM Peak Hour		Project Contribution to New Volumes in Opening Year (2016)	Horizon Year (2035) With-Project Mitigated Conditions - AM Peak Hour		Project Contribution to New Volumes in Horizon Year (2035)
			ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	LOS (4)	ICU(2)	LOS (4)		ICU(2)	LOS (4)	
4	Valley Boulevard – Santa Anita Avenue	Signal	0.923	-	E	0.988	-	E	1.058	-	F						1.039 (5)	F	17%
16	Lower Azusa Road - Arden Way	Signal	-	36.4	E	-	42.2	E	-	50.9	F*	0.589	A	0.625	B	9%	0.659	B	4%
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	Signal	-	98.9	F*	-	>100	F*	-	>100	F*	0.654	B	0.673	B	6%	0.721	C	3%
34	Arden Drive - Arden Way	Signal	-	26.2	D	-	28.5	D	-	36.7	E						0.548	A	29%

EVENING PEAK-HOUR MITIGATED CONDITIONS UNDER EXISTING-PLUS-PROJECT, OPENING YEAR WITH-PROJECT AND HORIZON YEAR WITH-PROJECT CONDITIONS

Location	Intersection	Mitigated Traffic Control	UNMITIGATED EXISTING-PLUS-PROJECT PM PEAK HOUR LOS(1)			UNMITIGATED OPENING YEAR (2016) WITH-PROJECT PM PEAK HOUR LOS(1)			UNMITIGATED HORIZON YEAR (2035) WITH-PROJECT PM PEAK HOUR LOS(1)			Existing-Plus-Project Mitigated Conditions - PM peak hour		Opening Year (2016) With-Project Mitigated Conditions - PM Peak Hour		Project Contribution to New Volumes in Opening Year (2016)	Horizon Year (2035) With-Project Mitigated Conditions - PM Peak Hour		Project Contribution to New Volumes in Horizon Year (2035)
			ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	LOS (4)	ICU(2)	LOS (4)		ICU(2)	LOS (4)	
4	Valley Boulevard – Santa Anita Avenue	Signal	0.779	-	C	0.852	-	D	0.905	-	E						0.862	E	29%
16	Lower Azusa Road - Arden Way	Signal	-	69.6	F*	-	90.6	F*	-	>100	F*	0.732	C	0.764	C	16%	0.823	D	7%
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	Signal	-	>100	F*	-	>100	F*	-	>100	F*	0.818	D	0.861	D	10%	0.923	E	5%
34	Arden Drive - Arden Way	Signal	-	29.8	D	-	32.5	D	-	41.0	E						0.482	A	43%

SATURDAY PEAK-HOUR MITIGATED CONDITIONS UNDER EXISTING-PLUS-PROJECT, OPENING YEAR WITH-PROJECT AND HORIZON YEAR WITH-PROJECT CONDITIONS

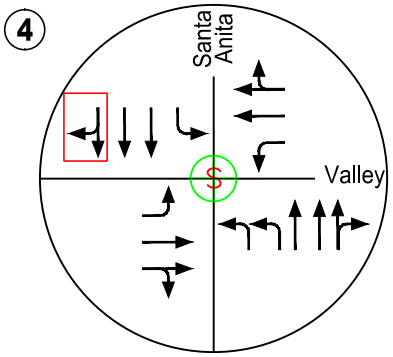
Location	Intersection	Mitigated Traffic Control	UNMITIGATED EXISTING-PLUS-PROJECT SAT PEAK HOUR LOS(1)			UNMITIGATED OPENING YEAR (2016) WITH-PROJECT SAT PEAK HOUR LOS(1)			UNMITIGATED HORIZON YEAR (2035) WITH-PROJECT SAT PEAK HOUR LOS(1)			Existing-Plus-Project Mitigated Conditions - SAT peak hour		Opening Year (2016) With-Project Mitigated Conditions - SAT Peak Hour		Project Contribution to New Volumes in Opening Year (2016)	Horizon Year (2035) With-Project Mitigated Conditions - SAT Peak Hour		Project Contribution to New Volumes in Horizon Year (2035)
			ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	Delay (3) (seconds)	LOS (4)	ICU(2)	LOS (4)	ICU(2)	LOS (4)		ICU(2)	LOS (4)	
4	Valley Boulevard – Santa Anita Avenue	Signal	0.706	-	B	0.748	-	C	0.795	-	C						0.759	C	43%
16	Lower Azusa Road - Arden Way	Signal	-	43.1	E	-	47.9	E	-	62.1	F*	0.616	B	0.632	B	35%	0.670	B	14%
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	Signal	-	>100	F*	-	>100	F*	-	>100	F*	0.676	B	0.712	C	22%	0.760	C	11%
34	Arden Drive - Arden Way	Signal	-	16.2	B	-	16.6	B	-	17.9	C						0.380	A	63%

Notes:
(1) Levels of Service
(2) Intersection Capacity Utilization
(3) Average control delay for worst-case movement
(4) See Tables 3 and 4 for definition of LOS for signalized and unsignalized intersections
(5) ICU and LOS per Mitigation Option A. Under Mitigation Option B (See Figure 28), ICU of 1.003 is achieved, better than No-Project conditions.)

Intersections operating below their respective jurisdiction's minimum standard LOS are highlighted.

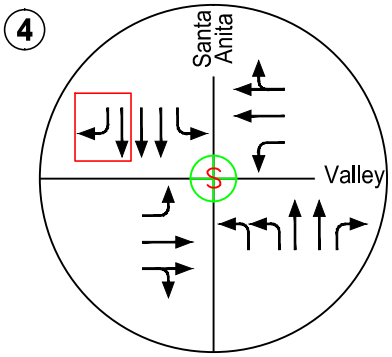
*Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even very small increases in volumes result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided in the Appendix to this report.

Valley Blvd - Santa Anita Ave



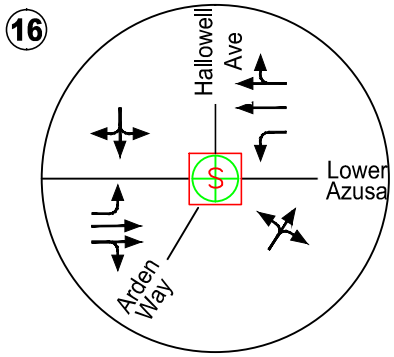
Mitigation (Option 1)

Valley Blvd - Santa Anita Ave

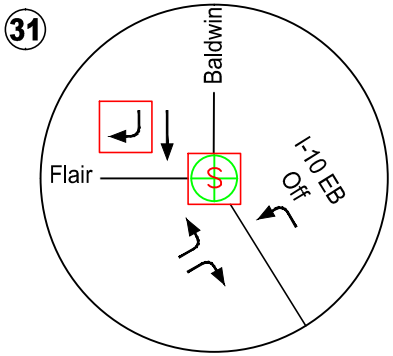


Mitigation (Option 2)

Lower Azusa Rd - Arden Way

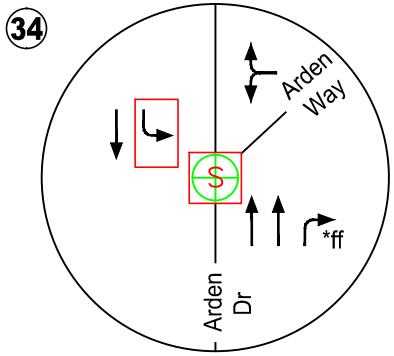


S Baldwin Ave - Flair Dr/ I-10 EB Ramps



Mitigation (Option 1)

Arden Dr - Arden Way



LEGEND:

- Mitigated Intersection Lane Configurations
- Mitigated Traffic Control
- STOP-sign
- *ff Free Flow (ff) lane

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MITIGATED INTERSECTION LANE CONFIGURATIONS AND TRAFFIC CONTROL

WAL-MART PROJECT, EL MONTE, CA

Figure 30

State Facilities

State Intersections

The Project does not create a deficient operation at any intersection that is operating at acceptable levels-of-service under existing or No-Project conditions; therefore no mitigation is required per Caltrans' thresholds of significance.

Nevertheless, the Project significantly impacts the intersection of *Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps (Intersection 31)* based on City of El Monte thresholds of significance. The installation of a traffic signal at this intersection and the widening of the southbound approach to provide a right-turn lane have been identified as a mitigation measure to off-set Project-related impacts through payment of "fair-share" fees. This improvement will require Caltrans' coordination and approval, and may require right-of-way acquisition from the property on the northwest quadrant of this intersection.

Freeway Ramps

The I-10 Westbound On-Ramp at Temple City Boulevard/Olney Street currently operates deficiently and will be significantly impacted by the addition of 23 evening peak-hour Project trips.

Field review indicates that widening of the on-ramp to provide two lanes (one of which could be an HOV by-pass lane) is infeasible due to the need to purchase private right-of-way and could affect operations on I-10. As such, any improvements to this ramp should be implemented as part of the comprehensive plan for freeway access improvements to/from I-10. El Monte's Circulation Element Goal C-1.7 states that if mitigation is required for "regionally significant projects, developers shall pay a fee to help fund a project-specific report."

Project's participation in the funding of this "project-specific report for mitigation of regionally significant projects" is considered in-lieu mitigation for ramp-related impacts and will mitigate Project-related impacts.

Freeway Segments

The Project will *not* add 50 peak-hour trips to any freeway segment and will not result in a degradation of LOS at any freeway mainline segment. Therefore no mitigation is required per Caltrans' thresholds of significance for any freeway segments.

Site Improvements, Project Access, On-Site Circulation and Parking

The Project should provide the following improvements to off-set any Project access and On-Site Circulation impacts:

- Widen Arden Drive to provide two travel lanes in each direction and a center left-turn lane between the Project southerly driveway and 150 feet north of Rose Avenue.

- Prohibit on-street parking on the east side of Arden Drive adjacent to Project frontage.

- Construct sidewalk and landscaping on the east side of Arden Drive adjacent to the Project site.

- Modify traffic signal on Arden Drive – Rose Avenue/Project driveway to accommodate street widening. Provide split-phase operation for the east-west movements and allow permissive left-turn movements in the north-south direction.

- Provide minimum storage and lane configurations on driveway throats as described in **Chapter 4**.

- Provide internal site traffic control as described in **Chapter 4.**

- Provide adequate turning radii for trucks to access from Valley Circle.

- Provide adequate on-site turning/staging areas for trucks on the back side of the building.

- Implement a truck routing plan for vendors/truckers to ensure that all trucks enter/exit from Valley Circle.

- Install signage on Valley Boulevard to direct patrons and employees to use Arden Drive to access the site and to direct trucks to use Valley Circle to access the site.

- Provide parking as summarized on the site plan.

Development Fees

The City of El Monte has established a Traffic Impact fee of $0.45 per square foot of commercial development.

In addition, the City of El Monte has established a Streets Facilities Fee of $0.40 per square foot of commercial development.

The Project will pay the following fees for traffic impacts and streets facilities:

Traffic Impact:	$0.45/sq. ft. * 182,429 sq.ft. = $82,093.05
Streets Facilities Fee:	$0.40/sq. ft. * 182,429 sq.ft. = $72,971.60

APPENDIX A

SCOPING AGREEMENT

TRAFFIC IMPACT ANALYSIS (TIA)
FOR THE WAL-MART PROJECT
EL MONTE, CALIFORNIA

METHODOLOGY AND ANALYSIS PARAMETERS

The following documents the requirements and methodology of the Traffic Impact Analysis (TIA) to be prepared for the Wal-Mart Project, El Monte, CA, (hereinafter referred to as Project) as approved by the City of El Monte, Lead Agency.

Project Description:

The Project is to be located on Arden Drive north of Valley Boulevard and will include a 24-hour Wal-Mart supercenter store of approximately 182,429 square feet. The Project will be developed in one phase and the Project Opening Year will be 2016. The Project site plan, prepared by Tait & Associates, is provided as Figure 1.

The Project will be accessed via two fully directional driveways on Arden Drive. The northerly Project driveway on Arden Drive will be aligned with Rose Avenue and is signalized. The southerly Project driveway on Arden Drive will be on the south edge of the site. Access for trucks will be provided via Valley Circle, which extends between Valley Boulevard and the new City Public Works Maintenance Facility located north of the Project site, and which has recently been signalized.

Traffic Impact Analysis (TIA) Methodology:

The Traffic Impact Analysis (TIA) will be prepared in accordance with the traffic impact guidelines of the City of El Monte and the Los Angeles County Metropolitan Transportation Authority (LACMTA) Congestion Management Program (CMP). The CMP identifies an addition of 50 or more peak-hour trips as the threshold for a study intersection. This is the volume which would trigger an increase of 0.02 in intersection Volume-to-Capacity (V/C) ratio, which is the threshold for determination of a significant impact in the City of El Monte (further discussed below). Project trips accessing and departing the site will be shown on the roadway network in the TIA report to exhibit whether the 50-trip threshold is satisfied.

Study Intersections - Based on discussions with the City of El Monte and a review of the Project trip generation and distribution, the following thirty-three (33) intersections and Project driveways were determined to have the potential to receive 50 or more new peak-hour trips as a result of this Project and will be analyzed in the TIA.

1. Valley Boulevard – Arden Drive
2. Valley Boulevard – Valley Circle
3. Arden Drive – Rose Avenue (also future Project driveway)
4. Valley Boulevard – Santa Anita Avenue
5. Valley Boulevard – Tyler Avenue
6. Valley Boulevard – Ramona Boulevard
7. Valley Boulevard – Peck Road
8. Ramona Blvd – Peck Road
9. Valley Boulevard – Gibson Road

10. Valley Boulevard – Baldwin Avenue
11. Valley Boulevard – Temple City Boulevard
12. Valley Boulevard – Rio Hondo Avenue
13. Valley Boulevard – Mission Boulevard
14. Valley Boulevard – Rosemead Boulevard (CMP intersection)
15. Lower Azusa Road – Arden Drive
16. Lower Azusa Road – Arden Way
17. Lower Azusa Road – Santa Anita Avenue
18. Lower Azusa Road – Peck Road
19. Lower Azusa Road – Baldwin Avenue
20. Lower Azusa Road – Temple City Boulevard
21. Lower Azusa Road – Rosemead Boulevard
22. Garvey Avenue – Rosemead Boulevard (CMP intersection)
23. Garvey Avenue – Santa Anita Avenue
24. Garvey Avenue – Peck Road
25. Garvey Avenue – Valley Boulevard
26. Santa Anita Avenue – Ramona Boulevard
27. Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps
28. Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps
29. I-10 Westbound off-ramp at Brockway Street/Granada Avenue
30. Temple City Boulevard – Olney Street/I-10 Westbound Ramps
31. Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps
32. Arden Drive – Southerly Project driveway
33. Valley Circle – Project driveway

Study intersections are shown on Figure 2.

Caltrans' facilities - The Project is not likely to add 150-or more peak-hour trips to any State facilities so CMP analysis on freeways will not be needed. Nevertheless, Existing and future year analyses will be conducted for the I-10 freeway including all the on- and off-ramps from the Temple City Boulevard interchange at I-10 to the Santa Anita Boulevard interchange at I-10 to address any concerns Caltrans may have and in accordance with the Caltrans' *Guide for Preparation of Traffic Impact Studies*, December 2002.

Traffic Counts – The following intersection counts will be collected:

- Weekday - Weekday morning and evening peak-hour traffic counts will be collected at the aforementioned thirty-three (33) study intersections. The peak-hour counts will be collected from 7 am to 9 am (corresponding to the peak of morning traffic) and 4 pm to 6 pm (corresponding to the peak of evening traffic). The highest single hour of traffic flow during each period at each intersection will be used for purposes of analysis.
- Saturday – Saturday midday peak-hour traffic counts will be collected at the aforementioned thirty-three (33) study intersections. The peak-hour counts will be collected from noon to 2 pm (which corresponds to the highest combination of on-street volumes and Project volumes during a Saturday based on 24-hours counts collected in the vicinity). The highest single hour of traffic flow during each period at each intersection will be used for purposes of analysis.

Freeway traffic volumes will be obtained from the Caltrans website. (No new counts will be collected on the freeways. Ramp volumes will be obtained from the ramp terminus intersections listed above.)

Analysis Scenarios - The following scenarios will be studied:

- Existing Traffic Conditions
- Existing With-Project Traffic Conditions
- Opening Year Cumulative No-Project Traffic Conditions
- Opening Year Cumulative With-Project Traffic Conditions
- General Plan (GP) Buildout No-Project Traffic Conditions
- General Plan (GP) Buildout With-Project Traffic Conditions

Analysis Periods – The following analysis periods will be studied:

- Weekday morning peak hour – The peak hour between 7 am and 9 am
- Weekday evening peak hour – The peak hour between 4 pm and 6 pm
- Saturday midday peak hour – The peak hour between noon and 2 pm

Level of Service Methodology and Analysis Parameters – The level-of-service (LOS) analysis to determine traffic conditions will be conducted using the Intersection Capacity Utilization (ICU) methodology for signalized locations and the Highway Capacity Manual (HCM) methodology for unsignalized intersections.

The ICU analysis parameters for signalized intersections include:

- Capacity: 1,600 vehicles/lane for all through and turn lanes
  2,880 total for dual turn lanes
- Clearance: 0.10 of V/C assumed representing 10 seconds of delay for the yellow and all-red signal indication and inherent vehicle delay between cycles with an assumed signal cycle of 100 seconds

For unsignalized intersections, HCM methodology for two-way- STOP-sign control (TWSC) and all-way-STOP-sign control (AWSC) will be used.

Caltrans' ramp intersections, ramps and freeway segments will be analyzed using the HCM methodology, as specified in the Caltrans' *Guide for Preparation of Traffic Impact Studies.*

Thresholds of Significance for Traffic Impacts –

Table 1 shows the study intersections and minimum level of service requirements in accordance with each jurisdiction, as discussed below.

City of El Monte – The City of El Monte General Plan 2011 (*Vision El Monte*), identifies roadway performance standards as follows:

"The City desires to maintain a level of service (LOS) D throughout the City, except that LOS E may occur in the following circumstances:
- Intersections/roadways at, or adjacent to, freeway ramps
- Intersections/roadways on major corridors and transit routes
- Intersections/roadways on truck routes
- Intersections/roadways in or adjacent to commercial districts"

All study intersections are either on major corridors, truck routes, commercial corridors or adjacent to freeway ramps, with the exception of intersections 3) Arden Drive – Rose Avenue (which is an intersection of a Secondary Road and local street) and the driveway intersections of 32) Arden Drive – southerly Project driveway and 33) Village Circle – Project driveway.

To determine whether the addition of Project-generated trips at a signalized study intersection results in a significant impact, the City of El Monte utilizes the following threshold of significance:

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS F (V/C > 1.00) for all intersections on major corridors, truck routes, commercial corridors or adjacent to freeway ramps (in this case, all intersections along Valley Boulevard, Lower Azusa Road, Garvey Avenue, Rosemead Boulevard, Baldwin Avenue, Santa Anita Avenue, Peck Road and at intersections at, or adjacent to freeway ramps (Temple City Boulevard – Olney Street, Baldwin Avenue – Flair Drive, I-10 Westbound off-ramp at Brockway Street/Granada Avenue – see intersection listing in Table 1).

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS E (V/C > 0.90) for all intersections which are <u>not</u> on major corridors, truck routes, commercial corridors or adjacent to freeway ramps (in this case, the intersection of Arden Road – Rose Avenue – see intersection listing on Table 1).

The City of El Monte has not established thresholds of significance for unsignalized intersections. For the purposes of traffic this analysis, the following threshold of significance is utilized:

- A significant impact occurs when a proposed Project increases traffic delay at an unsignalized intersection by two (2) percent or more of capacity, causing or worsening LOS E (control delay > 35 seconds) for those intersections (see intersection listing on Table 1).

City of Temple City

According to the Temple City Planning Manager, Temple City does not have specific requirements for minimum levels of service (LOS) standards at intersections, but does establish minimum LOS's along certain arterials. Along Lower Azusa Boulevard (where study intersections in Temple City are located) Temple City attempts to maintain LOS D (see intersection listing on Table 1). Therefore, for the purposes of this study, at intersections in Temple City:

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection causing the ICU to be LOS E, or degrading a LOS E under No-Project conditions to an LOS F under With-Project conditions.

City of South El Monte and CMP intersections

Per the City of South El Monte Traffic Engineer, South El Monte's goal is to maintain LOS D on its roadways and utilizes the following threshold of significance for intersections where a Project adds 50 or more peak-hour trips, and utilized the following threshold of significance:

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS E (V/C > 1.00) (see intersection listing on Table 1).

City of Rosemead

The City of Rosemead Circulation Element Goal and Policy 1.3 is to" make every effort to provide LOS D operations or better on arterial roadways and collector roadways if a nexus to the project exists", and utilizes the following threshold of significance :

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS E (V/C > 0.90) (see intersection listing on Table 1).

Caltrans' Facilities

As provided in *Guide for Preparation of Traffic Impact Studies,* Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities, including ramp termini intersections, ramps and freeway segments. However, Caltrans acknowledges that this may not always be feasible. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained.

For purposes of this traffic analysis, the following threshold of significance is utilized:

- A significant Project impact occurs at a State Highway study intersection when the addition of Project-generated trips causes the peak hour level of service of the stud- intersection to change from acceptable operation (LOS D or better) to deficient operation (LOS E or F) (See intersection listing on Table 1).

- A significant Project impact occurs at a State Highway study freeway segment if at least 50 Project-generated peak hour trips are added and has the result of creating an unacceptable condition (LOS E or worse) on the freeway segment.

- A significant Project impact occurs at a State Highway ramp with the addition of at least 10 Project-generated peak hour trips when the ramp is operating at an unacceptable condition (meaning ramp queuing exceeds ramp storage capacity).

Congestion Management Program (CMP) intersections

Two intersections (Rosemead Boulevard – Valley Boulevard and Rosemead Boulevard – Garvey Avenue) are on the CMP network. The Los Angeles County Metropolitan Transportation Authority (LACMTA) has established LOS E as the minimum LOS standard for CMP intersections. The following threshold of significance will be used for intersections on the CMP system:

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS F (V/C > 1.00) (see intersection listing on Table 1).

Opening Year (2016) No-Project Traffic – Traffic growth between existing conditions and Opening Year (2016) was obtained from the generalized growth factors for Regional Statistical Area (RSA) 25 provided in the Los Angeles County MTA CMP Generalized Growth Factors (Appendix D-1). The CMP projects an annual growth of just less than 1 percent per year (0.0082 annually) through year 2020. This is calculated by prorating from year 2010 through year 2020 as provided on Exhibit D-1 in Appendix D – *Guidelines for CMP Transportation Impact Analysis* as follows:

Average Annual Growth through interim year (2020):

$$\frac{\text{Growth Factor in 2020} - \text{Growth Factor in 2010}}{\text{Years}} = \frac{1.082-1.000}{10\text{ yrs}} = 0.0082/\text{yr}$$

Total Growth for 4 years, from 2012 (Existing) to 2016 (Project Opening Year):

0.0082/yr * 4 years = 0.0328

Therefore, a growth factor of 1.0328 will be applied to existing (2012) traffic volumes to determine Opening Year Existing-plus-Ambient growth traffic volumes.

In addition, traffic that will be generated by specific cumulative ("related") projects (Projects that have approvals or applications filed with the City of El Monte and adjacent jurisdictions) will be assigned to the study intersections and added to the Existing-plus-Ambient traffic volumes to determine total No-Project (Cumulative) traffic volumes in Project Opening Year (2016) for each analysis period. A list of these "related" projects been obtained from the City of El Monte, and is provided as Table 2. Adjacent jurisdictions were also contacted for a list of "related" projects that could add traffic to study intersections and will be included in the TIA, and these projects are shown on Table 2 as well. It should be noted that this will be a conservative analysis since not all these projects will be occupied by Opening Year (2016).

Horizon Year (2035) No-Project Traffic – The CMP specifies a generalized growth factor of 1.131 for RSA 25 for year 2035 in Exhibit D-1. Growth from existing to Horizon year is calculated as follows:

Average Annual Growth through Horizon Year (2035):

$$\frac{\text{Growth Factor in 2035} - \text{Growth Factor in 2010}}{\text{Years}} = \frac{1.131-1.000}{25\text{ yrs}} = 0.0052/\text{yr}$$

Growth for 23 years, from 2012 to 2035 (Horizon Year):

0.0052/yr *23 years = 0.120

Therefore a growth factor of 1.120 will be applied to existing volumes to determine Existing-plus-Ambient growth traffic volumes in Horizon Year (2035).

In addition, traffic that will be generated by specific cumulative ("related") projects listed in Table 2 will be added to the Existing-plus-Ambient traffic volumes to determine total No-Project (Cumulative) traffic volumes in Horizon Year (2035) for each analysis period. It should be noted that this will be a conservative analysis since cumulative growth considering these specific "related" projects will be higher than the growth projected by the LACMTA CMP for the area.

Project Trip Generation - The estimated number of trips which will be generated by the Project has been determined using average trip generation rates for specific land uses as published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. Pass-by trips generation for each of the land uses have been calculated based on guidelines provided in ITE's *Trip Generation Manual, User's Guide and Handbook*, 9th Edition.

Table 3 shows the Project Trip Generation. As can be seen from Table 3, the Project will generate: 277 net new trips (155 inbound, 122 outbound) during the weekday morning peak hour; 572 net new trips (280 inbound, 292 outbound) during the weekday evening peak hour; and 793 new trips (396 inbound, 396 outbound) during the Saturday midday peak hour. During a typical weekday, the Project will generate 7,595 daily trips, and during a typical weekend day, the Project will generate 9,588 daily trips.

Project Trip Distribution - Project trip distribution has been determined based on 1) the regional daily trip distribution factors published in the 2010 LACMTA CMP for Regional Statistical Area (RSA) 25; 2) the probable market area for this store considering locations of other Wal-Mart stores in the vicinity (there are existing Wal-Mart stores at 1827 Walnut Grove Avenue in Rosemead, 3250 Big Dalton Avenue in Baldwin Park, and 1600 Mountain Avenue in Duarte); and 3) current traffic patterns in the study area. Figure 3 shows the Project trip distribution in the study area. Figure 4 shows the inbound Project trip distribution at study intersections. Figure 5 shows the outbound Project distribution at study intersections.

On-Site Circulation and Access – The Project trip distribution will be refined to reflect access at Project driveways, as well as the effects of pass-by trips. The Project site plan will be reviewed for on-site circulation and access and recommendations will be made, as appropriate, to ensure efficient access to, from and through the site. Special attention will be paid to limiting access to Valley Circle from Valley Boulevard to service and employee trips.

Parking – Parking supply will be reviewed relative to the El Monte municipal code requirements and potential for parking impacts will be reviewed.

Potential Construction Impacts – Preliminary information regarding duration of construction, number and type of trucks to be used during different phases of construction, and number of construction-related employees will be obtained. A qualitative analysis of potential construction-related traffic impacts (truck and construction-employee traffic volumes, truck routes and study intersections to be used for construction-related access, proximity to residences and schools, and issues to be included in the Construction Traffic Management Plan (to be prepared after Project approval)) will be conducted.

Fair-Share Contribution for Mitigation - Project contribution to recommended mitigation measures/transportation improvements will be determined based on the ratio of Project traffic compared to total new traffic added to each impacted facility during the weekday morning and evening and Saturday peak-hour periods. In addition, El Monte's Circulation Element Goal C-1.7 states that if mitigation is required for "regionally significant projects, developers shall pay a fee to help fund a project-specific report."

Transportation Improvements as Mitigation Measures – Following identification of potential traffic impacts and improvements needed to mitigate said impacts, schematic drawings of recommended improvements will be prepared. These conceptual drawings will be superimposed on existing aerials, and will include proposed lane configurations, curb widening, locations of driveways and existing buildings. They will be used to show the potential secondary impacts of each recommended improvement and for presentation purposes at public meetings.

Approved By the City of El Monte

Name: Michelle Marquez-Riley, P.E.
City Engineer
City of El Monte
On:
6-25-13
(Date)

REGISTERED PROFESSIONAL ENGINEER
MICHELLE D. RILEY
No. 72045
CIVIL
STATE OF CALIFORNIA

Name: Minh Thai, Assistant
Economic Development Director
City of El Monte
On:

(Date)

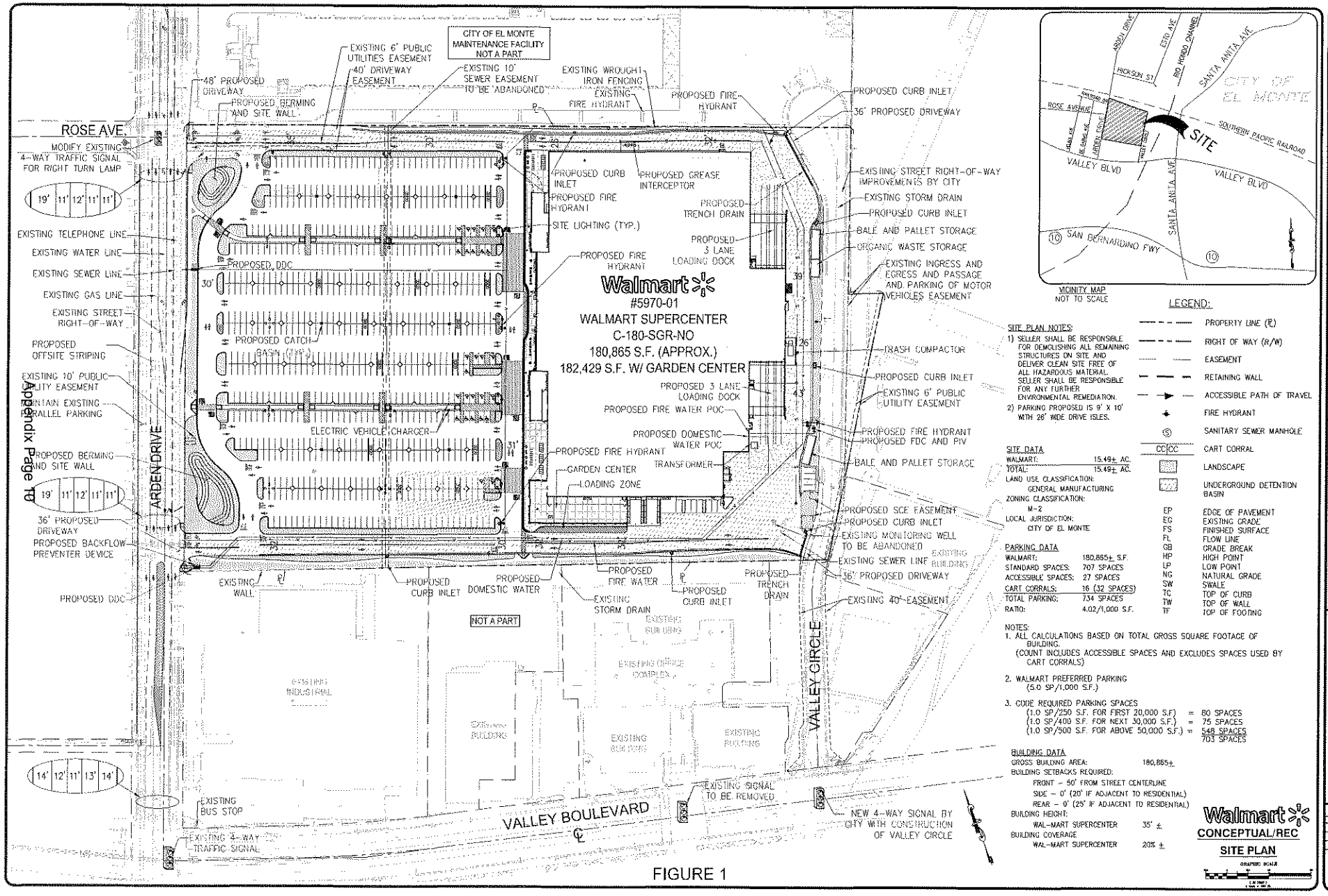
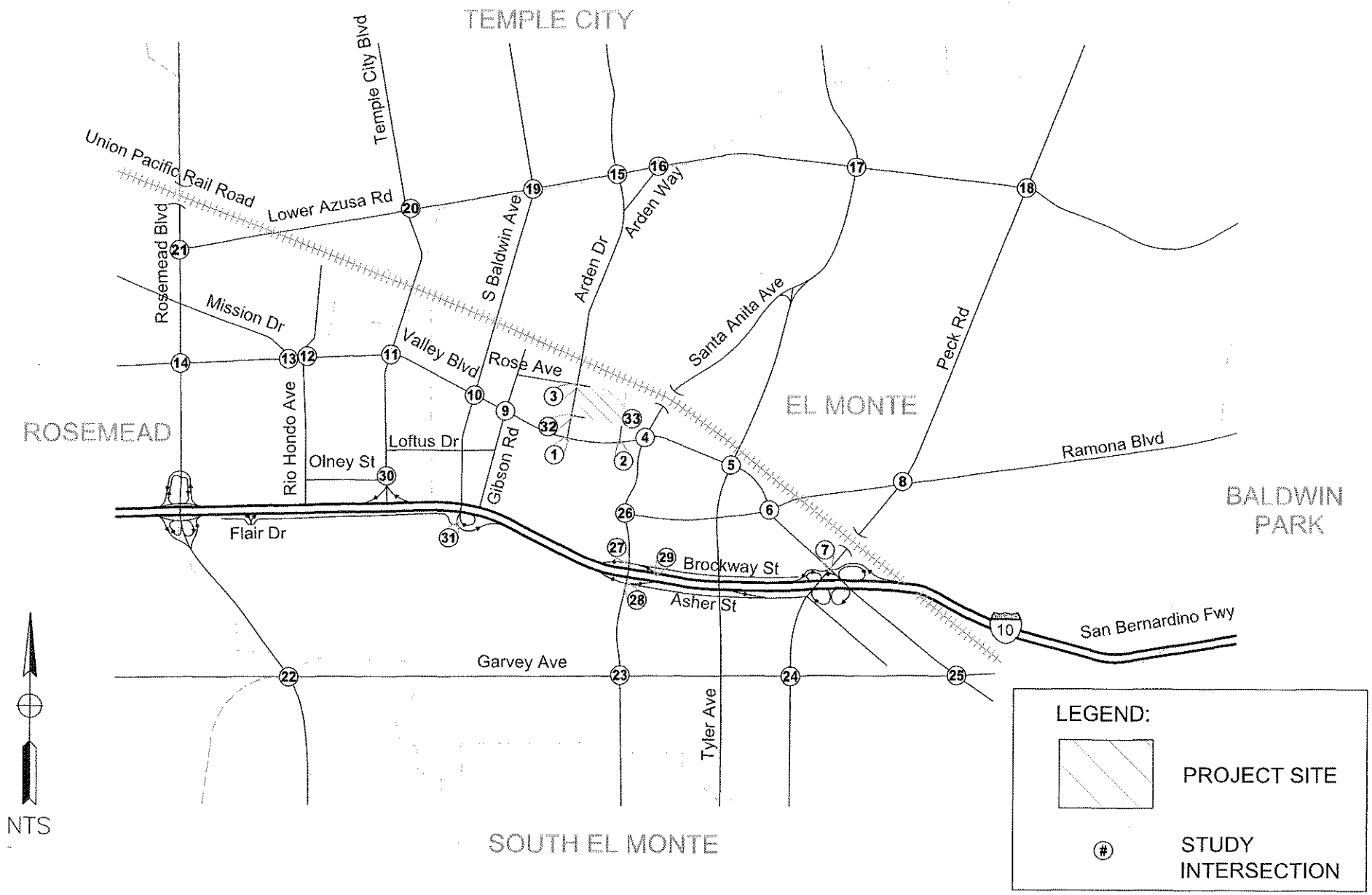

CITY OF EL MONTE MAINTENANCE FACILITY NOT A PART
EXISTING 6' PUBLIC UTILITIES EASEMENT
40' DRIVEWAY EASEMENT
EXISTING 10' SEWER EASEMENT TO BE ABANDONED
EXISTING WROUGHT IRON FENCING
EXISTING FIRE HYDRANT
PROPOSED FIRE HYDRANT
PROPOSED CURB INLET
36' PROPOSED DRIVEWAY
48' PROPOSED DRIVEWAY
PROPOSED BERMING AND SITE WALL
ROSE AVE.
MODIFY EXISTING 4-WAY TRAFFIC SIGNAL FOR RIGHT TURN LAMP
19' 11' 12' 11' 11'
EXISTING TELEPHONE LINE
EXISTING WATER LINE
EXISTING SEWER LINE
EXISTING GAS LINE
EXISTING STREET RIGHT-OF-WAY
PROPOSED OFFSITE STRIPING
EXISTING 10' PUBLIC UTILITY EASEMENT
MAINTAIN EXISTING PARALLEL PARKING
PROPOSED BERMING AND SITE WALL
36' PROPOSED DRIVEWAY
PROPOSED BACKFLOW PREVENTER DEVICE
PROPOSED DDC
GARDEN DRIVE
PROPOSED DDC
30'
PROPOSED CATCH BASIN (TYP.)
ELECTRIC VEHICLE CHARGER
31'
PROPOSED CURB INLET
PROPOSED GREASE INTERCEPTOR
PROPOSED FIRE HYDRANT
SITE LIGHTING (TYP.)
PROPOSED TRENCH DRAIN
PROPOSED 3 LANE LOADING DOCK
PROPOSED FIRE HYDRANT
Walmart
#5970-01
WALMART SUPERCENTER
C-180-SGR-NO
180,865 S.F. (APPROX.)
182,429 S.F. W/ GARDEN CENTER
PROPOSED 3 LANE LOADING DOCK
PROPOSED FIRE WATER POC
PROPOSED DOMESTIC WATER POC
TRANSFORMER
PROPOSED FIRE HYDRANT
GARDEN CENTER
LOADING ZONE
39
26
43
EXISTING STREET RIGHT-OF-WAY IMPROVEMENTS BY CITY
EXISTING STORM DRAIN
PROPOSED CURB INLET
BALE AND PALLET STORAGE
ORGANIC WASTE STORAGE
EXISTING INGRESS AND EGRESS AND PASSAGE AND PARKING OF MOTOR VEHICLES EASEMENT
TRASH COMPACTOR
PROPOSED CURB INLET
EXISTING 6' PUBLIC UTILITY EASEMENT
PROPOSED FIRE HYDRANT
PROPOSED FDC AND PIV
BALE AND PALLET STORAGE
PROPOSED SCE EASEMENT
PROPOSED CURB INLET
EXISTING MONITORING WELL TO BE ABANDONED
EXISTING SEWER LINE
EXISTING BUILDING
36' PROPOSED DRIVEWAY
EXISTING 40' EASEMENT
EXISTING WALL
PROPOSED CURB INLET
PROPOSED DOMESTIC WATER
EXISTING STORM DRAIN
PROPOSED FIRE WATER
PROPOSED CURB INLET
PROPOSED TRENCH DRAIN
NOT A PART
EXISTING BUILDING
EXISTING OFFICE COMPLEX
EXISTING INDUSTRIAL
EXISTING BUILDING
EXISTING BUILDING
EXISTING BUILDING
VALLEY CIRCLE
14' 12' 11' 13' 14'
EXISTING BUS STOP
EXISTING 4-WAY TRAFFIC SIGNAL
VALLEY BOULEVARD
EXISTING SIGNAL TO BE REMOVED
NEW 4-WAY SIGNAL BY CITY WITH CONSTRUCTION OF VALLEY CIRCLE
VICINITY MAP
NOT TO SCALE
ARROW DRIVE
ETTO AVE.
RIO HONDO CHANNEL
SANTA ANITA AVE.
HICKSON ST.
CITY OF EL MONTE
ROSE AVENUE
SOUTHERN PACIFIC RAILROAD
SITE
VALLEY BLVD
VALLEY BLVD
SAN BERNARDINO FWY
10
SITE PLAN NOTES:
1) SELLER SHALL BE RESPONSIBLE FOR DEMOLISHING ALL REMAINING STRUCTURES ON SITE AND DELIVER CLEAN SITE FREE OF ALL HAZARDOUS MATERIAL. SELLER SHALL BE RESPONSIBLE FOR ANY FURTHER ENVIRONMENTAL REMEDIATION.
2) PARKING PROPOSED IS 9' X 10' WITH 26' WIDE DRIVE ISLES.
SITE DATA
WALMART: 15.49± AC.
TOTAL: 15.49± AC.
LAND USE CLASSIFICATION: GENERAL MANUFACTURING
ZONING CLASSIFICATION: M-2
LOCAL JURISDICTION: CITY OF EL MONTE
PARKING DATA
WALMART: 180,865± S.F.
STANDARD SPACES: 707 SPACES
ACCESSIBLE SPACES: 27 SPACES
CART CORRALS: 16 (32 SPACES)
TOTAL PARKING: 734 SPACES
RATIO: 4.02/1,000 S.F.
LEGEND:
PROPERTY LINE (℄)
RIGHT OF WAY (R/W)
EASEMENT
RETAINING WALL
ACCESSIBLE PATH OF TRAVEL
FIRE HYDRANT
SANITARY SEWER MANHOLE
CC CART CORRAL
LANDSCAPE
UNDERGROUND DETENTION BASIN
EP EDGE OF PAVEMENT
EG EXISTING GRADE
FS FINISHED SURFACE
FL FLOW LINE
GB GRADE BREAK
HP HIGH POINT
LP LOW POINT
NG NATURAL GRADE
SW SWALE
TC TOP OF CURB
TW TOP OF WALL
TF TOP OF FOOTING
NOTES:
1. ALL CALCULATIONS BASED ON TOTAL GROSS SQUARE FOOTAGE OF BUILDING. (COUNT INCLUDES ACCESSIBLE SPACES AND EXCLUDES SPACES USED BY CART CORRALS)
2. WALMART PREFERRED PARKING (5.0 SP/1,000 S.F.)
3. CODE REQUIRED PARKING SPACES
(1.0 SP/250 S.F. FOR FIRST 20,000 S.F.) = 80 SPACES
(1.0 SP/400 S.F. FOR NEXT 30,000 S.F.) = 75 SPACES
(1.0 SP/500 S.F. FOR ABOVE 50,000 S.F.) = 548 SPACES
703 SPACES
BUILDING DATA
GROSS BUILDING AREA: 180,865±
BUILDING SETBACKS REQUIRED:
FRONT – 50' FROM STREET CENTERLINE
SIDE – 0' (20' IF ADJACENT TO RESIDENTIAL)
REAR – 0' (25' IF ADJACENT TO RESIDENTIAL)
BUILDING HEIGHT:
WAL-MART SUPERCENTER 35' ±
BUILDING COVERAGE
WAL-MART SUPERCENTER 20% ±
Walmart
CONCEPTUAL/REC
SITE PLAN
GRAPHIC SCALE
SITE PLAN OF WALMART
DEVELOPMENT 1 OF 1
DATE: 04/12/2013
TAIT
WAL-MART #5970-00
EL MONTE, LOS ANGELES COUNTY, CALIFORNIA
WAL-MART STORES, INC.
2001 SE 10th STREET, BENTONVILLE, AR 72716
DRAWN
CHECKED
KM1239A
SHEET
S1
Ver. 9.0
SHEET 1 OF 1

FIGURE 1



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Civil/Transportation Engineers
P.O. Box 4266 Laguna Beach, CA 92652 (949) 497-8127
www.mountainpacificusa.com

STUDY INTERSECTIONS

WAL-MART PROJECT, EL MONTE, CA

FIGURE 2

TABLE 1 - LEVEL OF SERVICE THRESHOLD AND METHODOLOGY TABLE

Location	Intersection	Traffic Control	Jurisdictions	Minimum LOS	LOS Methodology
1	Valley Boulevard – Arden Drive	Signal	El Monte	E	ICU
2	Valley Boulevard – Valley Circle	Signal	El Monte	E	ICU
3	Arden Drive – Rose Avenue (also future Project driveway)	Signal	El Monte	D	ICU
4	Valley Boulevard – Santa Anita Avenue	Signal	El Monte	E	ICU
5	Valley Boulevard – Tyler Avenue	Signal	El Monte	E	ICU
6	Valley Boulevard – Ramona Boulevard	Signal	El Monte	E	ICU
7	Valley Boulevard – Peck Road	Signal	El Monte	E	ICU
8	Ramona Boulevard - Peck Road	Signal	El Monte	E	ICU
9	Valley Boulevard – Gibson Road	Signal	El Monte	E	ICU
10	Valley Boulevard – Baldwin Avenue	Signal	El Monte	E	ICU
11	Valley Boulevard – Temple City Boulevard	Signal	Rosemead	D	ICU
12	Valley Boulevard – Rio Hondo Avenue	Signal	Rosemead	D	ICU
13	Valley Boulevard – Mission Boulevard	Signal	Rosemead	D	ICU
14	Valley Boulevard – Rosemead Boulevard (CMP intersection)	Signal	Rosemead Caltrans CMP	D D E	ICU HCM signalized ICU
15	Lower Azusa Road - Arden Drive	Signal	El Monte Temple City	E D	ICU ICU
16	Lower Azusa Road - Arden Way	Signal	El Monte Temple City	E D	ICU ICU
17	Lower Azusa Road – Santa Anita Avenue	Signal	El Monte	E	ICU
18	Lower Azusa Road – Peck Road	Signal	El Monte	E	ICU
19	Lower Azusa Road – Baldwin Avenue	Signal	El Monte Temple City	E D	ICU ICU
20	Lower Azusa Road - Temple City Boulevard	Signal	Temple City	D	ICU
21	Lower Azusa Road - Rosemead Boulevard	Signal	Rosemead	D	ICU
22	Garvey Avenue – Rosemead Boulevard (CMP intersection)	Signal	South El Monte Caltrans	E D	ICU HCM signalized
23	Garvey Avenue – Santa Anita Avenue	Signal	El Monte	E	ICU
24	Garvey Avenue – Peck Road	Signal	El Monte	E	ICU
25	Garvey Avenue - Valley Boulevard	Signal	El Monte	E	ICU
26	Santa Anita Avenue – Ramona Boulevard	Signal	El Monte	E	ICU
27	Santa Anita Avenue – Brockway Street/I-10 Westbound Ramps	Signal	El Monte Caltrans	E D	ICU HCM signalized
28	Santa Anita Avenue – Asher Street/I-10 Eastbound Ramps	Signal	El Monte Caltrans	E D	ICU HCM signalized
29	I-10 Westbound off-ramp at Brockway Street/Granada Avenue	AWSC-signs	El Monte Caltrans	E D	HCM unsignalized HCM unsignalized
30	Temple City Boulevard – Olney Street/I-10 Westbound	STOP-sign	Rosemead Caltrans	D D	HCM unsignalized HCM unsignalized
31	Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps	STOP-sign	El Monte Caltrans	D D	HCM unsignalized HCM unsignalized
32	Arden Drive – Southerly Project Driveway	STOP-sign	El Monte	D	HCM unsignalized
33	Valley Circle – Project driveway	STOP-sign	El Monte	D	HCM unsignalized

TABLE 2

CUMULATIVE ("RELATED") PROJECTS

El Monte

Residential:

R-1	TTM 71784 – A 62-unit single family residential subdivision at 12417-12467 Denholm Drive
R-2	TTM 71583 – a 23-unit multi-family condominium subdivision at 4610 Peck Road
R-3	69-unit residential development at 4127-4123 Rowland Drive

Commercial:

C-1	DR 07-12 12346 – A 27,280-square foot commercial flex-space building at 12346 Valley Blvd
C-2	DR 01-12 – A 60,000-square foot commercial office building and a 190,000 square foot parking structure at 9235 Whitmore
C-3	93,000 square foot, 133 room Hilton Garden Inn at 9920 Valley Boulevard

Industrial:

I-1	24,400-square feet of light industrial/warehousing facilities at 10525 Valley Boulevard
I-2	502,386-square feet of business park (mixed light industrial, commercial and warehousing) uses on approximately 27 acres at 4097 Temple City Blvd
I-3	24,945- square foor industrial building at 4304 Temple City Boulevard
I-4	96,659- square foor industrial building at 9133 Garvey

Mixed-Use:

M-1	Phase I - 480 apartments/condominiums and 25,000 square feet of retail between I-10 and Valley Blvd and Rio Hondo Channel and Santa Anita Ave El Monte Bus Station Redevelopment

Temple City

Commercial:

C-T1	The Gateway Project - A 75,000-square foot shopping center at Las Tunas Dr and Rosemead Blvd

Arcadia

Residential:

R-A2	11-unit condominium project at 715 S. Old Ranch Road
R-A3	34-unit condominium project at 650 W. Huntington Drive
R-A4	18-unit condominium project at 948-950 Arcadia Avenue

Commercial:

C-A1	9,148 sq.ft. retail at 168 W. Las Tunas
C-A2	30,000 sq.ft. conversion of retail to restaurant at 400 S. Baldwin
C-A3	72,000 sq.ft. medical office building at 289 W. Huntington Dr
C-A4	64,255 sq.ft. medical office with 4,600 sq.ft. restaurant at 161 Colorado Pl/125 W. Huntington Dr
C-A5	62,535 sq.ft. medical office at 301 W. Huntington Dr
C-A6	15,000 sq.ft. restaurant (in existing commercial unit) at 1271 S. Baldwin

Other:

O-A1	24,461 sq. ft. church at 630 W. Live Oak Avenue

Rosemead

Residential:

R-R1	2-single family units at 8929 Emerson Placa (lot subdivision)

Commercial:

C-R1	253-square foot office exansion at San Gabriel County Water District at 8366 Grand Avenue

Other:

O-R1	2,000-square foot Buddhist Temple

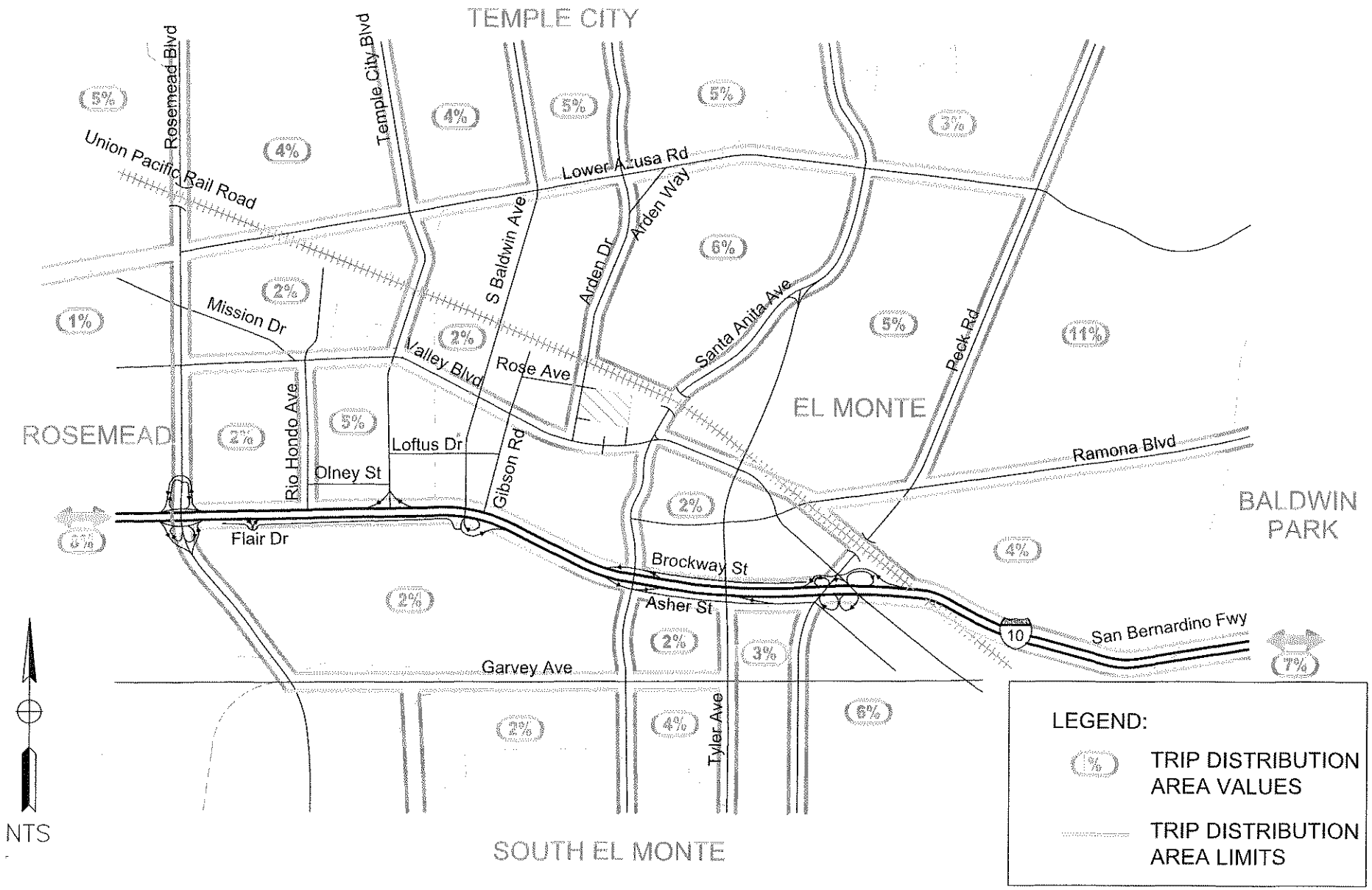
South El Monte

None

TABLE 3
PROJECT TRIP GENERATION
EL MONTE, CA

LANDUSE	SIZE [6]	DAILY	AM PEAK HOUR			PM PEAK HOUR			SATURDAY PEAK HOUR			SATURDAY
			In	Out	Total	In	Out	Total	In	Out	Total	DAILY
Wal-Mart Parcel 1 [1]	182,500	9,262	189	149	338	389	405	794	515	515	1,029	11,693
Gross Project Trips	182,500	9,262	189	149	338	389	405	794	515	515	1,029	11,693
Pass-by - 28% PM peak; 23% Saturday midday peak; 18% AM peak; 18% daily trip reduction for freestanding discount store [2]		(1,667)	(34)	(27)	(61)	(109)	(113)	(222)	(118)	(118)	(237)	(2,105)
Net Total Trips		**7,595**	**155**	**122**	**277**	**280**	**292**	**572**	**396**	**396**	**793**	**9,588**

Note:
(1) *ITE Trip Generation Manual,* 9th Edition, Land Use 813 (Free-Standing Discount Superstore) average rates.
(2) *ITE Trip Generation Guide Manual, 9th Edition, User's Guide and Handbook,* Table 5.2 (Average Pass-By Trip Percentage for Free-Standing Discount SuperStore, Weekday PM Peak Period, 10% less assumed for AM and Daily); and Table 5.4 (Average Pass-By Trip Generation for Free-Standing Discount Store for Saturday Midday Peak Period)



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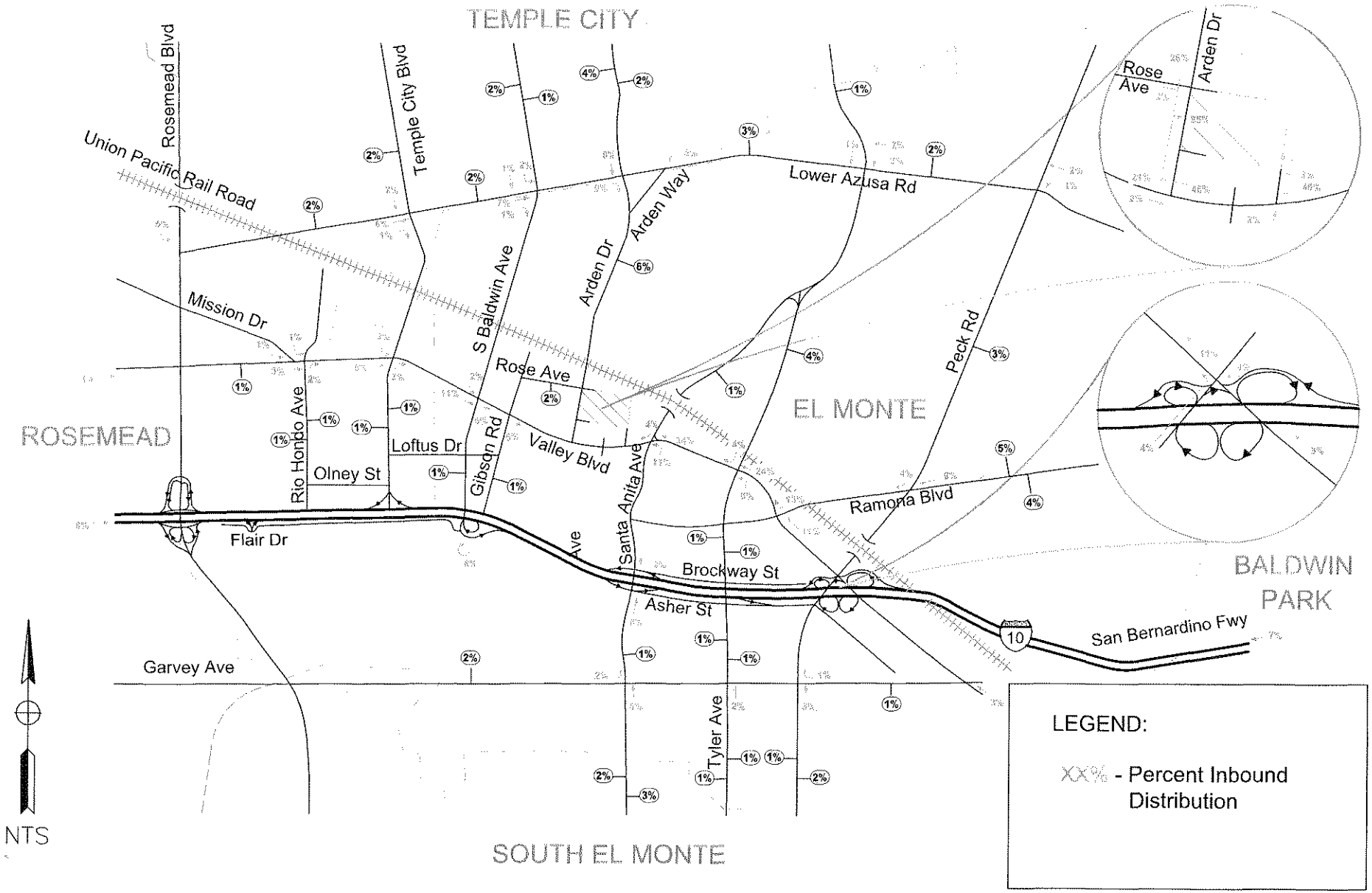
PROJECT TRIP DISTRIBUTION

WAL-MART PROJECT, EL MONTE, CA

FIGURE 3



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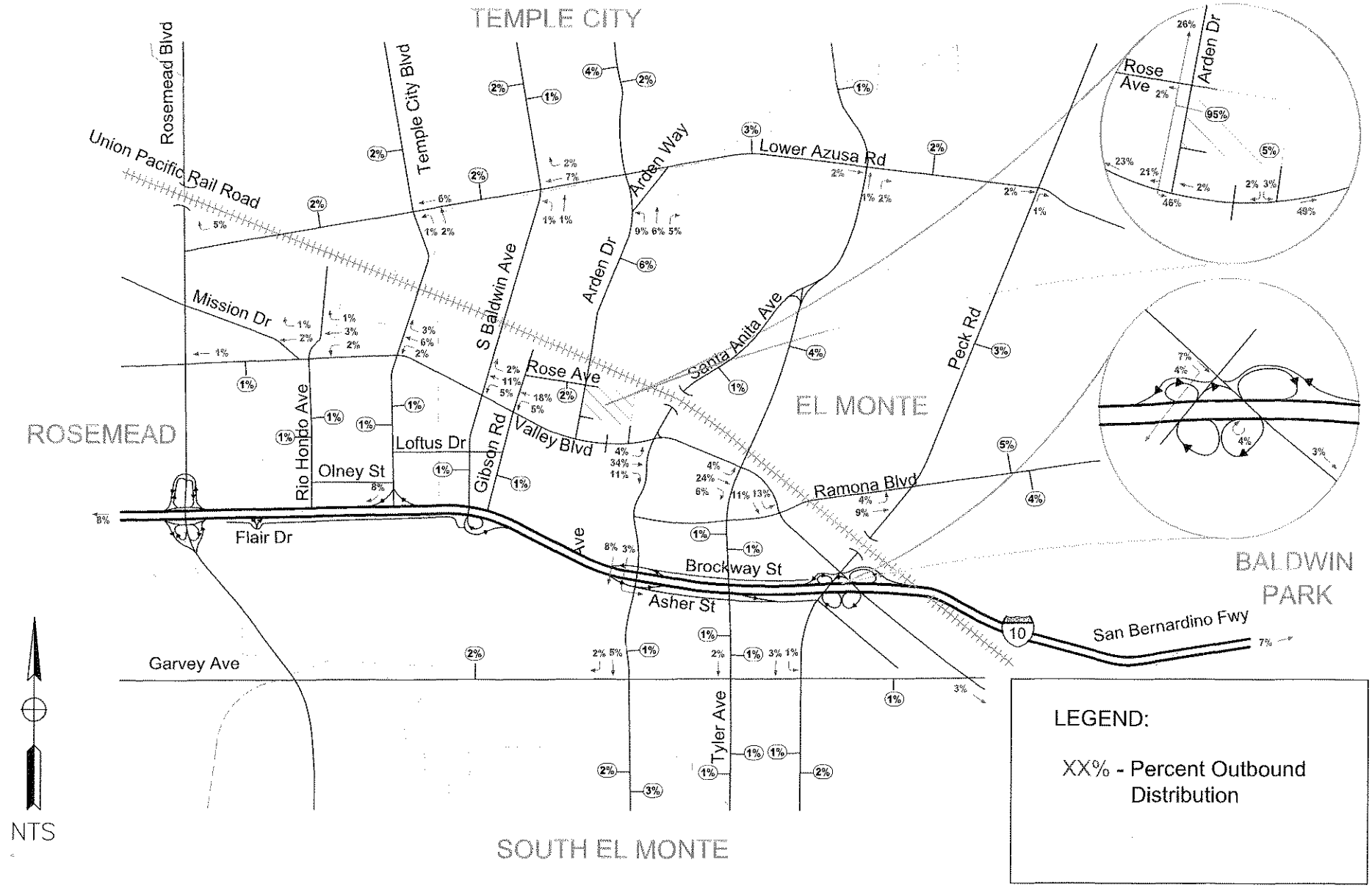
INBOUND PROJECT TRIP DISTRIBUTION

WAL-MART PROJECT, EL MONTE, CA

Figure 4



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OUTBOUND PROJECT TRIP DISTRIBUTION

WAL-MART PROJECT, EL MONTE, CA

Figure 5

APPENDIX B

TRAFFIC COUNT SHEETS

Counts Unlimited Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of El Monte
N/S: Arden Drive
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMARVAAM
Site Code : 00000041
Start Date : 9/12/2012
Page No : 1

Groups Printed- Total Volume

	Arden Drive Southbound				Valley Boulevard Westbound				Private Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	64	0	37	101	0	233	51	284	0	0	0	0	14	82	1	97	482
07:15 AM	79	1	35	115	0	293	57	350	0	0	2	2	22	87	0	109	576
07:30 AM	122	0	40	162	0	331	75	406	0	0	0	0	17	131	0	148	716
07:45 AM	139	0	54	193	0	305	115	420	2	0	1	3	37	158	2	197	813
Total	404	1	166	571	0	1162	298	1460	2	0	3	5	90	458	3	551	2587
08:00 AM	143	0	50	193	0	348	44	392	2	1	1	4	27	174	3	204	793
08:15 AM	109	0	43	152	1	332	56	389	0	0	0	0	19	175	1	195	736
08:30 AM	88	1	39	128	2	284	47	333	1	0	1	2	25	167	2	194	657
08:45 AM	82	1	32	115	7	229	52	288	3	0	5	8	21	158	2	181	592
Total	422	2	164	588	10	1193	199	1402	6	1	7	14	92	674	8	774	2778
Grand Total	826	3	330	1159	10	2355	497	2862	8	1	10	19	182	1132	11	1325	5365
Apprch %	71.3	0.3	28.5		0.3	82.3	17.4		42.1	5.3	52.6		13.7	85.4	0.8		
Total %	15.4	0.1	6.2	21.6	0.2	43.9	9.3	53.3	0.1	0	0.2	0.4	3.4	21.1	0.2	24.7	

	Arden Drive Southbound				Valley Boulevard Westbound				Private Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	122	0	40	162	0	331	75	406	0	0	0	0	17	131	0	148	716
07:45 AM	139	0	**54**	**193**	0	305	**115**	**420**	**2**	0	**1**	3	**37**	158	2	197	**813**
08:00 AM	**143**	0	50	193	0	**348**	44	392	2	**1**	1	**4**	27	174	**3**	**204**	793
08:15 AM	109	0	43	152	**1**	332	56	389	0	0	0	0	19	**175**	1	195	736
Total Volume	513	0	187	700	1	1316	290	1607	4	1	2	7	100	638	6	744	3058
% App. Total	73.3	0	26.7		0.1	81.9	18		57.1	14.3	28.6		13.4	85.8	0.8		
PHF	.897	.000	.866	.907	.250	.945	.630	.957	.500	.250	.500	.438	.676	.911	.500	.912	.940

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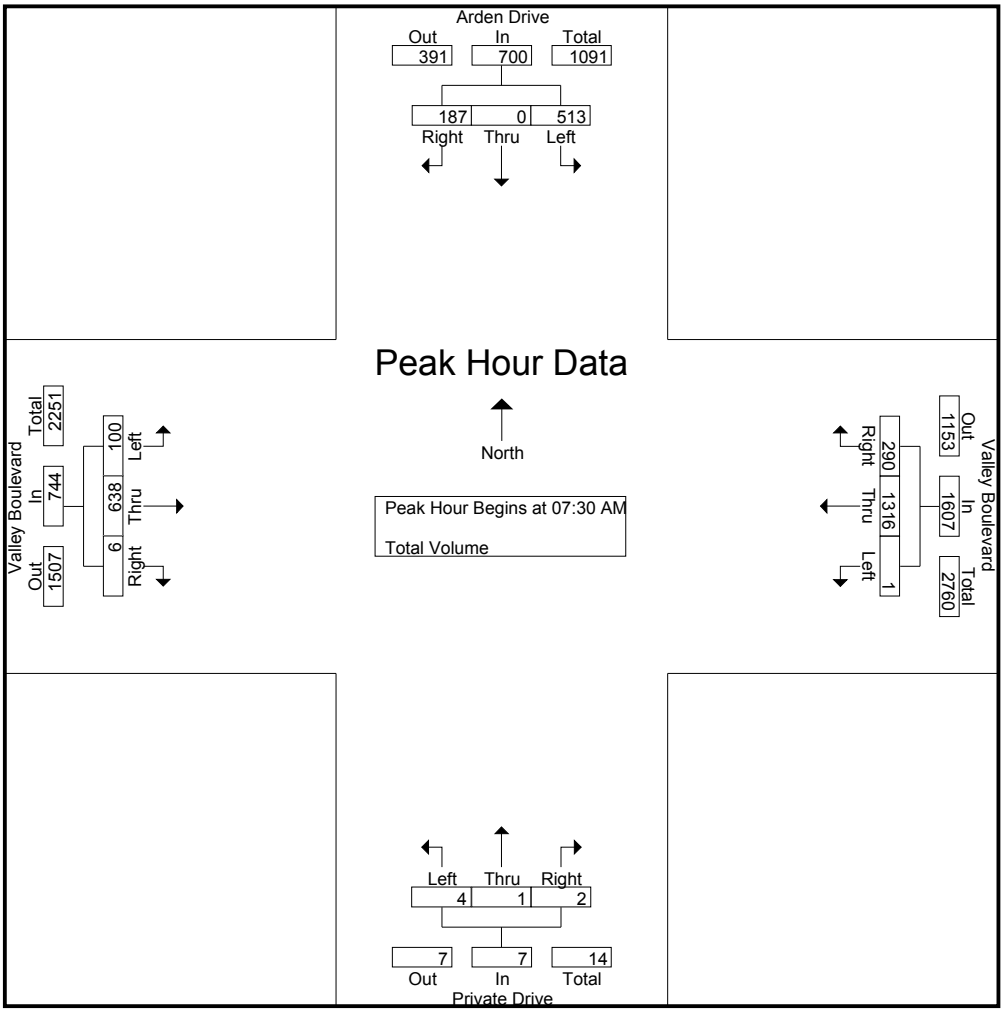
City of El Monte
N/S: Arden Drive
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMARVAAM
Site Code : 00000041
Start Date : 9/12/2012
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				08:00 AM				07:45 AM			
+0 mins.	122	0	40	162	0	331	75	406	2	**1**	1	4	**37**	158	2	197
+15 mins.	139	0	**54**	**193**	0	305	**115**	**420**	0	0	0	0	27	174	**3**	**204**
+30 mins.	**143**	0	50	193	0	**348**	44	392	1	0	1	2	19	**175**	1	195
+45 mins.	109	0	43	152	**1**	332	56	389	**3**	0	**5**	**8**	25	167	2	194
Total Volume	513	0	187	700	1	1316	290	1607	6	1	7	14	108	674	8	790
% App. Total	73.3	0	26.7		0.1	81.9	18		42.9	7.1	50		13.7	85.3	1	
PHF	.897	.000	.866	.907	.250	.945	.630	.957	.500	.250	.350	.438	.730	.963	.667	.968

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City of El Monte
N/S: Arden Drive
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMARVAPM
Site Code : 00000006
Start Date : 9/12/2012
Page No : 1

Groups Printed- Total Volume

	Arden Drive Southbound				Valley Boulevard Westbound				Private Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	55	4	16	75	1	163	52	216	2	1	3	6	24	285	2	311	608
04:15 PM	66	2	14	82	2	171	63	236	3	1	2	6	33	256	4	293	617
04:30 PM	81	1	29	111	2	169	61	232	1	0	0	1	35	280	6	321	665
04:45 PM	73	0	38	111	2	145	73	220	4	2	6	12	32	280	7	319	662
Total	275	7	97	379	7	648	249	904	10	4	11	25	124	1101	19	1244	2552
05:00 PM	86	1	26	113	3	195	49	247	0	1	3	4	42	275	6	323	687
05:15 PM	69	0	31	100	3	185	82	270	4	0	4	8	35	245	6	286	664
05:30 PM	79	4	27	110	3	178	84	265	0	1	3	4	16	265	5	286	665
05:45 PM	62	2	26	90	4	176	95	275	1	0	2	3	22	275	8	305	673
Total	296	7	110	413	13	734	310	1057	5	2	12	19	115	1060	25	1200	2689
Grand Total	571	14	207	792	20	1382	559	1961	15	6	23	44	239	2161	44	2444	5241
Apprch %	72.1	1.8	26.1		1	70.5	28.5		34.1	13.6	52.3		9.8	88.4	1.8		
Total %	10.9	0.3	3.9	15.1	0.4	26.4	10.7	37.4	0.3	0.1	0.4	0.8	4.6	41.2	0.8	46.6	

	Arden Drive Southbound				Valley Boulevard Westbound				Private Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**86**	1	26	**113**	3	**195**	49	247	0	**1**	3	4	**42**	**275**	6	**323**	**687**
05:15 PM	69	0	**31**	100	3	185	82	270	**4**	0	**4**	**8**	35	245	6	286	664
05:30 PM	79	**4**	27	110	3	178	84	265	0	1	3	4	16	265	5	286	665
05:45 PM	62	2	26	90	**4**	176	**95**	**275**	1	0	2	3	22	275	**8**	305	673
Total Volume	296	7	110	413	13	734	310	1057	5	2	12	19	115	1060	25	1200	2689
% App. Total	71.7	1.7	26.6		1.2	69.4	29.3		26.3	10.5	63.2		9.6	88.3	2.1		
PHF	.860	.438	.887	.914	.813	.941	.816	.961	.313	.500	.750	.594	.685	.964	.781	.929	.979

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City of El Monte
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File Name : ELMARVAPM
Site Code : 00000006
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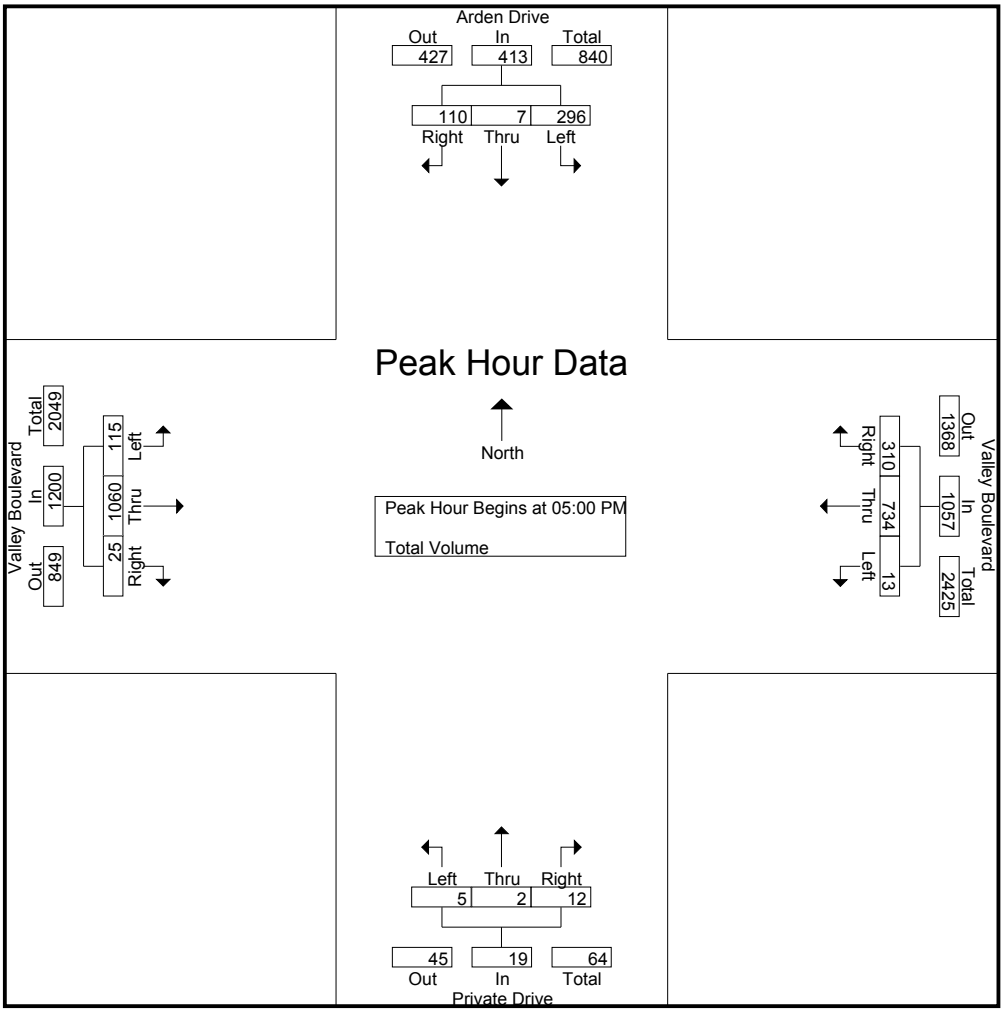
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:45 PM				04:15 PM			
+0 mins.	81	**1**	29	111	3	**195**	49	247	**4**	**2**	**6**	**12**	33	256	4	293
+15 mins.	73	0	**38**	111	3	185	82	270	0	1	3	4	35	**280**	6	321
+30 mins.	**86**	1	26	**113**	3	178	84	265	4	0	4	8	32	280	**7**	319
+45 mins.	69	0	31	100	**4**	176	**95**	**275**	0	1	3	4	**42**	275	6	**323**
Total Volume	309	2	124	435	13	734	310	1057	8	4	16	28	142	1091	23	1256
% App. Total	71	0.5	28.5		1.2	69.4	29.3		28.6	14.3	57.1		11.3	86.9	1.8	
PHF	.898	.500	.816	.962	.813	.941	.816	.961	.500	.500	.667	.583	.845	.974	.821	.972

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City of El Monte
N/S: Arden Drive
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMARVASAT
Site Code : 00000066
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Arden Drive Southbound				Valley Boulevard Westbound				Private Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	58	0	21	79	4	189	41	234	8	1	2	11	34	175	6	215	539
12:15 PM	60	3	22	85	5	157	43	205	12	2	1	15	23	180	7	210	515
12:30 PM	45	3	23	71	3	157	38	198	6	0	0	6	26	172	2	200	475
12:45 PM	41	0	31	72	3	172	28	203	3	1	3	7	34	139	7	180	462
Total	204	6	97	307	15	675	150	840	29	4	6	39	117	666	22	805	1991
01:00 PM	51	0	22	73	2	169	37	208	6	1	0	7	29	158	3	190	478
01:15 PM	56	1	20	77	1	156	39	196	6	1	3	10	37	146	5	188	471
01:30 PM	48	2	23	73	3	164	35	202	3	1	3	7	29	158	6	193	475
01:45 PM	38	0	35	73	1	159	49	209	3	0	0	3	25	182	5	212	497
Total	193	3	100	296	7	648	160	815	18	3	6	27	120	644	19	783	1921
Grand Total	397	9	197	603	22	1323	310	1655	47	7	12	66	237	1310	41	1588	3912
Apprch %	65.8	1.5	32.7		1.3	79.9	18.7		71.2	10.6	18.2		14.9	82.5	2.6		
Total %	10.1	0.2	5	15.4	0.6	33.8	7.9	42.3	1.2	0.2	0.3	1.7	6.1	33.5	1	40.6	

	Arden Drive Southbound				Valley Boulevard Westbound				Private Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	58	0	21	79	4	**189**	41	**234**	8	1	2	11	**34**	175	6	**215**	**539**
12:15 PM	**60**	**3**	22	**85**	**5**	157	**43**	205	**12**	**2**	1	**15**	23	**180**	**7**	210	515
12:30 PM	45	3	23	71	3	157	38	198	6	0	0	6	26	172	2	200	475
12:45 PM	41	0	**31**	72	3	172	28	203	3	1	**3**	7	34	139	7	180	462
Total Volume	204	6	97	307	15	675	150	840	29	4	6	39	117	666	22	805	1991
% App. Total	66.4	2	31.6		1.8	80.4	17.9		74.4	10.3	15.4		14.5	82.7	2.7		
PHF	.850	.500	.782	.903	.750	.893	.872	.897	.604	.500	.500	.650	.860	.925	.786	.936	.923

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City of El Monte
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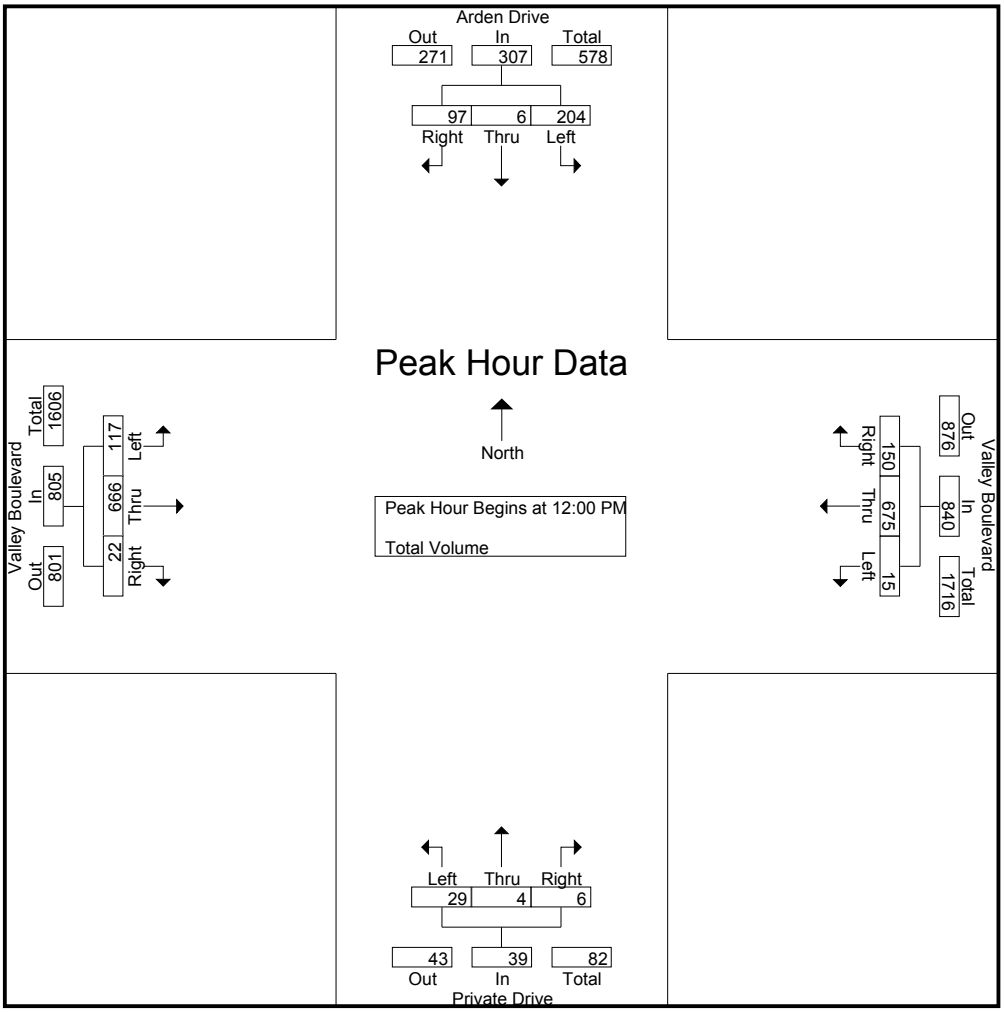
Weather: Sunny

File Name : ELMARVASAT
Site Code : 00000066
Start Date : 9/15/2012
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:00 PM				12:00 PM				12:00 PM			
+0 mins.	58	0	21	79	4	**189**	41	**234**	8	1	2	11	**34**	175	6	**215**
+15 mins.	**60**	**3**	22	**85**	**5**	157	**43**	205	**12**	**2**	1	**15**	23	**180**	**7**	210
+30 mins.	45	3	23	71	3	157	38	198	6	0	0	6	26	172	2	200
+45 mins.	41	0	**31**	72	3	172	28	203	3	1	**3**	7	34	139	7	180
Total Volume	204	6	97	307	15	675	150	840	29	4	6	39	117	666	22	805
% App. Total	66.4	2	31.6		1.8	80.4	17.9		74.4	10.3	15.4		14.5	82.7	2.7	
PHF	.850	.500	.782	.903	.750	.893	.872	.897	.604	.500	.500	.650	.860	.925	.786	.936

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City of El Monte
N/S: Valley Circle
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMDWVAAM
Site Code : 00000043
Start Date : 4/23/2013
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Vehicles

	Valley Circle Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	1	0	1	261	1	262	1	134	135	398
07:15 AM	1	2	3	285	4	289	2	180	182	474
07:30 AM	0	0	0	371	3	374	0	250	250	624
07:45 AM	0	0	0	400	2	402	0	270	270	672
Total	2	2	4	1317	10	1327	3	834	837	2168
08:00 AM	0	0	0	379	7	386	0	314	314	700
08:15 AM	1	0	1	365	2	367	0	230	230	598
08:30 AM	0	0	0	351	8	359	1	230	231	590
08:45 AM	0	0	0	337	4	341	1	211	212	553
Total	1	0	1	1432	21	1453	2	985	987	2441
Grand Total	3	2	5	2749	31	2780	5	1819	1824	4609
Apprch %	60	40		98.9	1.1		0.3	99.7		
Total %	0.1	0	0.1	59.6	0.7	60.3	0.1	39.5	39.6	
Passenger Vehicles	1	2	3	2652	25	2677	4	1747	1751	4431
% Passenger Vehicles	33.3	100	60	96.5	80.6	96.3	80	96	96	96.1
Large 2 Axle Vehicles	1	0	1	86	5	91	0	64	64	156
% Large 2 Axle Vehicles	33.3	0	20	3.1	16.1	3.3	0	3.5	3.5	3.4
3 Axle Vehicles	0	0	0	1	0	1	0	5	5	6
% 3 Axle Vehicles	0	0	0	0	0	0	0	0.3	0.3	0.1
4+ Axle Vehicles	1	0	1	10	1	11	1	3	4	16
% 4+ Axle Vehicles	33.3	0	20	0.4	3.2	0.4	20	0.2	0.2	0.3

	Valley Circle Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	371	3	374	0	250	250	624
07:45 AM	0	0	0	**400**	2	**402**	0	270	270	672
08:00 AM	0	0	0	379	**7**	386	0	**314**	**314**	**700**
08:15 AM	**1**	0	**1**	365	2	367	0	230	230	598
Total Volume	1	0	1	1515	14	1529	0	1064	1064	2594
% App. Total	100	0		99.1	0.9		0	100		
PHF	.250	.000	.250	.947	.500	.951	.000	.847	.847	.926

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City of El Monte
N/S: Valley Circle
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMDWVAAM
Site Code : 00000043
Start Date : 4/23/2013
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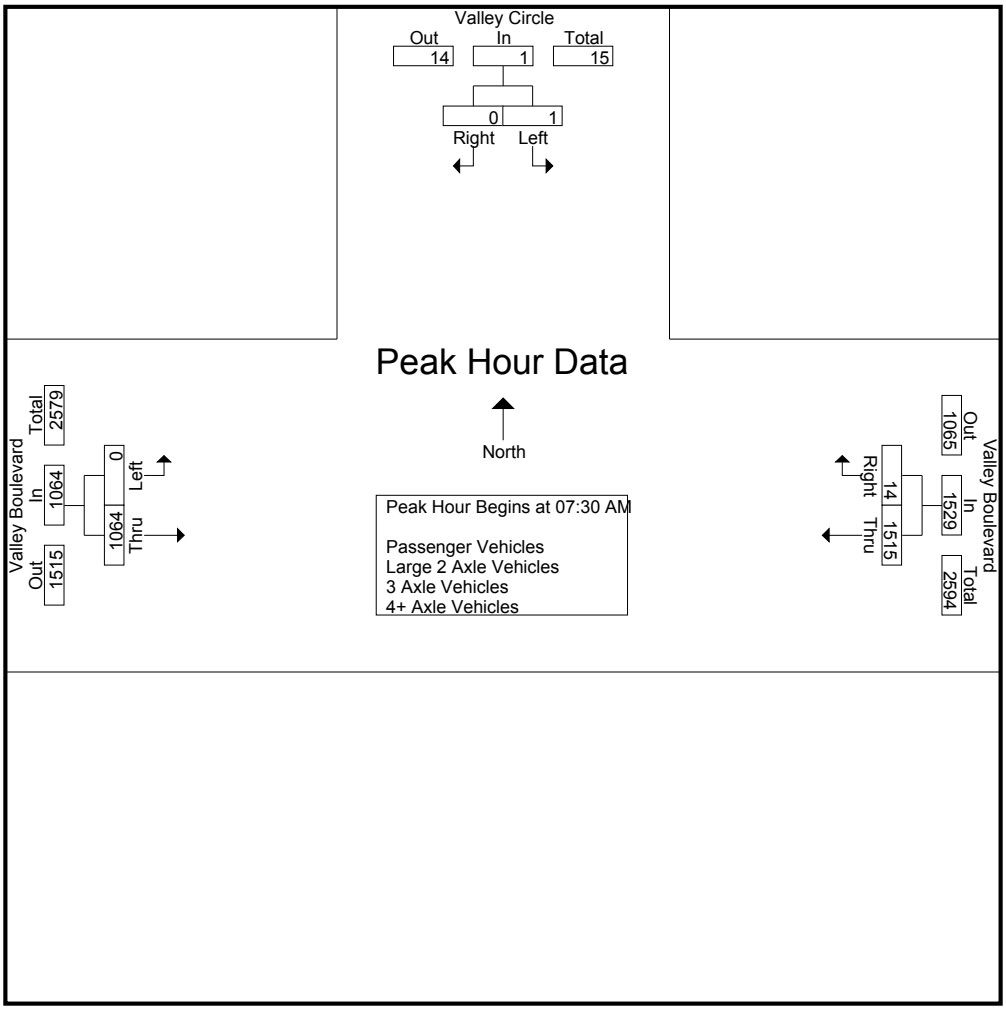

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:30 AM			07:30 AM		
+0 mins.	**1**	0	1	371	3	374	0	250	250
+15 mins.	1	**2**	**3**	**400**	2	**402**	0	270	270
+30 mins.	0	0	0	379	**7**	386	0	**314**	**314**
+45 mins.	0	0	0	365	2	367	0	230	230
Total Volume	2	2	4	1515	14	1529	0	1064	1064
% App. Total	50	50		99.1	0.9		0	100	
PHF	.500	.250	.333	.947	.500	.951	.000	.847	.847

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City of El Monte
N/S: Driveway
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMDWVAPM
Site Code : 00000043
Start Date : 4/23/2013
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Vehicles

	Valley Circle Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	2	1	3	246	2	248	2	317	319	570
04:15 PM	3	0	3	249	1	250	0	334	334	587
04:30 PM	3	2	5	277	2	279	2	333	335	619
04:45 PM	0	2	2	259	2	261	0	384	384	647
Total	8	5	13	1031	7	1038	4	1368	1372	2423
05:00 PM	0	0	0	280	2	282	0	409	409	691
05:15 PM	2	0	2	267	0	267	0	372	372	641
05:30 PM	0	0	0	292	0	292	0	366	366	658
05:45 PM	3	1	4	325	8	333	1	322	323	660
Total	5	1	6	1164	10	1174	1	1469	1470	2650
Grand Total	13	6	19	2195	17	2212	5	2837	2842	5073
Apprch %	68.4	31.6		99.2	0.8		0.2	99.8		
Total %	0.3	0.1	0.4	43.3	0.3	43.6	0.1	55.9	56	
Passenger Vehicles	12	3	15	2132	16	2148	2	2784	2786	4949
% Passenger Vehicles	92.3	50	78.9	97.1	94.1	97.1	40	98.1	98	97.6
Large 2 Axle Vehicles	0	1	1	59	0	59	1	41	42	102
% Large 2 Axle Vehicles	0	16.7	5.3	2.7	0	2.7	20	1.4	1.5	2
3 Axle Vehicles	0	0	0	0	0	0	0	6	6	6
% 3 Axle Vehicles	0	0	0	0	0	0	0	0.2	0.2	0.1
4+ Axle Vehicles	1	2	3	4	1	5	2	6	8	16
% 4+ Axle Vehicles	7.7	33.3	15.8	0.2	5.9	0.2	40	0.2	0.3	0.3

	Valley Circle Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	280	2	282	0	**409**	**409**	**691**
05:15 PM	2	0	2	267	0	267	0	372	372	641
05:30 PM	0	0	0	292	0	292	0	366	366	658
05:45 PM	**3**	**1**	**4**	**325**	**8**	**333**	**1**	322	323	660
Total Volume	5	1	6	1164	10	1174	1	1469	1470	2650
% App. Total	83.3	16.7		99.1	0.9		0.1	99.9		
PHF	.417	.250	.375	.895	.313	.881	.250	.898	.899	.959

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City of El Monte
N/S: Valley Circle
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMDWVASAT
Site Code : 00000043
Start Date : 4/27/2013
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Vehicles

	Valley Circle Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
12:00 PM	0	0	0	190	0	190	0	199	199	389
12:15 PM	0	0	0	204	0	204	0	186	186	390
12:30 PM	0	0	0	233	0	233	0	187	187	420
12:45 PM	0	0	0	227	0	227	0	161	161	388
Total	0	0	0	854	0	854	0	733	733	1587
01:00 PM	0	0	0	180	0	180	0	209	209	389
01:15 PM	0	0	0	189	1	190	0	208	208	398
01:30 PM	0	0	0	247	0	247	0	193	193	440
01:45 PM	0	0	0	209	0	209	0	179	179	388
Total	0	0	0	825	1	826	0	789	789	1615
Grand Total	0	0	0	1679	1	1680	0	1522	1522	3202
Apprch %	0	0		99.9	0.1		0	100		
Total %	0	0	0	52.4	0	52.5	0	47.5	47.5	
Passenger Vehicles	0	0	0	1659	0	1659	0	1505	1505	3164
% Passenger Vehicles	0	0	0	98.8	0	98.8	0	98.9	98.9	98.8
Large 2 Axle Vehicles	0	0	0	17	1	18	0	17	17	35
% Large 2 Axle Vehicles	0	0	0	1	100	1.1	0	1.1	1.1	1.1
3 Axle Vehicles	0	0	0	1	0	1	0	0	0	1
% 3 Axle Vehicles	0	0	0	0.1	0	0.1	0	0	0	0
4+ Axle Vehicles	0	0	0	2	0	2	0	0	0	2
% 4+ Axle Vehicles	0	0	0	0.1	0	0.1	0	0	0	0.1

	Valley Circle Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:45 PM										
12:45 PM	0	0	0	227	0	227	0	161	161	388
01:00 PM	0	0	0	180	0	180	0	**209**	**209**	389
01:15 PM	0	0	0	189	**1**	190	0	208	208	398
01:30 PM	0	0	0	**247**	0	**247**	0	193	193	**440**
Total Volume	0	0	0	843	1	844	0	771	771	1615
% App. Total	0	0		99.9	0.1		0	100		
PHF	.000	.000	.000	.853	.250	.854	.000	.922	.922	.918

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Site Code : 00000043
Start Date : 4/27/2013
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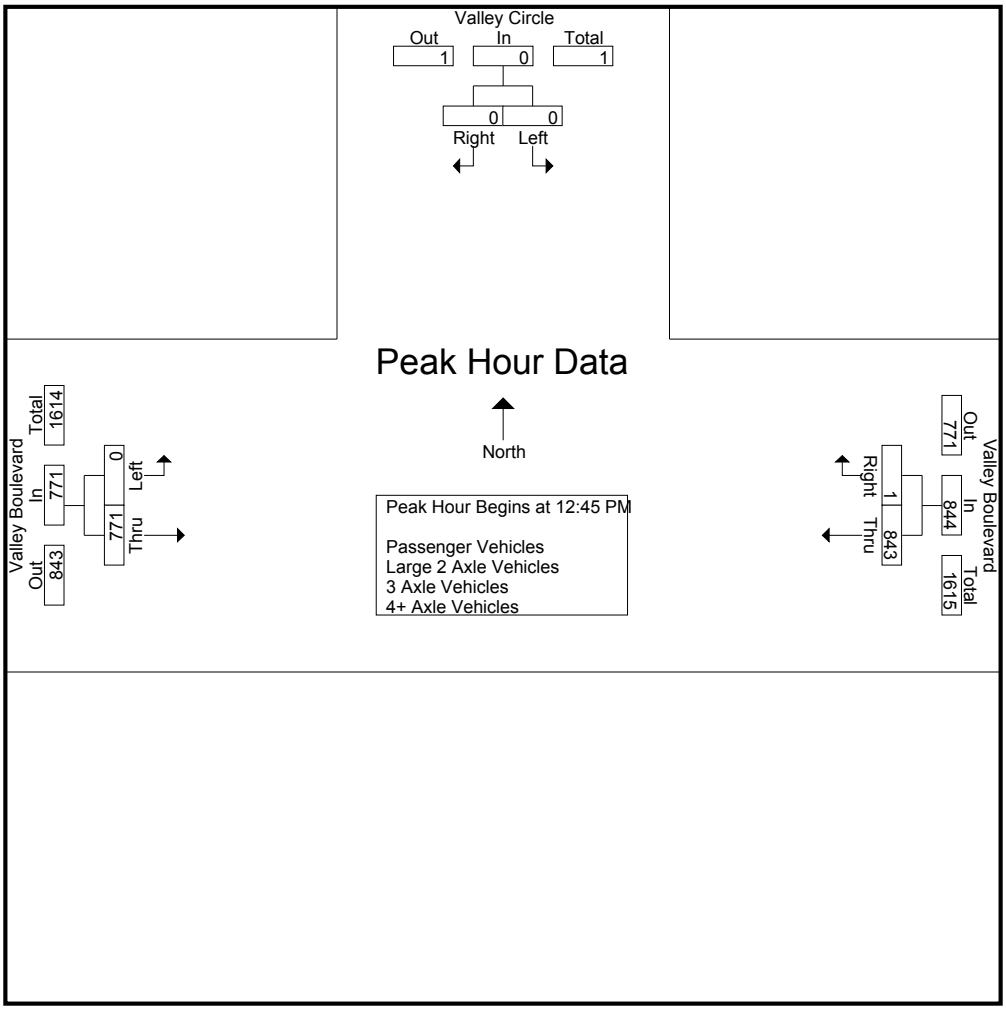

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM			12:00 PM			01:00 PM		
+0 mins.	0	0	0	190	0	190	0	**209**	**209**
+15 mins.	0	0	0	204	0	204	0	208	208
+30 mins.	0	0	0	**233**	0	**233**	0	193	193
+45 mins.	0	0	0	227	0	227	0	179	179
Total Volume	0	0	0	854	0	854	0	789	789
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.916	.000	.916	.000	.944	.944

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City of El Monte
N/S: Arden Drive
E/W: Rose Avenue
Weather: Sunny

File Name : ELMARROAM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Arden Drive Southbound			Arden Drive Northbound			Rose Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	99	6	105	3	59	62	11	9	20	187
07:15 AM	122	22	144	6	76	82	16	10	26	252
07:30 AM	141	47	188	2	100	102	36	18	54	344
07:45 AM	157	52	209	10	139	149	26	22	48	406
Total	519	127	646	21	374	395	89	59	148	1189
08:00 AM	156	15	171	3	71	74	12	31	43	288
08:15 AM	126	19	145	2	66	68	16	13	29	242
08:30 AM	114	12	126	3	70	73	8	10	18	217
08:45 AM	102	11	113	2	66	68	4	13	17	198
Total	498	57	555	10	273	283	40	67	107	945
Grand Total	1017	184	1201	31	647	678	129	126	255	2134
Apprch %	84.7	15.3		4.6	95.4		50.6	49.4		
Total %	47.7	8.6	56.3	1.5	30.3	31.8	6	5.9	11.9	

	Arden Drive Southbound			Arden Drive Northbound			Rose Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	122	22	144	6	76	82	16	10	26	252
07:30 AM	141	47	188	2	100	102	**36**	18	**54**	344
07:45 AM	**157**	**52**	**209**	**10**	**139**	**149**	26	22	48	**406**
08:00 AM	156	15	171	3	71	74	12	**31**	43	288
Total Volume	576	136	712	21	386	407	90	81	171	1290
% App. Total	80.9	19.1		5.2	94.8		52.6	47.4		
PHF	.917	.654	.852	.525	.694	.683	.625	.653	.792	.794

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Site Code : 00000014
Start Date : 9/13/2012
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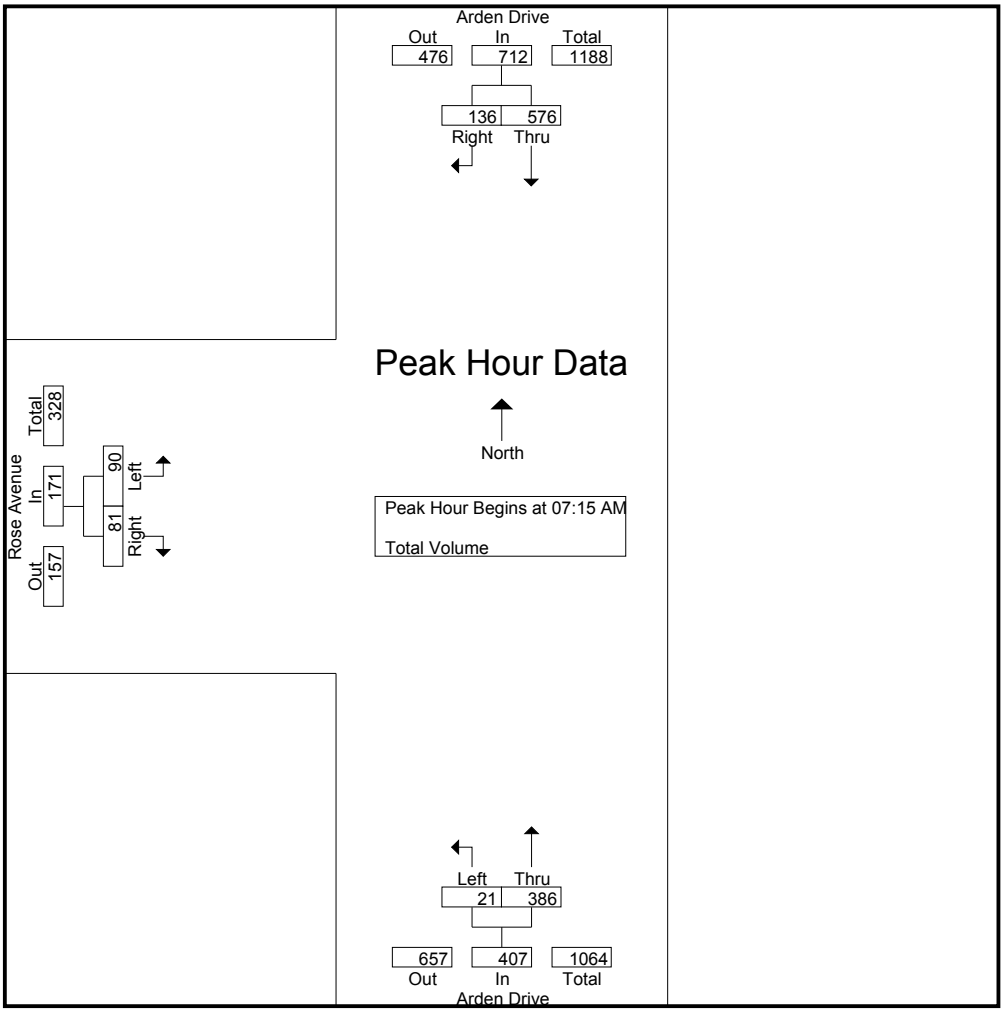

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			07:30 AM		
+0 mins.	141	47	188	6	76	82	**36**	18	**54**
+15 mins.	**157**	**52**	**209**	2	100	102	26	22	48
+30 mins.	156	15	171	**10**	**139**	**149**	12	**31**	43
+45 mins.	126	19	145	3	71	74	16	13	29
Total Volume	580	133	713	21	386	407	90	84	174
% App. Total	81.3	18.7		5.2	94.8		51.7	48.3	
PHF	.924	.639	.853	.525	.694	.683	.625	.677	.806

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City of El Monte
N/S: Arden Drive
E/W: Rose Avenue
Weather: Sunny

File Name : ELMARROPM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Arden Drive Southbound			Arden Drive Northbound			Rose Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	53	15	68	27	50	77	12	14	26	171
04:15 PM	52	17	69	28	52	80	10	20	30	179
04:30 PM	88	7	95	2	94	96	26	23	49	240
04:45 PM	99	7	106	1	114	115	18	10	28	249
Total	292	46	338	58	310	368	66	67	133	839
05:00 PM	102	16	118	0	102	102	25	13	38	258
05:15 PM	87	4	91	0	113	113	31	6	37	241
05:30 PM	91	15	106	0	100	100	39	20	59	265
05:45 PM	87	6	93	2	118	120	32	14	46	259
Total	367	41	408	2	433	435	127	53	180	1023
Grand Total	659	87	746	60	743	803	193	120	313	1862
Apprch %	88.3	11.7		7.5	92.5		61.7	38.3		
Total %	35.4	4.7	40.1	3.2	39.9	43.1	10.4	6.4	16.8	

	Arden Drive Southbound			Arden Drive Northbound			Rose Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	**102**	**16**	**118**	0	102	102	25	13	38	258
05:15 PM	87	4	91	0	113	113	31	6	37	241
05:30 PM	91	15	106	0	100	100	**39**	**20**	**59**	**265**
05:45 PM	87	6	93	**2**	**118**	**120**	32	14	46	259
Total Volume	367	41	408	2	433	435	127	53	180	1023
% App. Total	90	10		0.5	99.5		70.6	29.4		
PHF	.900	.641	.864	.250	.917	.906	.814	.663	.763	.965

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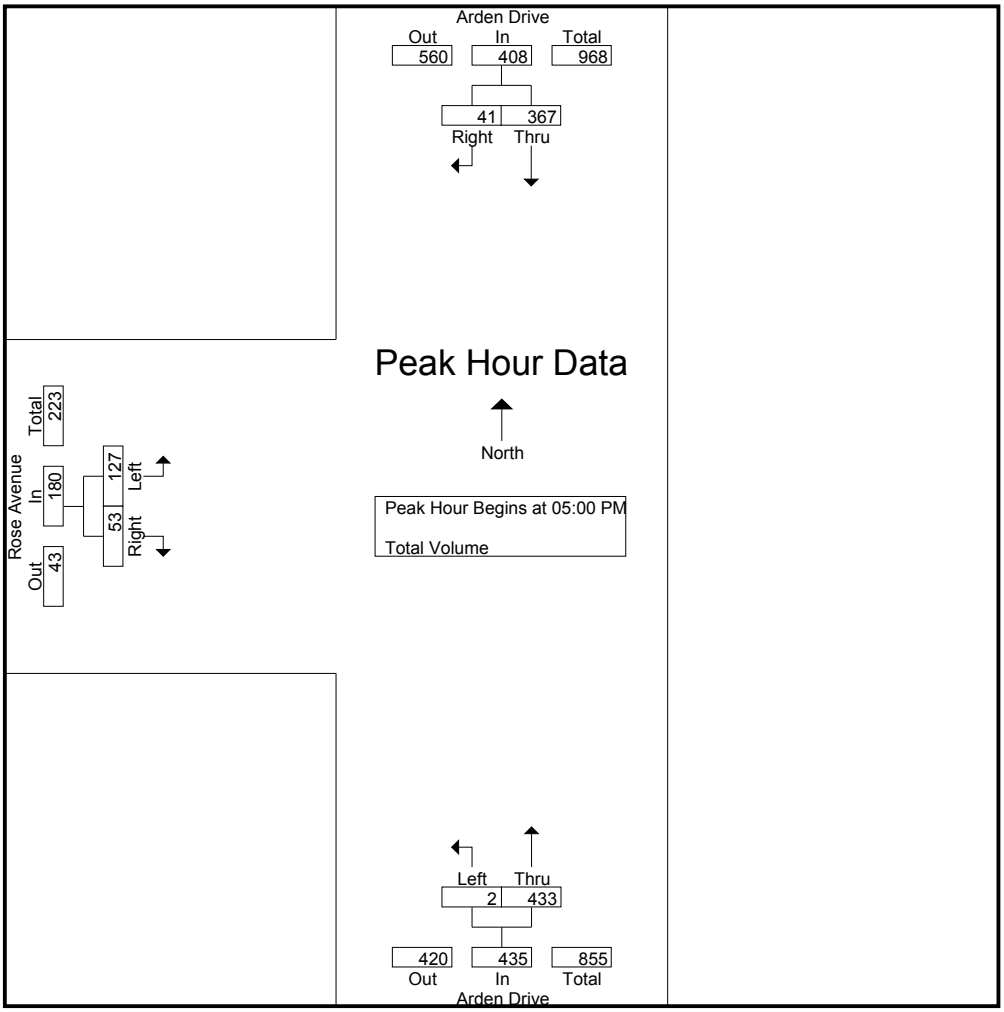
File Name : ELMARROPM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			05:00 PM			05:00 PM		
+0 mins.	99	7	106	0	102	102	25	13	38
+15 mins.	**102**	**16**	**118**	0	113	113	31	6	37
+30 mins.	87	4	91	0	100	100	**39**	**20**	**59**
+45 mins.	91	15	106	**2**	**118**	**120**	32	14	46
Total Volume	379	42	421	2	433	435	127	53	180
% App. Total	90	10		0.5	99.5		70.6	29.4	
PHF	.929	.656	.892	.250	.917	.906	.814	.663	.763

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City of El Monte
N/S: Arden Drive
E/W: Rose Avenue
Weather: Sunny

File Name : ELMARROSAT
Site Code : 00000035
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Arden Drive Southbound			Arden Drive Northbound			Rose Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
12:00 PM	64	4	68	1	76	77	8	13	21	166
12:15 PM	67	3	70	2	70	72	7	7	14	156
12:30 PM	66	7	73	1	66	67	8	6	14	154
12:45 PM	69	7	76	0	61	61	6	6	12	149
Total	266	21	287	4	273	277	29	32	61	625
01:00 PM	51	4	55	0	67	67	7	10	17	139
01:15 PM	59	9	68	2	71	73	8	16	24	165
01:30 PM	58	3	61	2	60	62	7	9	16	139
01:45 PM	69	6	75	2	67	69	9	4	13	157
Total	237	22	259	6	265	271	31	39	70	600
Grand Total	503	43	546	10	538	548	60	71	131	1225
Apprch %	92.1	7.9		1.8	98.2		45.8	54.2		
Total %	41.1	3.5	44.6	0.8	43.9	44.7	4.9	5.8	10.7	

	Arden Drive Southbound			Arden Drive Northbound			Rose Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	64	4	68	1	**76**	**77**	**8**	**13**	**21**	**166**
12:15 PM	67	3	70	**2**	70	72	7	7	14	156
12:30 PM	66	**7**	73	1	66	67	8	6	14	154
12:45 PM	**69**	7	**76**	0	61	61	6	6	12	149
Total Volume	266	21	287	4	273	277	29	32	61	625
% App. Total	92.7	7.3		1.4	98.6		47.5	52.5		
PHF	.964	.750	.944	.500	.898	.899	.906	.615	.726	.941

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City of El Monte
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Site Code : 00000035
Start Date : 9/15/2012
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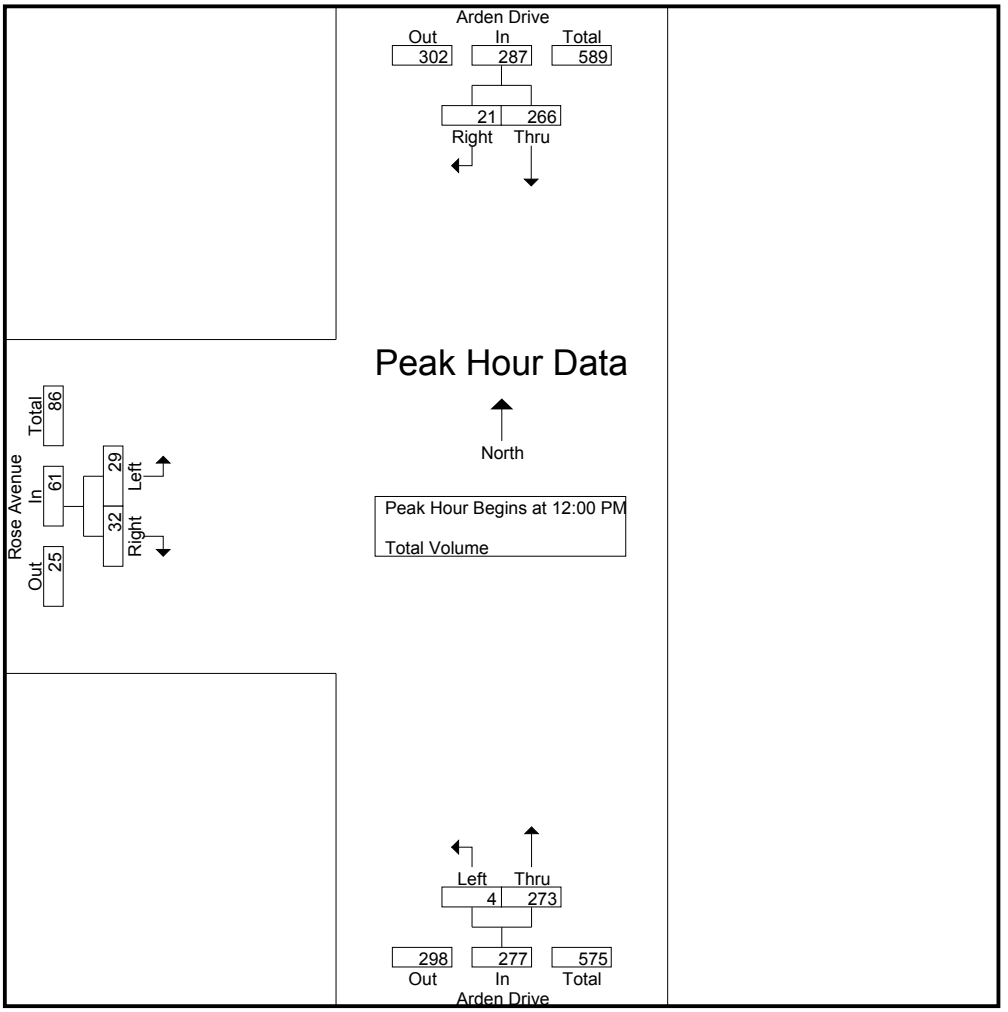

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM			12:00 PM			01:00 PM		
+0 mins.	64	4	68	1	**76**	**77**	7	10	17
+15 mins.	67	3	70	**2**	70	72	8	**16**	**24**
+30 mins.	66	**7**	73	1	66	67	7	9	16
+45 mins.	**69**	7	**76**	0	61	61	**9**	4	13
Total Volume	266	21	287	4	273	277	31	39	70
% App. Total	92.7	7.3		1.4	98.6		44.3	55.7	
PHF	.964	.750	.944	.500	.898	.899	.861	.609	.729

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City of El Monte
N/S: Santa Anita Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMSAVAAM
Site Code : 00000066
Start Date : 9/13/2012
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Santa Anita Avenue Southbound				Valley Boulevard Westbound				Santa Anita Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	179	34	222	3	172	4	179	78	81	10	169	22	67	1	90	660
07:15 AM	8	199	57	264	7	228	8	243	106	136	11	253	20	60	1	81	841
07:30 AM	11	192	78	281	2	269	2	273	117	141	8	266	21	104	1	126	946
07:45 AM	11	233	112	356	6	231	4	241	121	165	9	295	30	115	2	147	1039
Total	39	803	281	1123	18	900	18	936	422	523	38	983	93	346	5	444	3486
08:00 AM	17	204	77	298	11	232	10	253	136	120	10	266	14	120	3	137	954
08:15 AM	21	220	75	316	13	245	8	266	105	135	13	253	20	124	2	146	981
08:30 AM	5	169	63	237	12	229	10	251	84	132	12	228	23	119	3	145	861
08:45 AM	9	185	57	251	6	180	12	198	105	143	7	255	20	121	0	141	845
Total	52	778	272	1102	42	886	40	968	430	530	42	1002	77	484	8	569	3641
Grand Total	91	1581	553	2225	60	1786	58	1904	852	1053	80	1985	170	830	13	1013	7127
Apprch %	4.1	71.1	24.9		3.2	93.8	3		42.9	53	4		16.8	81.9	1.3		
Total %	1.3	22.2	7.8	31.2	0.8	25.1	0.8	26.7	12	14.8	1.1	27.9	2.4	11.6	0.2	14.2	
Passenger Vehicles	87	1536	539	2162	57	1718	54	1829	818	1001	61	1880	165	795	12	972	6843
% Passenger Vehicles	95.6	97.2	97.5	97.2	95	96.2	93.1	96.1	96	95.1	76.2	94.7	97.1	95.8	92.3	96	96
Large 2 Axle Vehicles	4	39	14	57	2	55	4	61	27	48	19	94	4	30	0	34	246
% Large 2 Axle Vehicles	4.4	2.5	2.5	2.6	3.3	3.1	6.9	3.2	3.2	4.6	23.8	4.7	2.4	3.6	0	3.4	3.5
3 Axle Vehicles	0	2	0	2	0	5	0	5	2	2	0	4	0	3	0	3	14
% 3 Axle Vehicles	0	0.1	0	0.1	0	0.3	0	0.3	0.2	0.2	0	0.2	0	0.4	0	0.3	0.2
4+ Axle Trucks	0	4	0	4	1	8	0	9	5	2	0	7	1	2	1	4	24
% 4+ Axle Trucks	0	0.3	0	0.2	1.7	0.4	0	0.5	0.6	0.2	0	0.4	0.6	0.2	7.7	0.4	0.3

	Santa Anita Avenue Southbound				Valley Boulevard Westbound				Santa Anita Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	192	78	281	2	**269**	2	**273**	117	141	8	266	21	104	1	126	946
07:45 AM	11	**233**	**112**	**356**	6	231	4	241	121	**165**	9	**295**	**30**	115	2	**147**	**1039**
08:00 AM	17	204	77	298	11	232	**10**	253	**136**	120	10	266	14	120	**3**	137	954
08:15 AM	**21**	220	75	316	**13**	245	8	266	105	135	**13**	253	20	**124**	2	146	981
Total Volume	60	849	342	1251	32	977	24	1033	479	561	40	1080	85	463	8	556	3920
% App. Total	4.8	67.9	27.3		3.1	94.6	2.3		44.4	51.9	3.7		15.3	83.3	1.4		
PHF	.714	.911	.763	.879	.615	.908	.600	.946	.881	.850	.769	.915	.708	.933	.667	.946	.943

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File Name : ELMSAVAAM
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Start Date : 9/13/2012
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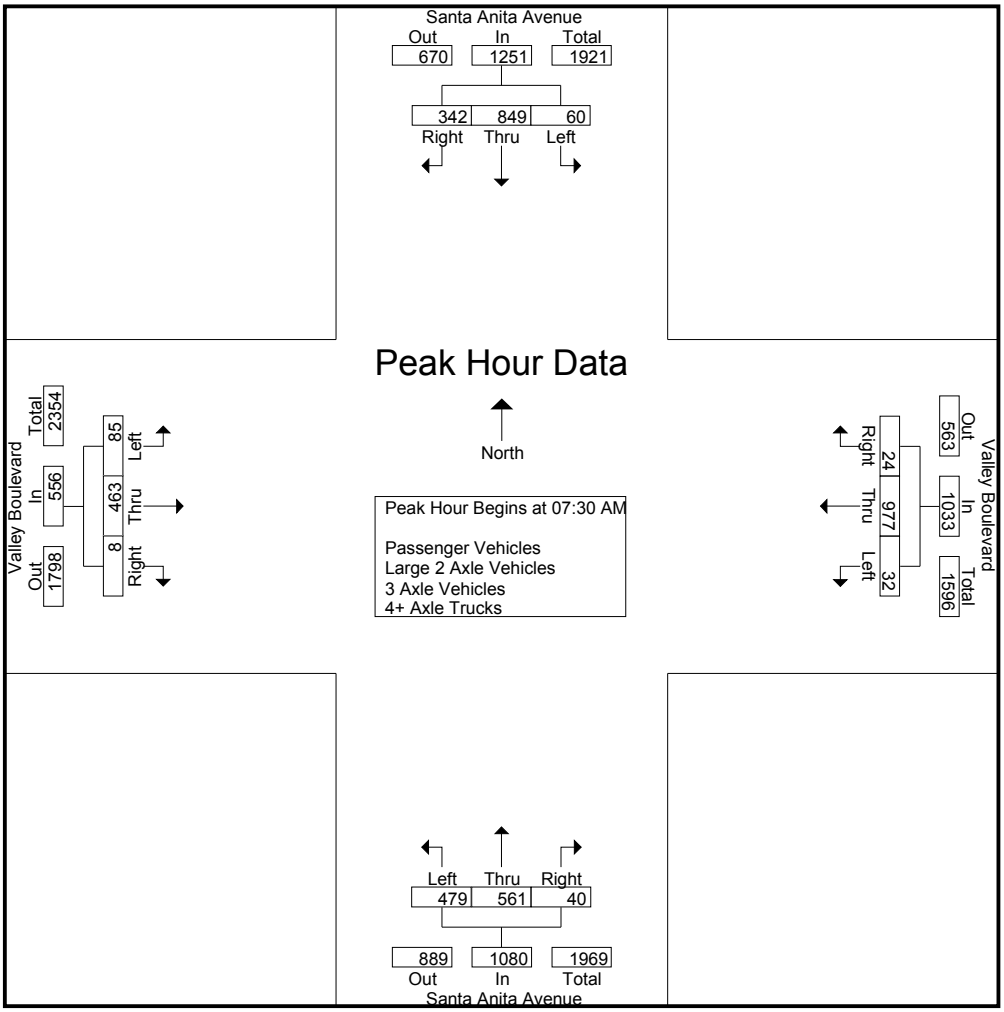

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:45 AM			
+0 mins.	11	192	78	281	2	**269**	2	**273**	106	136	**11**	253	**30**	115	2	**147**
+15 mins.	11	**233**	**112**	**356**	6	231	4	241	117	141	8	266	14	120	**3**	137
+30 mins.	17	204	77	298	11	232	**10**	253	121	**165**	9	**295**	20	**124**	2	146
+45 mins.	**21**	220	75	316	**13**	245	8	266	**136**	120	10	266	23	119	3	145
Total Volume	60	849	342	1251	32	977	24	1033	480	562	38	1080	87	478	10	575
% App. Total	4.8	67.9	27.3		3.1	94.6	2.3		44.4	52	3.5		15.1	83.1	1.7	
PHF	.714	.911	.763	.879	.615	.908	.600	.946	.882	.852	.864	.915	.725	.964	.833	.978

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Weather: Sunny

File Name : ELMSAVAPM
Site Code : 00000066
Start Date : 9/13/2012
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Santa Anita Avenue Southbound				Valley Boulevard Westbound				Santa Anita Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	22	151	38	211	19	114	16	149	74	206	16	296	63	200	1	264	920
04:15 PM	21	141	43	205	19	126	21	166	85	204	22	311	52	197	5	254	936
04:30 PM	17	147	32	196	24	95	11	130	93	251	20	364	59	178	2	239	929
04:45 PM	9	151	31	191	25	116	13	154	97	250	24	371	55	196	3	254	970
Total	69	590	144	803	87	451	61	599	349	911	82	1342	229	771	11	1011	3755
05:00 PM	16	162	36	214	27	125	16	168	104	256	17	377	53	174	0	227	986
05:15 PM	16	167	34	217	25	131	14	170	104	267	13	384	48	134	0	182	953
05:30 PM	13	140	26	179	21	125	17	163	121	227	13	361	51	157	3	211	914
05:45 PM	19	133	33	185	19	138	10	167	121	247	14	382	42	160	0	202	936
Total	64	602	129	795	92	519	57	668	450	997	57	1504	194	625	3	822	3789
Grand Total	133	1192	273	1598	179	970	118	1267	799	1908	139	2846	423	1396	14	1833	7544
Apprch %	8.3	74.6	17.1		14.1	76.6	9.3		28.1	67	4.9		23.1	76.2	0.8		
Total %	1.8	15.8	3.6	21.2	2.4	12.9	1.6	16.8	10.6	25.3	1.8	37.7	5.6	18.5	0.2	24.3	
Passenger Vehicles	130	1162	263	1555	169	940	114	1223	781	1884	121	2786	418	1366	13	1797	7361
% Passenger Vehicles	97.7	97.5	96.3	97.3	94.4	96.9	96.6	96.5	97.7	98.7	87.1	97.9	98.8	97.9	92.9	98	97.6
Large 2 Axle Vehicles	3	30	10	43	10	29	4	43	14	24	18	56	4	28	1	33	175
% Large 2 Axle Vehicles	2.3	2.5	3.7	2.7	5.6	3	3.4	3.4	1.8	1.3	12.9	2	0.9	2	7.1	1.8	2.3
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	1	0	1	4	0	0	4	1	2	0	3	8
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.1	0.5	0	0	0.1	0.2	0.1	0	0.2	0.1

	Santa Anita Avenue Southbound				Valley Boulevard Westbound				Santa Anita Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**17**	147	32	196	24	95	11	130	93	251	20	364	**59**	178	2	239	929
04:45 PM	9	151	31	191	25	116	13	154	97	250	**24**	371	55	**196**	**3**	**254**	970
05:00 PM	16	162	**36**	214	**27**	125	**16**	168	**104**	256	17	377	53	174	0	227	**986**
05:15 PM	16	**167**	34	**217**	25	**131**	14	**170**	104	**267**	13	**384**	48	134	0	182	953
Total Volume	58	627	133	818	101	467	54	622	398	1024	74	1496	215	682	5	902	3838
% App. Total	7.1	76.7	16.3		16.2	75.1	8.7		26.6	68.4	4.9		23.8	75.6	0.6		
PHF	.853	.939	.924	.942	.935	.891	.844	.915	.957	.959	.771	.974	.911	.870	.417	.888	.973

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City of El Monte
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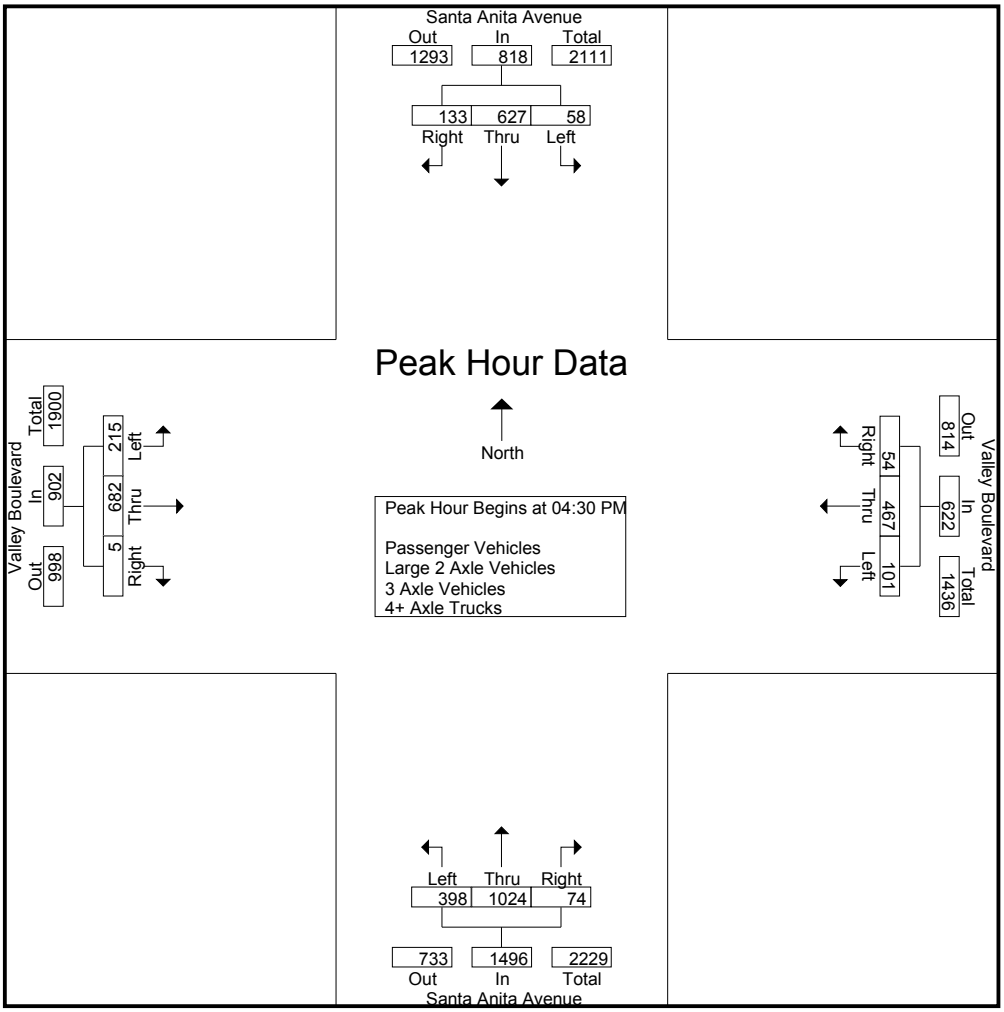
Weather: Sunny

File Name : ELMSAVAPM
Site Code : 00000066
Start Date : 9/13/2012
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	**17**	147	32	196	**27**	125	16	168	104	256	**17**	377	**63**	**200**	1	**264**
+15 mins.	9	151	31	191	25	131	14	**170**	104	**267**	13	**384**	52	197	**5**	254
+30 mins.	16	162	**36**	214	21	125	**17**	163	**121**	227	13	361	59	178	2	239
+45 mins.	16	**167**	34	**217**	19	**138**	10	167	121	247	14	382	55	196	3	254
Total Volume	58	627	133	818	92	519	57	668	450	997	57	1504	229	771	11	1011
% App. Total	7.1	76.7	16.3		13.8	77.7	8.5		29.9	66.3	3.8		22.7	76.3	1.1	
PHF	.853	.939	.924	.942	.852	.940	.838	.982	.930	.934	.838	.979	.909	.964	.550	.957

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City of El Monte
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Weather: Sunny

File Name : ELMSAVASAT
Site Code : 00000035
Start Date : 9/15/2012
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Santa Anita Avenue Southbound				Valley Boulevard Westbound				Santa Anita Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	8	153	37	198	17	164	5	186	75	129	8	212	44	129	8	181	777
12:15 PM	12	138	32	182	21	125	8	154	63	152	11	226	42	135	4	181	743
12:30 PM	12	156	33	201	21	101	14	136	71	130	19	220	40	97	3	140	697
12:45 PM	8	144	36	188	18	106	16	140	56	153	11	220	24	90	5	119	667
Total	40	591	138	769	77	496	43	616	265	564	49	878	150	451	20	621	2884
01:00 PM	12	142	29	183	14	118	13	145	89	177	12	278	36	108	1	145	751
01:15 PM	7	135	33	175	22	121	16	159	60	150	12	222	37	123	3	163	719
01:30 PM	17	128	21	166	22	115	8	145	61	142	12	215	29	83	1	113	639
01:45 PM	9	162	28	199	10	100	4	114	83	152	19	254	36	107	2	145	712
Total	45	567	111	723	68	454	41	563	293	621	55	969	138	421	7	566	2821
Grand Total	85	1158	249	1492	145	950	84	1179	558	1185	104	1847	288	872	27	1187	5705
Apprch %	5.7	77.6	16.7		12.3	80.6	7.1		30.2	64.2	5.6		24.3	73.5	2.3		
Total %	1.5	20.3	4.4	26.2	2.5	16.7	1.5	20.7	9.8	20.8	1.8	32.4	5	15.3	0.5	20.8	
Passenger Vehicles	85	1144	247	1476	141	931	80	1152	550	1166	97	1813	288	862	27	1177	5618
% Passenger Vehicles	100	98.8	99.2	98.9	97.2	98	95.2	97.7	98.6	98.4	93.3	98.2	100	98.9	100	99.2	98.5
Large 2 Axle Vehicles	0	13	2	15	4	18	4	26	7	18	7	32	0	10	0	10	83
% Large 2 Axle Vehicles	0	1.1	0.8	1	2.8	1.9	4.8	2.2	1.3	1.5	6.7	1.7	0	1.1	0	0.8	1.5
3 Axle Vehicles	0	1	0	1	0	1	0	1	1	1	0	2	0	0	0	0	4
% 3 Axle Vehicles	0	0.1	0	0.1	0	0.1	0	0.1	0.2	0.1	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Santa Anita Avenue Southbound				Valley Boulevard Westbound				Santa Anita Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	8	153	**37**	198	17	**164**	5	**186**	**75**	129	8	212	**44**	129	**8**	**181**	**777**
12:15 PM	**12**	138	32	182	**21**	125	8	154	63	152	11	**226**	42	**135**	4	181	743
12:30 PM	12	**156**	33	**201**	21	101	14	136	71	130	**19**	220	40	97	3	140	697
12:45 PM	8	144	36	188	18	106	**16**	140	56	**153**	11	220	24	90	5	119	667
Total Volume	40	591	138	769	77	496	43	616	265	564	49	878	150	451	20	621	2884
% App. Total	5.2	76.9	17.9		12.5	80.5	7		30.2	64.2	5.6		24.2	72.6	3.2		
PHF	.833	.947	.932	.956	.917	.756	.672	.828	.883	.922	.645	.971	.852	.835	.625	.858	.928

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City of El Monte
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File Name : ELMSAVASAT
Site Code : 00000035
Start Date : 9/15/2012
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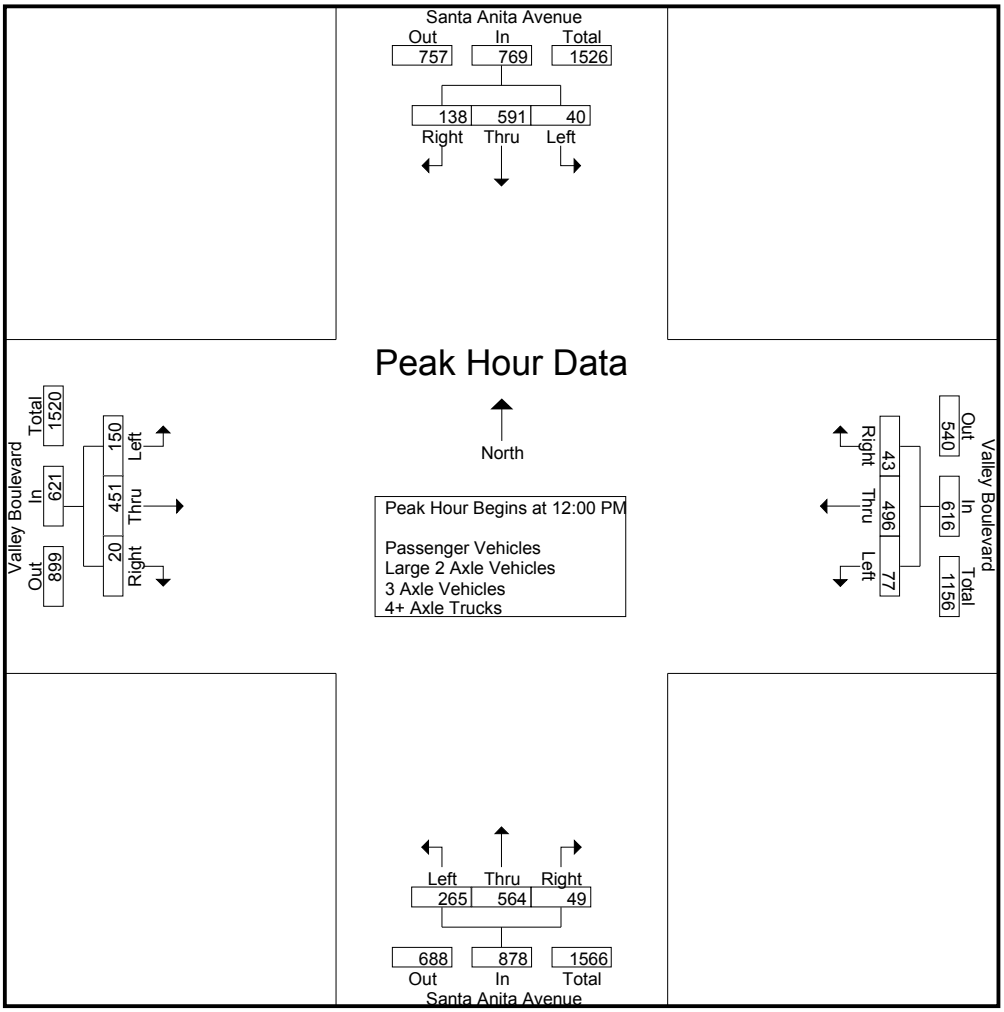

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:00 PM				01:00 PM				12:00 PM			
+0 mins.	8	153	**37**	198	17	**164**	5	**186**	**89**	**177**	12	**278**	**44**	129	**8**	**181**
+15 mins.	**12**	138	32	182	**21**	125	8	154	60	150	12	222	42	**135**	4	181
+30 mins.	12	**156**	33	**201**	21	101	14	136	61	142	12	215	40	97	3	140
+45 mins.	8	144	36	188	18	106	**16**	140	83	152	**19**	254	24	90	5	119
Total Volume	40	591	138	769	77	496	43	616	293	621	55	969	150	451	20	621
% App. Total	5.2	76.9	17.9		12.5	80.5	7		30.2	64.1	5.7		24.2	72.6	3.2	
PHF	.833	.947	.932	.956	.917	.756	.672	.828	.823	.877	.724	.871	.852	.835	.625	.858

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City of El MOnte
N/S: Tyler Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMTYVAAM
Site Code : 00000051
Start Date : 9/13/2012
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Groups Printed- Total Volume

	Tyler Avenue Southbound				Valley Boulevard Westbound				Tyler Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	45	22	84	7	178	22	207	13	27	3	43	6	68	10	84	418
07:15 AM	25	45	16	86	3	244	17	264	16	36	4	56	6	63	13	82	488
07:30 AM	34	74	26	134	4	238	36	278	16	49	8	73	12	105	14	131	616
07:45 AM	41	119	43	203	7	213	21	241	18	52	10	80	12	96	14	122	646
Total	117	283	107	507	21	873	96	990	63	164	25	252	36	332	51	419	2168
08:00 AM	25	55	23	103	8	226	33	267	30	46	12	88	9	132	8	149	607
08:15 AM	41	47	26	114	9	247	34	290	19	36	8	63	9	120	15	144	611
08:30 AM	18	49	22	89	11	205	35	251	23	24	10	57	15	118	12	145	542
08:45 AM	20	48	9	77	14	164	24	202	14	38	9	61	18	126	4	148	488
Total	104	199	80	383	42	842	126	1010	86	144	39	269	51	496	39	586	2248
Grand Total	221	482	187	890	63	1715	222	2000	149	308	64	521	87	828	90	1005	4416
Apprch %	24.8	54.2	21		3.2	85.8	11.1		28.6	59.1	12.3		8.7	82.4	9		
Total %	5	10.9	4.2	20.2	1.4	38.8	5	45.3	3.4	7	1.4	11.8	2	18.8	2	22.8	

	Tyler Avenue Southbound				Valley Boulevard Westbound				Tyler Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	34	74	26	134	4	238	**36**	278	16	49	8	73	**12**	105	14	131	616
07:45 AM	**41**	**119**	**43**	**203**	7	213	21	241	18	**52**	10	80	12	96	14	122	**646**
08:00 AM	25	55	23	103	8	226	33	267	**30**	46	**12**	**88**	9	**132**	8	**149**	607
08:15 AM	41	47	26	114	**9**	**247**	34	**290**	19	36	8	63	9	120	**15**	144	611
Total Volume	141	295	118	554	28	924	124	1076	83	183	38	304	42	453	51	546	2480
% App. Total	25.5	53.2	21.3		2.6	85.9	11.5		27.3	60.2	12.5		7.7	83	9.3		
PHF	.860	.620	.686	.682	.778	.935	.861	.928	.692	.880	.792	.864	.875	.858	.850	.916	.960

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City of El MOnte
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Weather: Sunny

File Name : ELMTYVAAM
Site Code : 00000051
Start Date : 9/13/2012
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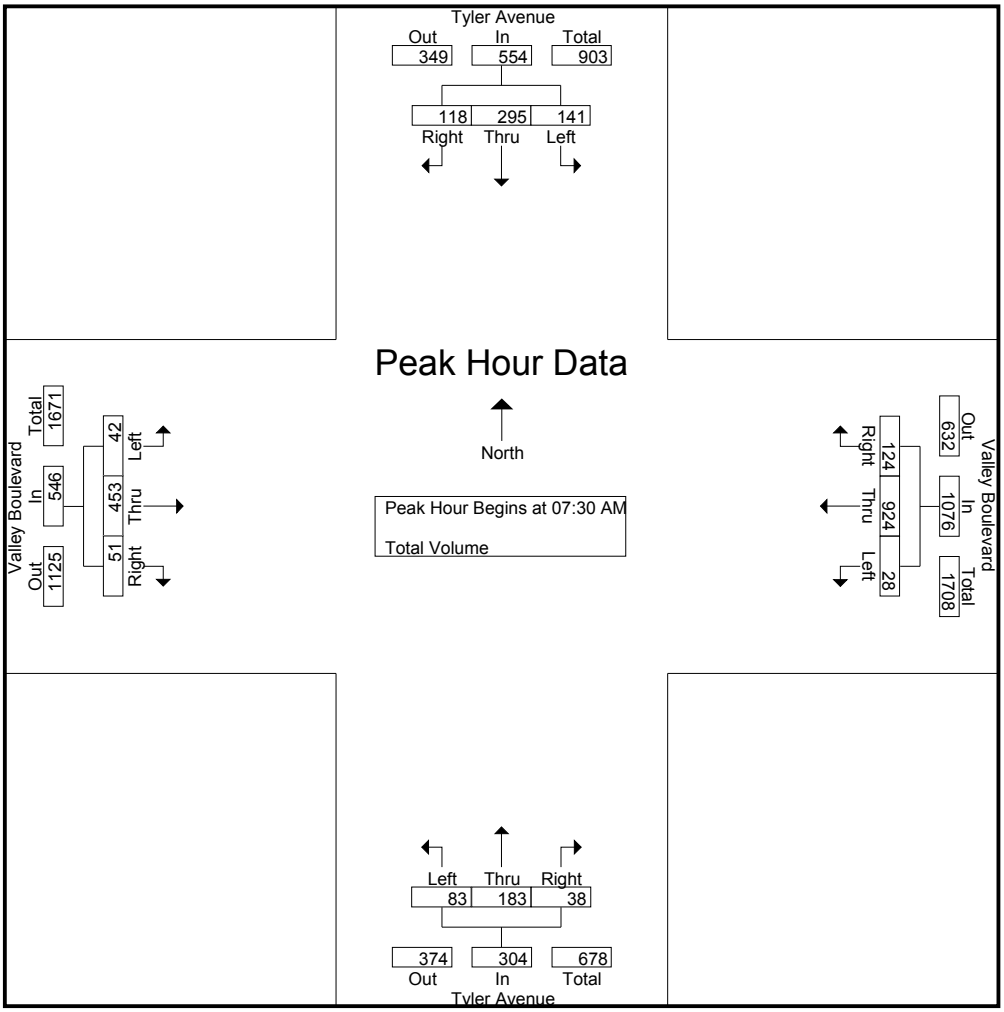

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				08:00 AM			
+0 mins.	34	74	26	134	4	238	**36**	278	16	49	8	73	9	**132**	8	**149**
+15 mins.	**41**	**119**	**43**	**203**	7	213	21	241	18	**52**	10	80	9	120	**15**	144
+30 mins.	25	55	23	103	8	226	33	267	**30**	46	**12**	**88**	15	118	12	145
+45 mins.	41	47	26	114	**9**	**247**	34	**290**	19	36	8	63	**18**	126	4	148
Total Volume	141	295	118	554	28	924	124	1076	83	183	38	304	51	496	39	586
% App. Total	25.5	53.2	21.3		2.6	85.9	11.5		27.3	60.2	12.5		8.7	84.6	6.7	
PHF	.860	.620	.686	.682	.778	.935	.861	.928	.692	.880	.792	.864	.708	.939	.650	.983

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City of El MOnte
N/S: Tyler Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMTYVAPM
Site Code : 00000051
Start Date : 9/13/2012
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Groups Printed- Total Volume

	Tyler Avenue Southbound				Valley Boulevard Westbound				Tyler Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	32	61	16	109	26	198	10	234	26	35	11	72	8	111	32	151	566
04:15 PM	24	56	18	98	32	211	16	259	31	48	14	93	19	124	31	174	624
04:30 PM	23	69	26	118	24	202	16	242	33	54	24	111	10	119	21	150	621
04:45 PM	22	81	20	123	39	216	18	273	23	42	18	83	14	114	31	159	638
Total	101	267	80	448	121	827	60	1008	113	179	67	359	51	468	115	634	2449
05:00 PM	26	80	13	119	24	204	18	246	35	63	18	116	12	139	36	187	668
05:15 PM	24	76	14	114	14	168	10	192	27	45	23	95	8	123	25	156	557
05:30 PM	17	81	12	110	19	177	11	207	12	54	26	92	6	131	36	173	582
05:45 PM	23	67	9	99	31	181	5	217	25	69	17	111	4	121	28	153	580
Total	90	304	48	442	88	730	44	862	99	231	84	414	30	514	125	669	2387
Grand Total	191	571	128	890	209	1557	104	1870	212	410	151	773	81	982	240	1303	4836
Apprch %	21.5	64.2	14.4		11.2	83.3	5.6		27.4	53	19.5		6.2	75.4	18.4		
Total %	3.9	11.8	2.6	18.4	4.3	32.2	2.2	38.7	4.4	8.5	3.1	16	1.7	20.3	5	26.9	

	Tyler Avenue Southbound				Valley Boulevard Westbound				Tyler Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	24	56	18	98	32	211	16	259	31	48	14	93	**19**	124	31	174	624
04:30 PM	23	69	**26**	118	24	202	16	242	33	54	**24**	111	10	119	21	150	621
04:45 PM	22	**81**	20	**123**	**39**	**216**	**18**	**273**	23	42	18	83	14	114	31	159	638
05:00 PM	**26**	80	13	119	24	204	18	246	**35**	**63**	18	**116**	12	**139**	**36**	**187**	**668**
Total Volume	95	286	77	458	119	833	68	1020	122	207	74	403	55	496	119	670	2551
% App. Total	20.7	62.4	16.8		11.7	81.7	6.7		30.3	51.4	18.4		8.2	74	17.8		
PHF	.913	.883	.740	.931	.763	.964	.944	.934	.871	.821	.771	.869	.724	.892	.826	.896	.955

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File Name : ELMTYVAPM
Site Code : 00000051
Start Date : 9/13/2012
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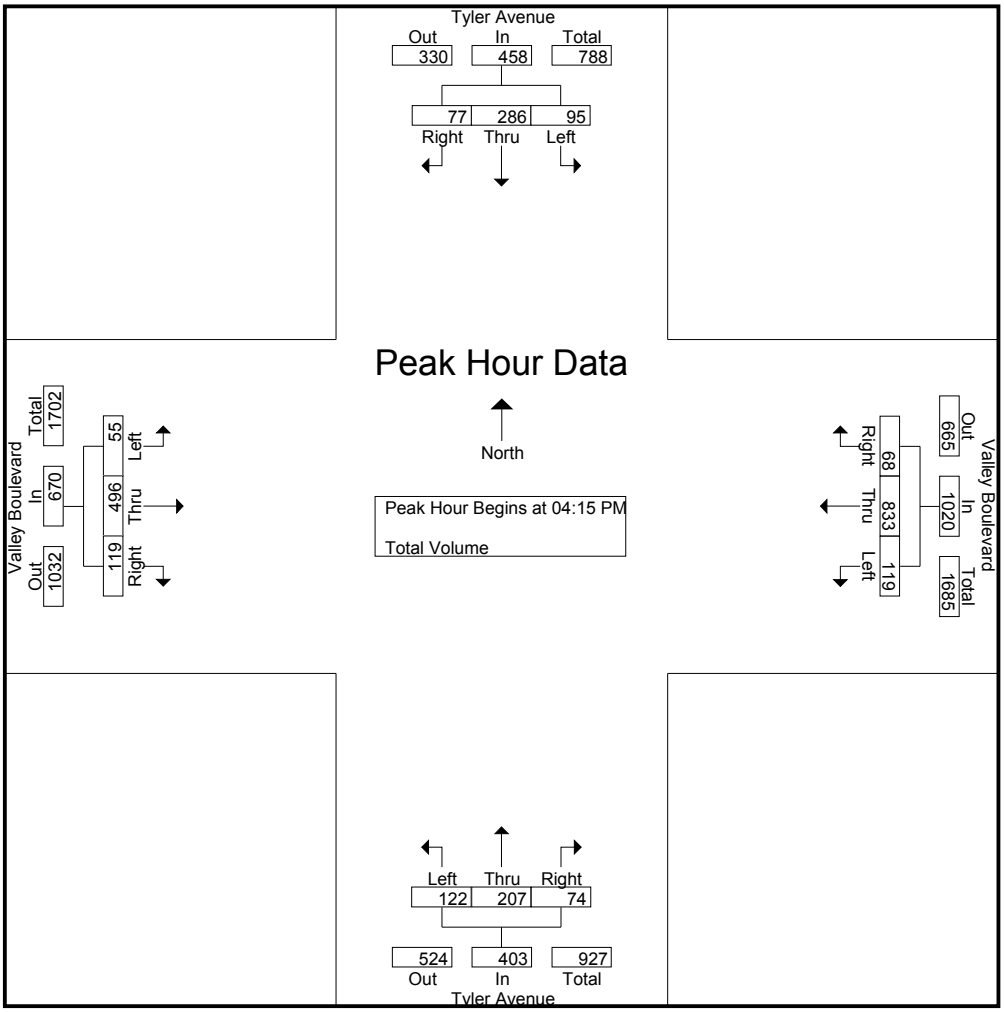

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				05:00 PM				04:45 PM			
+0 mins.	23	69	**26**	118	32	211	16	259	**35**	63	18	**116**	**14**	114	31	159
+15 mins.	22	**81**	20	**123**	24	202	16	242	27	45	23	95	12	**139**	**36**	**187**
+30 mins.	**26**	80	13	119	**39**	**216**	**18**	**273**	12	54	**26**	92	8	123	25	156
+45 mins.	24	76	14	114	24	204	18	246	25	**69**	17	111	6	131	36	173
Total Volume	95	306	73	474	119	833	68	1020	99	231	84	414	40	507	128	675
% App. Total	20	64.6	15.4		11.7	81.7	6.7		23.9	55.8	20.3		5.9	75.1	19	
PHF	.913	.944	.702	.963	.763	.964	.944	.934	.707	.837	.808	.892	.714	.912	.889	.902

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Weather: Sunny

File Name : ELMTYVASAT
Site Code : 00000051
Start Date : 9/15/2012
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Groups Printed- Total Volume

	Tyler Avenue Southbound				Valley Boulevard Westbound				Tyler Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	14	33	17	64	27	138	17	182	27	49	25	101	9	116	24	149	496
12:15 PM	17	52	25	94	25	155	15	195	21	34	20	75	21	142	28	191	555
12:30 PM	29	58	12	99	20	132	15	167	28	47	30	105	13	108	33	154	525
12:45 PM	21	46	14	81	20	127	8	155	36	40	23	99	12	130	32	174	509
Total	81	189	68	338	92	552	55	699	112	170	98	380	55	496	117	668	2085
01:00 PM	25	46	13	84	18	142	9	169	27	45	9	81	9	136	29	174	508
01:15 PM	18	44	8	70	27	131	16	174	29	39	15	83	17	116	19	152	479
01:30 PM	13	52	13	78	10	128	11	149	31	36	16	83	11	119	23	153	463
01:45 PM	19	50	17	86	24	134	6	164	17	29	16	62	7	110	26	143	455
Total	75	192	51	318	79	535	42	656	104	149	56	309	44	481	97	622	1905
Grand Total	156	381	119	656	171	1087	97	1355	216	319	154	689	99	977	214	1290	3990
Apprch %	23.8	58.1	18.1		12.6	80.2	7.2		31.3	46.3	22.4		7.7	75.7	16.6		
Total %	3.9	9.5	3	16.4	4.3	27.2	2.4	34	5.4	8	3.9	17.3	2.5	24.5	5.4	32.3	

	Tyler Avenue Southbound				Valley Boulevard Westbound				Tyler Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	17	52	**25**	94	**25**	**155**	**15**	**195**	21	34	20	75	**21**	**142**	28	**191**	**555**
12:30 PM	**29**	**58**	12	**99**	20	132	15	167	28	**47**	**30**	**105**	13	108	**33**	154	525
12:45 PM	21	46	14	81	20	127	8	155	**36**	40	23	99	12	130	32	174	509
01:00 PM	25	46	13	84	18	142	9	169	27	45	9	81	9	136	29	174	508
Total Volume	92	202	64	358	83	556	47	686	112	166	82	360	55	516	122	693	2097
% App. Total	25.7	56.4	17.9		12.1	81	6.9		31.1	46.1	22.8		7.9	74.5	17.6		
PHF	.793	.871	.640	.904	.830	.897	.783	.879	.778	.883	.683	.857	.655	.908	.924	.907	.945

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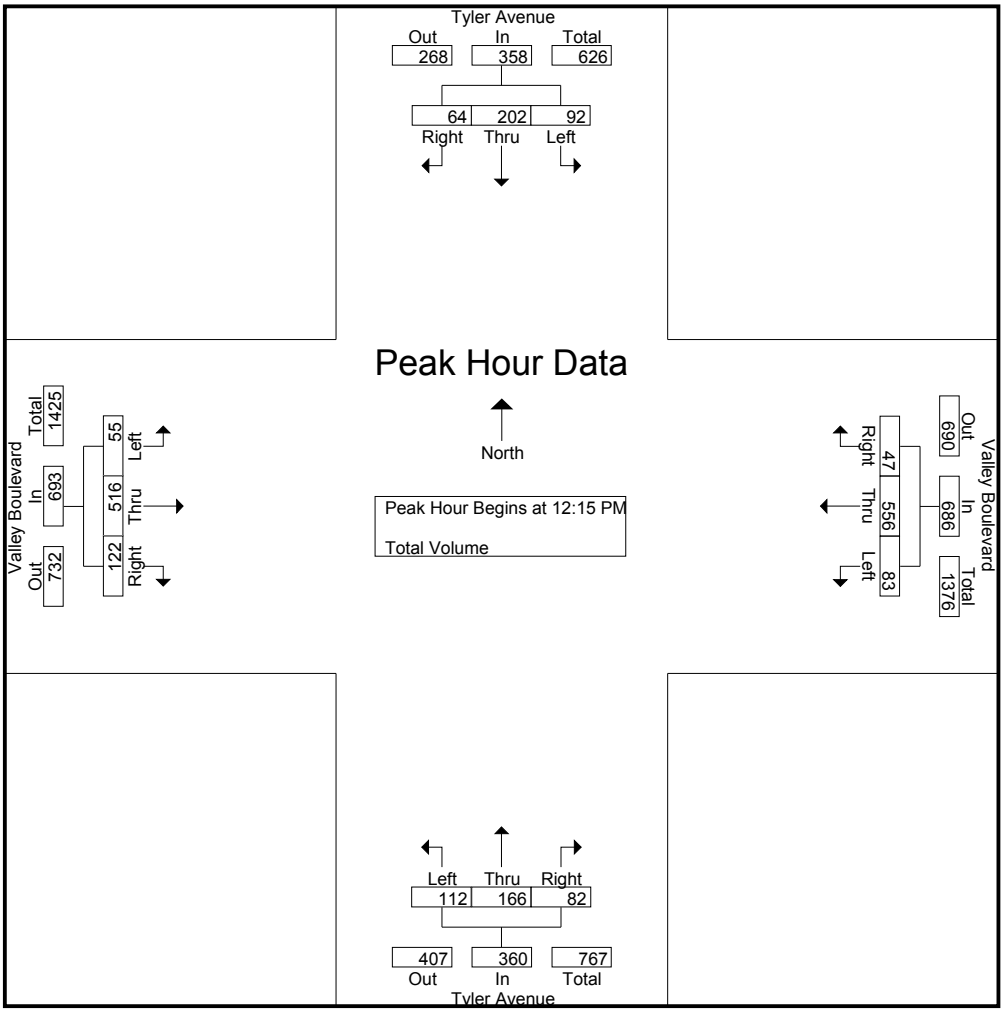
City of El Monte
N/S: Tyler Avenue
E/W: valley Boulevard
Weather: Sunny

File Name : ELMTYVASAT
Site Code : 00000051
Start Date : 9/15/2012
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:15 PM				12:00 PM				12:00 PM				12:15 PM			
+0 mins.	17	52	**25**	94	**27**	138	**17**	182	27	**49**	25	101	**21**	**142**	28	**191**
+15 mins.	**29**	**58**	12	**99**	25	**155**	15	**195**	21	34	20	75	13	108	**33**	154
+30 mins.	21	46	14	81	20	132	15	167	28	47	**30**	**105**	12	130	32	174
+45 mins.	25	46	13	84	20	127	8	155	**36**	40	23	99	9	136	29	174
Total Volume	92	202	64	358	92	552	55	699	112	170	98	380	55	516	122	693
% App. Total	25.7	56.4	17.9		13.2	79	7.9		29.5	44.7	25.8		7.9	74.5	17.6	
PHF	.793	.871	.640	.904	.852	.890	.809	.896	.778	.867	.817	.905	.655	.908	.924	.907

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City of El Monte
N/S: Ramona Boulevard
E/W: Valley Boulevard/Valley Mall
Weather: Sunny

File Name : ELMRAVAAM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Ramona Boulevard Southbound					Valley Boulevard Westbound					Ramona Boulevard Northbound					Valley Mall Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
07:00 AM	3	45	0	65	113	20	0	136	4	160	0	0	19	8	27	0	0	0	0	0	24	70	2	0	96	396
07:15 AM	8	88	0	102	198	30	0	162	2	194	0	1	36	14	51	0	3	1	1	5	25	64	0	0	89	537
07:30 AM	8	91	3	80	182	49	2	205	5	261	2	2	24	15	43	0	5	5	1	11	35	99	1	0	135	632
07:45 AM	13	142	12	107	274	42	8	145	5	200	1	1	52	22	76	0	6	3	2	11	31	99	2	0	132	693
Total	32	366	15	354	767	141	10	648	16	815	3	4	131	59	197	0	14	9	4	27	115	332	5	0	452	2258
08:00 AM	15	119	17	94	245	40	5	178	10	233	1	2	47	21	71	0	2	7	1	10	43	122	1	0	166	725
08:15 AM	18	74	8	99	199	32	10	179	11	232	2	0	32	9	43	0	4	9	2	15	40	113	0	0	153	642
08:30 AM	13	74	13	78	178	32	10	167	4	213	0	0	27	23	50	0	7	8	2	17	43	99	1	0	143	601
08:45 AM	12	52	7	54	125	38	14	147	6	205	2	5	44	29	80	0	4	11	1	16	51	119	3	0	173	599
Total	58	319	45	325	747	142	39	671	31	883	5	7	150	82	244	0	17	35	6	58	177	453	5	0	635	2567
Grand Total	90	685	60	679	1514	283	49	1319	47	1698	8	11	281	141	441	0	31	44	10	85	292	785	10	0	1087	4825
Apprch %	5.9	45.2	4	44.8		16.7	2.9	77.7	2.8		1.8	2.5	63.7	32		0	36.5	51.8	11.8		26.9	72.2	0.9	0		
Total %	1.9	14.2	1.2	14.1	31.4	5.9	1	27.3	1	35.2	0.2	0.2	5.8	2.9	9.1	0	0.6	0.9	0.2	1.8	6.1	16.3	0.2	0	22.5	

	Ramona Boulevard Southbound					Valley Boulevard Westbound					Ramona Boulevard Northbound					Valley Mall Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	8	91	3	80	182	**49**	2	**205**	5	**261**	**2**	**2**	24	15	43	0	5	5	1	11	35	99	1	0	135	632
07:45 AM	13	**142**	12	**107**	**274**	42	8	145	5	200	1	1	**52**	**22**	**76**	0	**6**	3	**2**	11	31	99	**2**	0	132	693
08:00 AM	15	119	**17**	94	245	40	5	178	10	233	1	2	47	21	71	0	2	7	1	10	**43**	**122**	1	0	**166**	**725**
08:15 AM	**18**	74	8	99	199	32	**10**	179	**11**	232	2	0	32	9	43	0	4	**9**	2	**15**	40	113	0	0	153	642
Total Volume	54	426	40	380	900	163	25	707	31	926	6	5	155	67	233	0	17	24	6	47	149	433	4	0	586	2692
% App. Total	6	47.3	4.4	42.2		17.6	2.7	76.3	3.3		2.6	2.1	66.5	28.8		0	36.2	51.1	12.8		25.4	73.9	0.7	0		
PHF	.750	.750	.588	.888	.821	.832	.625	.862	.705	.887	.750	.625	.745	.761	.766	.000	.708	.667	.750	.783	.866	.887	.500	.000	.883	.928

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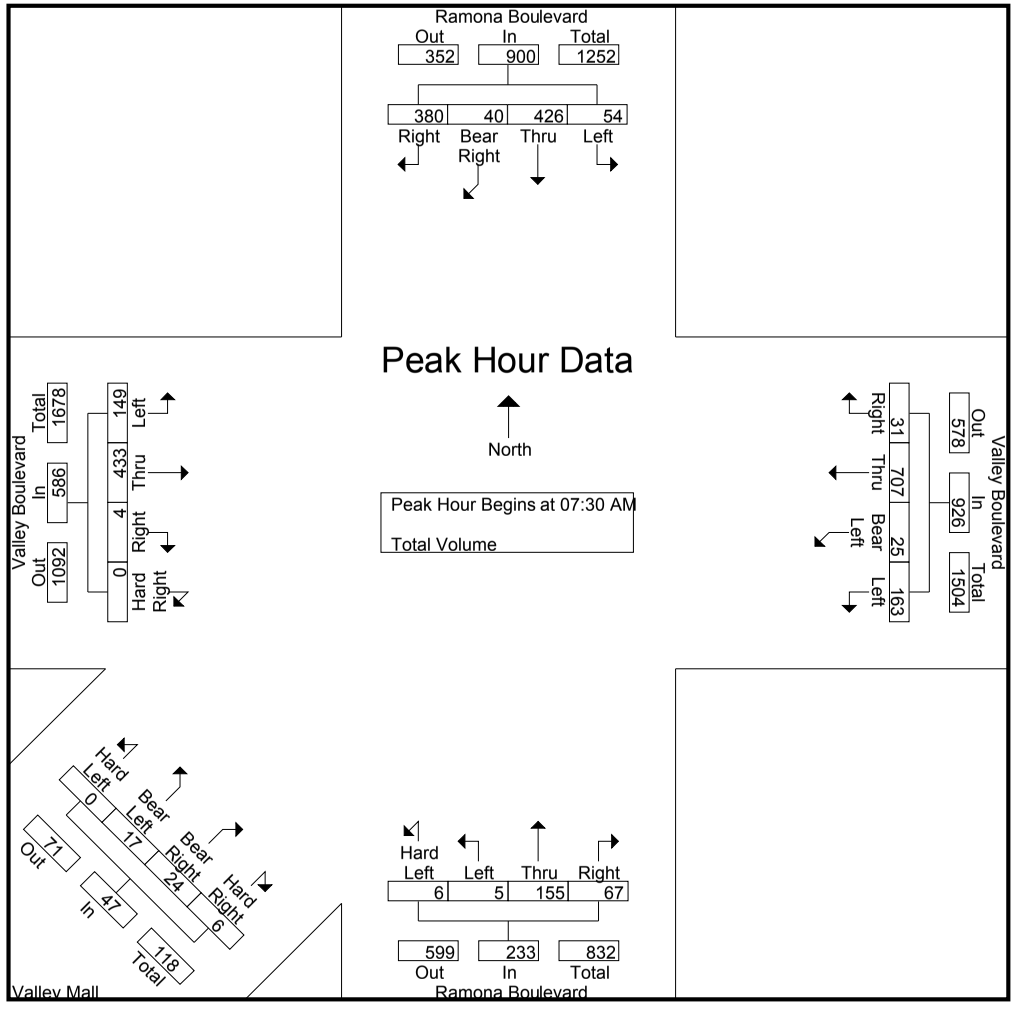
City of El Monte
N/S: Ramona Boulevard
E/W: Valley Boulevard/Valley Mall
Weather: Sunny

File Name : ELMRAVAAM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 2



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City of El Monte
N/S: Ramona Boulevard
E/W: Valley Boulevard/Valley Mall
Weather: Sunny

File Name : ELMRAVAAM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 3

	Ramona Boulevard Southbound					Valley Boulevard Westbound					Ramona Boulevard Northbound					Valley Mall Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Each Approach Begins at:																										
	07:30 AM					07:30 AM					08:00 AM					08:00 AM					08:00 AM					
+0 mins.	8	91	3	80	182	**49**	2	**205**	5	**261**	1	2	**47**	21	71	0	2	7	1	10	43	**122**	1	0	166	
+15 mins.	13	**142**	12	**107**	**274**	42	8	145	5	200	**2**	0	32	9	43	0	4	9	**2**	15	40	113	0	0	153	
+30 mins.	15	119	**17**	94	245	40	5	178	10	233	0	0	27	23	50	0	**7**	8	2	**17**	43	99	1	0	143	
+45 mins.	**18**	74	8	99	199	32	**10**	179	**11**	232	2	**5**	44	**29**	**80**	0	4	**11**	1	16	**51**	119	**3**	0	**173**	
Total Volume	54	426	40	380	900	163	25	707	31	926	5	7	150	82	244	0	17	35	6	58	177	453	5	0	635	
% App. Total	6	47.3	4.4	42.2		17.6	2.7	76.3	3.3		2	2.9	61.5	33.6		0	29.3	60.3	10.3		27.9	71.3	0.8	0		
PHF	.750	.750	.588	.888	.821	.832	.625	.862	.705	.887	.625	.350	.798	.707	.763	.000	.607	.795	.750	.853	.868	.928	.417	.000	.918	

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City of El Monte
N/S: Ramona Boulevard
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMRAVAPM
Site Code : 00000014
Start Date : 9/12/2012
Page No : 1

Groups Printed- Total Volume

	Ramona Boulevard Southbound					Valley Boulevard Westbound					Ramona Boulevard Northbound					Valley Mall Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
04:00 PM	6	40	18	38	102	24	23	101	16	164	0	2	83	10	95	0	25	26	3	54	98	128	4	0	230	645
04:15 PM	9	36	17	54	116	29	21	110	13	173	2	3	114	8	127	0	22	22	3	47	90	135	1	0	226	689
04:30 PM	5	37	8	47	97	23	24	101	18	166	1	3	121	18	143	0	28	29	0	57	101	171	3	0	275	738
04:45 PM	11	53	23	46	133	22	22	109	12	165	1	3	122	24	150	0	34	30	4	68	88	147	1	0	236	752
Total	31	166	66	185	448	98	90	421	59	668	4	11	440	60	515	0	109	107	10	226	377	581	9	0	967	2824
05:00 PM	7	46	12	50	115	30	23	114	13	180	0	7	104	14	125	0	22	24	0	46	115	168	2	0	285	751
05:15 PM	7	55	10	36	108	26	21	103	15	165	3	2	100	16	121	0	30	35	1	66	78	121	3	0	202	662
05:30 PM	6	43	18	42	109	38	18	134	14	204	0	3	102	16	121	0	31	23	0	54	93	140	3	0	236	724
05:45 PM	7	65	13	29	114	31	25	109	15	180	2	3	83	25	113	0	22	31	1	54	70	131	0	0	201	662
Total	27	209	53	157	446	125	87	460	57	729	5	15	389	71	480	0	105	113	2	220	356	560	8	0	924	2799
Grand Total	58	375	119	342	894	223	177	881	116	1397	9	26	829	131	995	0	214	220	12	446	733	1141	17	0	1891	5623
Apprch %	6.5	41.9	13.3	38.3		16	12.7	63.1	8.3		0.9	2.6	83.3	13.2		0	48	49.3	2.7		38.8	60.3	0.9	0		
Total %	1	6.7	2.1	6.1	15.9	4	3.1	15.7	2.1	24.8	0.2	0.5	14.7	2.3	17.7	0	3.8	3.9	0.2	7.9	13	20.3	0.3	0	33.6	

	Ramona Boulevard Southbound					Valley Boulevard Westbound					Ramona Boulevard Northbound					Valley Mall Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	9	36	17	**54**	116	29	21	110	13	173	**2**	3	114	8	127	0	22	22	3	47	90	135	1	0	226	689
04:30 PM	5	37	8	47	97	23	**24**	101	**18**	166	1	3	121	18	143	0	28	29	0	57	101	**171**	**3**	0	275	738
04:45 PM	**11**	**53**	**23**	46	**133**	22	22	109	12	165	1	3	**122**	**24**	**150**	0	**34**	**30**	**4**	**68**	88	147	1	0	236	**752**
05:00 PM	7	46	12	50	115	**30**	23	**114**	13	**180**	0	**7**	104	14	125	0	22	24	0	46	**115**	168	2	0	**285**	751
Total Volume	32	172	60	197	461	104	90	434	56	684	4	16	461	64	545	0	106	105	7	218	394	621	7	0	1022	2930
% App. Total	6.9	37.3	13	42.7		15.2	13.2	63.5	8.2		0.7	2.9	84.6	11.7		0	48.6	48.2	3.2		38.6	60.8	0.7	0		
PHF	.727	.811	.652	.912	.867	.867	.938	.952	.778	.950	.500	.571	.945	.667	.908	.000	.779	.875	.438	.801	.857	.908	.583	.000	.896	.974

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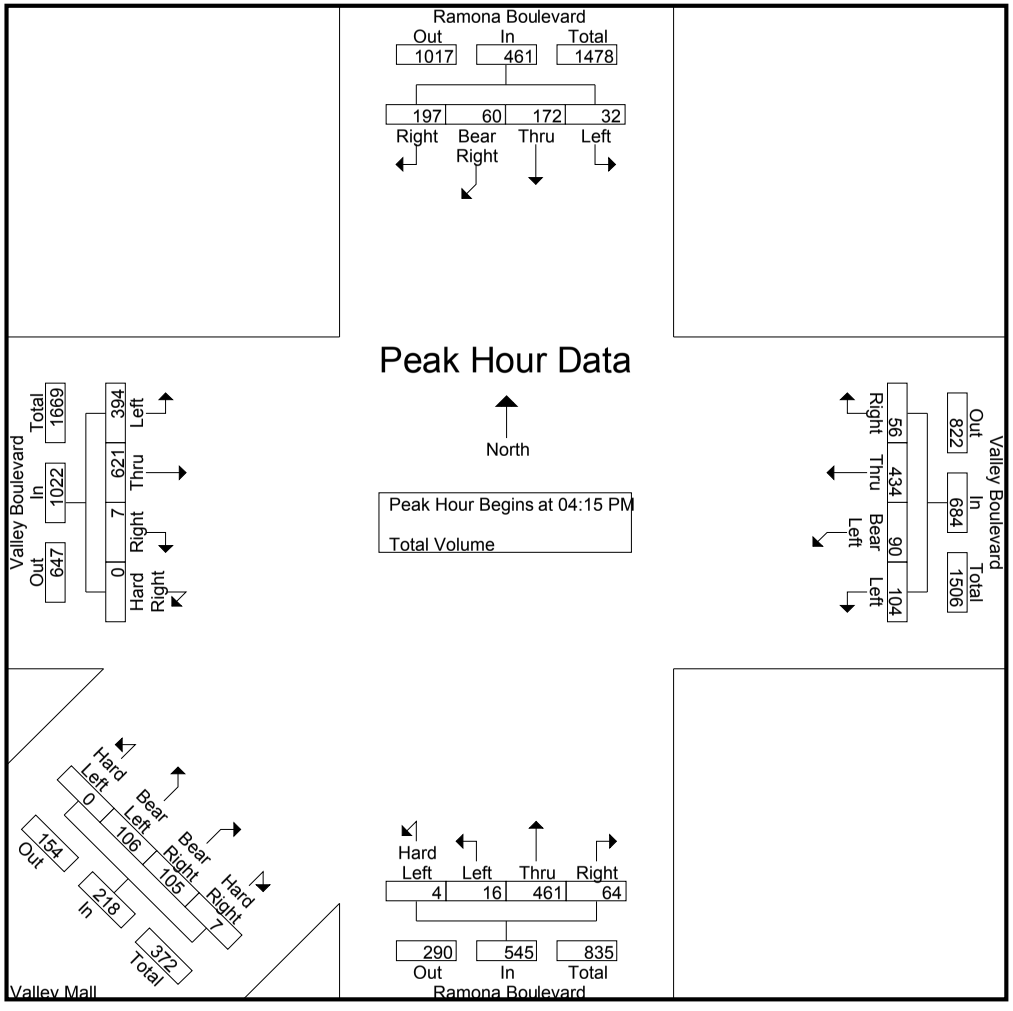
City of El Monte
N/S: Ramona Boulevard
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMRAVAPM
Site Code : 00000014
Start Date : 9/12/2012
Page No : 2



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City of El Monte
N/S: Ramona Boulevard
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMRAVAPM
Site Code : 00000014
Start Date : 9/12/2012
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	Ramona Boulevard Southbound					Valley Boulevard Westbound					Ramona Boulevard Northbound					Valley Mall Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Each Approach Begins at:																										
	04:45 PM					05:00 PM					04:15 PM					04:30 PM					04:15 PM					
+0 mins.	**11**	53	**23**	46	**133**	30	23	114	13	180	**2**	3	114	8	127	0	28	29	0	57	90	135	1	0	226	
+15 mins.	7	46	12	**50**	115	26	21	103	**15**	165	1	3	121	18	143	0	**34**	30	**4**	**68**	101	**171**	**3**	0	275	
+30 mins.	7	**55**	10	36	108	**38**	18	**134**	14	**204**	1	3	**122**	**24**	**150**	0	22	24	0	46	88	147	1	0	236	
+45 mins.	6	43	18	42	109	31	**25**	109	15	180	0	**7**	104	14	125	0	30	**35**	1	66	**115**	168	2	0	**285**	
Total Volume	31	197	63	174	465	125	87	460	57	729	4	16	461	64	545	0	114	118	5	237	394	621	7	0	1022	
% App. Total	6.7	42.4	13.5	37.4		17.1	11.9	63.1	7.8		0.7	2.9	84.6	11.7		0	48.1	49.8	2.1		38.6	60.8	0.7	0		
PHF	.705	.895	.685	.870	.874	.822	.870	.858	.950	.893	.500	.571	.945	.667	.908	.000	.838	.843	.313	.871	.857	.908	.583	.000	.896	

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City of El Monte
N/S: Ramona Boulevard
E/W: Valley Boulevard/Valley Mall
Weather: Sunny

File Name : ELMRAVASAT
Site Code : 00000035
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Ramona Boulevard Southbound					Valley Boulevard Westbound					Ramona Boulevard Northbound					Valley Mall Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
12:00 PM	67	107	35	2	211	16	36	73	41	166	2	54	126	23	205	0	17	19	2	38	2	62	0	0	64	684
12:15 PM	74	117	12	5	208	20	39	49	37	145	0	60	124	33	217	0	34	33	2	69	6	77	0	3	86	725
12:30 PM	75	92	20	1	188	12	37	61	29	139	2	71	111	17	201	0	28	21	4	53	6	70	1	0	77	658
12:45 PM	67	98	32	2	199	22	32	53	40	147	0	54	115	32	201	0	20	25	7	52	0	64	1	1	66	665
Total	283	414	99	10	806	70	144	236	147	597	4	239	476	105	824	0	99	98	15	212	14	273	2	4	293	2732
01:00 PM	81	103	22	4	210	16	34	74	44	168	2	60	125	27	214	0	26	30	3	59	1	67	0	0	68	719
01:15 PM	71	107	24	5	207	16	29	63	49	157	1	54	86	22	163	1	35	24	4	64	0	73	0	1	74	665
01:30 PM	66	111	15	3	195	14	32	66	43	155	1	51	128	23	203	1	15	22	3	41	3	65	0	2	70	664
01:45 PM	57	92	18	3	170	14	24	53	41	132	1	40	80	23	144	1	19	31	4	55	1	59	0	3	63	564
Total	275	413	79	15	782	60	119	256	177	612	5	205	419	95	724	3	95	107	14	219	5	264	0	6	275	2612
Grand Total	558	827	178	25	1588	130	263	492	324	1209	9	444	895	200	1548	3	194	205	29	431	19	537	2	10	568	5344
Apprch %	35.1	52.1	11.2	1.6		10.8	21.8	40.7	26.8		0.6	28.7	57.8	12.9		0.7	45	47.6	6.7		3.3	94.5	0.4	1.8		
Total %	10.4	15.5	3.3	0.5	29.7	2.4	4.9	9.2	6.1	22.6	0.2	8.3	16.7	3.7	29	0.1	3.6	3.8	0.5	8.1	0.4	10	0	0.2	10.6	

	Ramona Boulevard Southbound					Valley Boulevard Westbound					Ramona Boulevard Northbound					Valley Mall Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 12:15 PM																										
12:15 PM	74	**117**	12	**5**	208	20	**39**	49	37	145	0	60	124	**33**	**217**	0	**34**	**33**	2	**69**	**6**	**77**	0	**3**	**86**	**725**
12:30 PM	75	92	20	1	188	12	37	61	29	139	**2**	**71**	111	17	201	0	28	21	4	53	6	70	**1**	0	77	658
12:45 PM	67	98	**32**	2	199	**22**	32	53	40	147	0	54	115	32	201	0	20	25	**7**	52	0	64	1	1	66	665
01:00 PM	**81**	103	22	4	**210**	16	34	**74**	**44**	**168**	2	60	**125**	27	214	0	26	30	3	59	1	67	0	0	68	719
Total Volume	297	410	86	12	805	70	142	237	150	599	4	245	475	109	833	0	108	109	16	233	13	278	2	4	297	2767
% App. Total	36.9	50.9	10.7	1.5		11.7	23.7	39.6	25		0.5	29.4	57	13.1		0	46.4	46.8	6.9		4.4	93.6	0.7	1.3		
PHF	.917	.876	.672	.600	.958	.795	.910	.801	.852	.891	.500	.863	.950	.826	.960	.000	.794	.826	.571	.844	.542	.903	.500	.333	.863	.954

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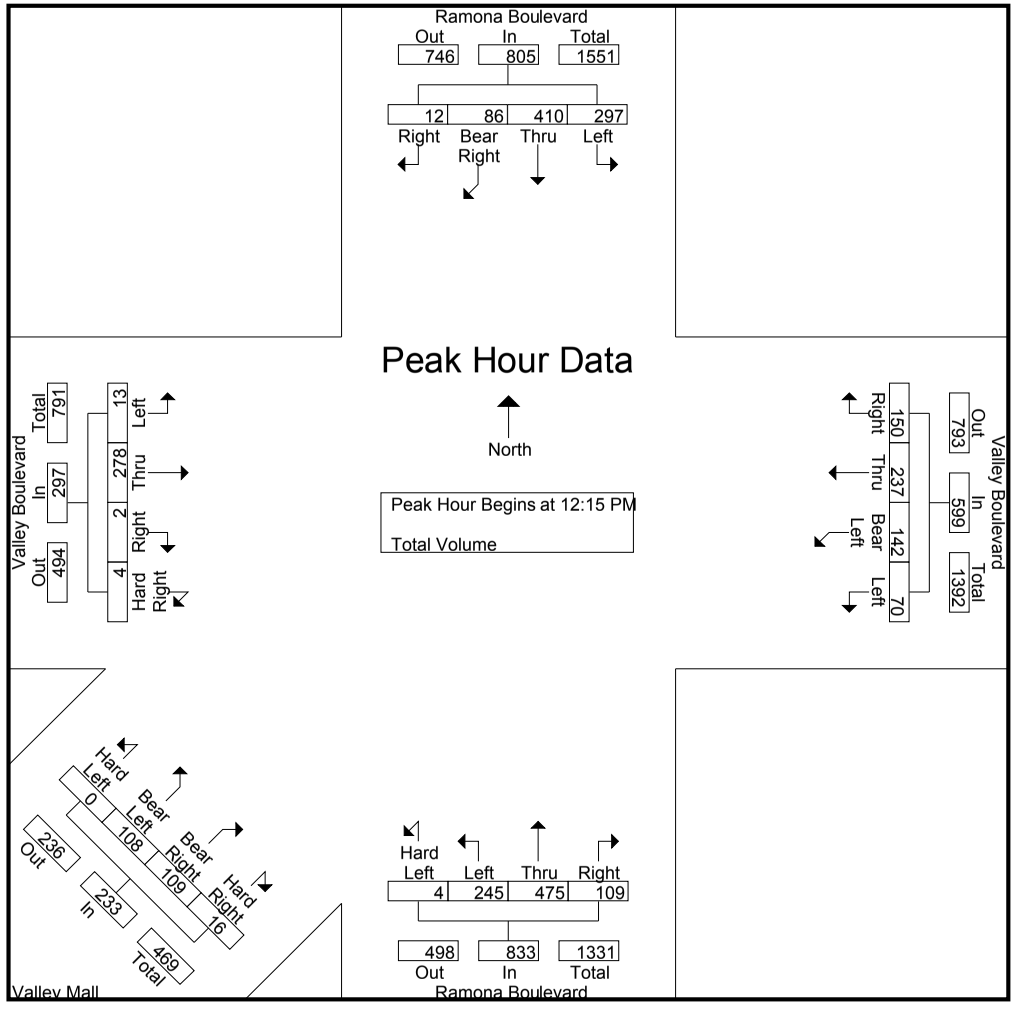
City of El Monte
N/S: Ramona Boulevard
E/W: Valley Boulevard/Valley Mall
Weather: Sunny

File Name : ELMRAVASAT
Site Code : 00000035
Start Date : 9/15/2012
Page No : 2



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File Name : ELMRAVASAT
Site Code : 00000035
Start Date : 9/15/2012
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	Ramona Boulevard Southbound					Valley Boulevard Westbound					Ramona Boulevard Northbound					Valley Mall Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																										
Peak Hour for Each Approach Begins at:																										
	12:45 PM					12:45 PM					12:15 PM					12:15 PM					12:15 PM					
+0 mins.	67	98	**32**	2	199	**22**	32	53	40	147	0	60	124	**33**	**217**	0	**34**	**33**	2	**69**	**6**	**77**	0	**3**	**86**	
+15 mins.	**81**	103	22	4	**210**	16	**34**	**74**	44	**168**	**2**	**71**	111	17	201	0	28	21	4	53	6	70	**1**	0	77	
+30 mins.	71	107	24	**5**	207	16	29	63	**49**	157	0	54	115	32	201	0	20	25	**7**	52	0	64	1	1	66	
+45 mins.	66	**111**	15	3	195	14	32	66	43	155	2	60	**125**	27	214	0	26	30	3	59	1	67	0	0	68	
Total Volume	285	419	93	14	811	68	127	256	176	627	4	245	475	109	833	0	108	109	16	233	13	278	2	4	297	
% App. Total	35.1	51.7	11.5	1.7		10.8	20.3	40.8	28.1		0.5	29.4	57	13.1		0	46.4	46.8	6.9		4.4	93.6	0.7	1.3		
PHF	.880	.944	.727	.700	.965	.773	.934	.865	.898	.933	.500	.863	.950	.826	.960	.000	.794	.826	.571	.844	.542	.903	.500	.333	.863	

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City of El Monte
N/S: Peck Road
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMPEVAAM
Site Code : 00000083
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Valley Boulevard Westbound				Peck Road Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	41	221	35	297	9	176	28	213	37	107	58	202	10	65	8	83	795
07:15 AM	45	244	41	330	7	237	28	272	50	104	49	203	14	69	9	92	897
07:30 AM	49	236	50	335	14	236	44	294	51	161	77	289	10	124	4	138	1056
07:45 AM	52	214	68	334	8	220	46	274	41	182	87	310	22	107	19	148	1066
Total	187	915	194	1296	38	869	146	1053	179	554	271	1004	56	365	40	461	3814
08:00 AM	42	198	42	282	17	199	49	265	57	151	79	287	18	123	25	166	1000
08:15 AM	45	200	33	278	14	210	47	271	51	159	60	270	19	96	24	139	958
08:30 AM	34	182	28	244	16	164	43	223	46	141	79	266	18	158	31	207	940
08:45 AM	25	167	45	237	12	159	47	218	48	172	73	293	30	106	29	165	913
Total	146	747	148	1041	59	732	186	977	202	623	291	1116	85	483	109	677	3811
Grand Total	333	1662	342	2337	97	1601	332	2030	381	1177	562	2120	141	848	149	1138	7625
Apprch %	14.2	71.1	14.6		4.8	78.9	16.4		18	55.5	26.5		12.4	74.5	13.1		
Total %	4.4	21.8	4.5	30.6	1.3	21	4.4	26.6	5	15.4	7.4	27.8	1.8	11.1	2	14.9	

	Peck Road Southbound				Valley Boulevard Westbound				Peck Road Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	49	**236**	50	**335**	14	**236**	44	**294**	51	161	77	289	10	**124**	4	138	1056
07:45 AM	**52**	214	**68**	334	8	220	46	274	41	**182**	**87**	**310**	**22**	107	19	148	**1066**
08:00 AM	42	198	42	282	**17**	199	**49**	265	**57**	151	79	287	18	123	**25**	**166**	1000
08:15 AM	45	200	33	278	14	210	47	271	51	159	60	270	19	96	24	139	958
Total Volume	188	848	193	1229	53	865	186	1104	200	653	303	1156	69	450	72	591	4080
% App. Total	15.3	69	15.7		4.8	78.4	16.8		17.3	56.5	26.2		11.7	76.1	12.2		
PHF	.904	.898	.710	.917	.779	.916	.949	.939	.877	.897	.871	.932	.784	.907	.720	.890	.957

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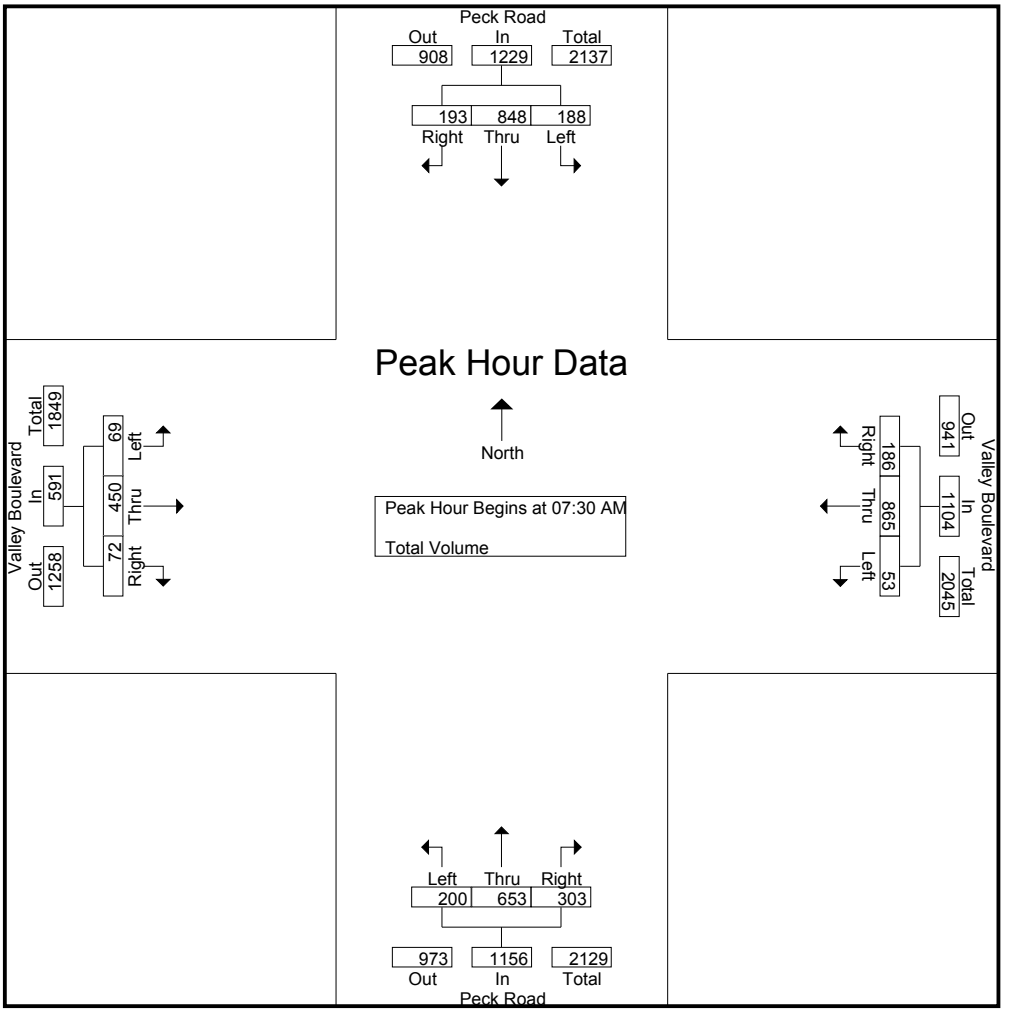
File Name : ELMPEVAAM
Site Code : 00000083
Start Date : 9/13/2012
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:30 AM				08:00 AM			
+0 mins.	41	221	35	297	7	**237**	28	272	51	161	77	289	18	123	25	166
+15 mins.	45	**244**	41	330	14	236	44	**294**	41	**182**	**87**	**310**	19	96	24	139
+30 mins.	49	236	50	**335**	8	220	46	274	**57**	151	79	287	18	**158**	**31**	**207**
+45 mins.	**52**	214	**68**	334	**17**	199	**49**	265	51	159	60	270	**30**	106	29	165
Total Volume	187	915	194	1296	46	892	167	1105	200	653	303	1156	85	483	109	677
% App. Total	14.4	70.6	15		4.2	80.7	15.1		17.3	56.5	26.2		12.6	71.3	16.1	
PHF	.899	.938	.713	.967	.676	.941	.852	.940	.877	.897	.871	.932	.708	.764	.879	.818

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City of El Monte
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Weather: Sunny

File Name : ELMPEVAPM
Site Code : 00000083
Start Date : 9/13/2012
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Groups Printed- Total Volume

	Peck Road Southbound				Valley Boulevard Westbound				Peck Road Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	37	206	33	276	56	180	36	272	8	89	49	146	28	273	79	380	1074
04:15 PM	44	196	27	267	58	221	40	319	8	142	53	203	20	251	90	361	1150
04:30 PM	49	193	31	273	44	162	29	235	3	122	82	207	35	284	89	408	1123
04:45 PM	29	203	48	280	51	188	47	286	13	124	73	210	27	306	88	421	1197
Total	159	798	139	1096	209	751	152	1112	32	477	257	766	110	1114	346	1570	4544
05:00 PM	47	222	31	300	55	210	32	297	5	156	55	216	25	309	86	420	1233
05:15 PM	57	198	34	289	37	180	33	250	7	152	75	234	38	286	80	404	1177
05:30 PM	52	176	30	258	52	241	43	336	11	126	53	190	26	318	74	418	1202
05:45 PM	58	202	24	284	50	186	30	266	9	136	61	206	31	302	68	401	1157
Total	214	798	119	1131	194	817	138	1149	32	570	244	846	120	1215	308	1643	4769
Grand Total	373	1596	258	2227	403	1568	290	2261	64	1047	501	1612	230	2329	654	3213	9313
Apprch %	16.7	71.7	11.6		17.8	69.3	12.8		4	65	31.1		7.2	72.5	20.4		
Total %	4	17.1	2.8	23.9	4.3	16.8	3.1	24.3	0.7	11.2	5.4	17.3	2.5	25	7	34.5	

	Peck Road Southbound				Valley Boulevard Westbound				Peck Road Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	29	203	**48**	280	51	188	**47**	286	**13**	124	73	210	27	306	**88**	**421**	1197
05:00 PM	47	**222**	31	**300**	**55**	210	32	297	5	**156**	55	216	25	309	86	420	**1233**
05:15 PM	**57**	198	34	289	37	180	33	250	7	152	**75**	**234**	**38**	286	80	404	1177
05:30 PM	52	176	30	258	52	**241**	43	**336**	11	126	53	190	26	**318**	74	418	1202
Total Volume	185	799	143	1127	195	819	155	1169	36	558	256	850	116	1219	328	1663	4809
% App. Total	16.4	70.9	12.7		16.7	70.1	13.3		4.2	65.6	30.1		7	73.3	19.7		
PHF	.811	.900	.745	.939	.886	.850	.824	.870	.692	.894	.853	.908	.763	.958	.932	.988	.975

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File Name : ELMPEVAPM
Site Code : 00000083
Start Date : 9/13/2012
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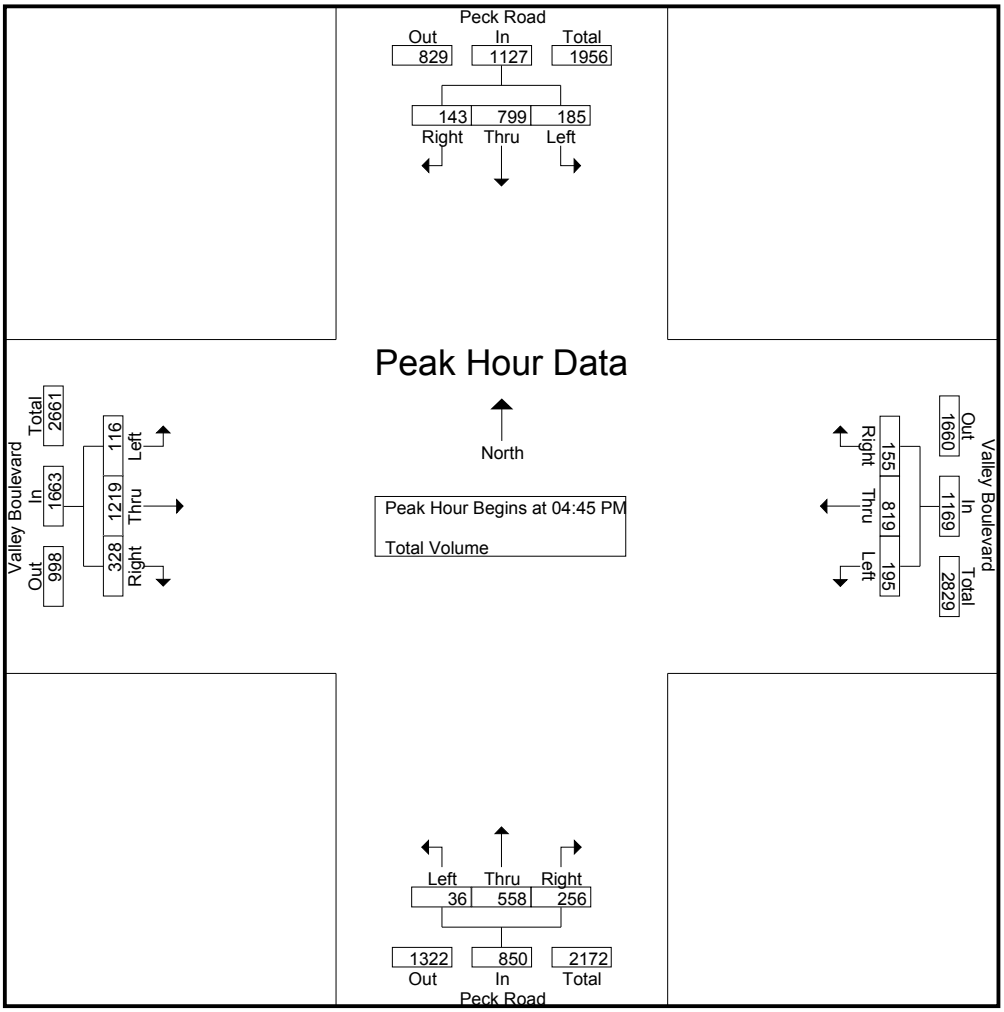

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:30 PM				04:45 PM			
+0 mins.	49	193	31	273	51	188	**47**	286	3	122	**82**	207	27	306	**88**	**421**
+15 mins.	29	203	**48**	280	**55**	210	32	297	**13**	124	73	210	25	309	86	420
+30 mins.	47	**222**	31	**300**	37	180	33	250	5	**156**	55	216	**38**	286	80	404
+45 mins.	**57**	198	34	289	52	**241**	43	**336**	7	152	75	**234**	26	**318**	74	418
Total Volume	182	816	144	1142	195	819	155	1169	28	554	285	867	116	1219	328	1663
% App. Total	15.9	71.5	12.6		16.7	70.1	13.3		3.2	63.9	32.9		7	73.3	19.7	
PHF	.798	.919	.750	.952	.886	.850	.824	.870	.538	.888	.869	.926	.763	.958	.932	.988

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City of El Monte
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E/W: Valley Boulevard
Weather: Sunny

File Name : ELMPEVASAT
Site Code : 00000035
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Valley Boulevard Westbound				Peck Road Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	60	209	38	307	20	137	63	220	48	168	56	272	26	150	23	199	998
12:15 PM	79	224	45	348	15	134	73	222	62	220	71	353	43	155	26	224	1147
12:30 PM	53	199	36	288	17	131	60	208	42	216	71	329	44	121	20	185	1010
12:45 PM	63	202	46	311	11	115	64	190	54	235	61	350	26	130	33	189	1040
Total	255	834	165	1254	63	517	260	840	206	839	259	1304	139	556	102	797	4195
01:00 PM	62	209	26	297	17	138	70	225	47	196	68	311	41	151	26	218	1051
01:15 PM	69	202	41	312	8	106	63	177	55	172	69	296	30	126	18	174	959
01:30 PM	60	202	25	287	21	146	73	240	40	169	85	294	24	149	27	200	1021
01:45 PM	67	202	33	302	18	113	61	192	59	224	77	360	32	136	39	207	1061
Total	258	815	125	1198	64	503	267	834	201	761	299	1261	127	562	110	799	4092
Grand Total	513	1649	290	2452	127	1020	527	1674	407	1600	558	2565	266	1118	212	1596	8287
Apprch %	20.9	67.3	11.8		7.6	60.9	31.5		15.9	62.4	21.8		16.7	70.1	13.3		
Total %	6.2	19.9	3.5	29.6	1.5	12.3	6.4	20.2	4.9	19.3	6.7	31	3.2	13.5	2.6	19.3	

	Peck Road Southbound				Valley Boulevard Westbound				Peck Road Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	**79**	**224**	45	**348**	15	134	**73**	222	**62**	220	**71**	**353**	43	**155**	26	**224**	**1147**
12:30 PM	53	199	36	288	**17**	131	60	208	42	216	71	329	**44**	121	20	185	1010
12:45 PM	63	202	**46**	311	11	115	64	190	54	**235**	61	350	26	130	**33**	189	1040
01:00 PM	62	209	26	297	17	**138**	70	**225**	47	196	68	311	41	151	26	218	1051
Total Volume	257	834	153	1244	60	518	267	845	205	867	271	1343	154	557	105	816	4248
% App. Total	20.7	67	12.3		7.1	61.3	31.6		15.3	64.6	20.2		18.9	68.3	12.9		
PHF	.813	.931	.832	.894	.882	.938	.914	.939	.827	.922	.954	.951	.875	.898	.795	.911	.926

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File Name : ELMPEVASAT
Site Code : 00000035
Start Date : 9/15/2012
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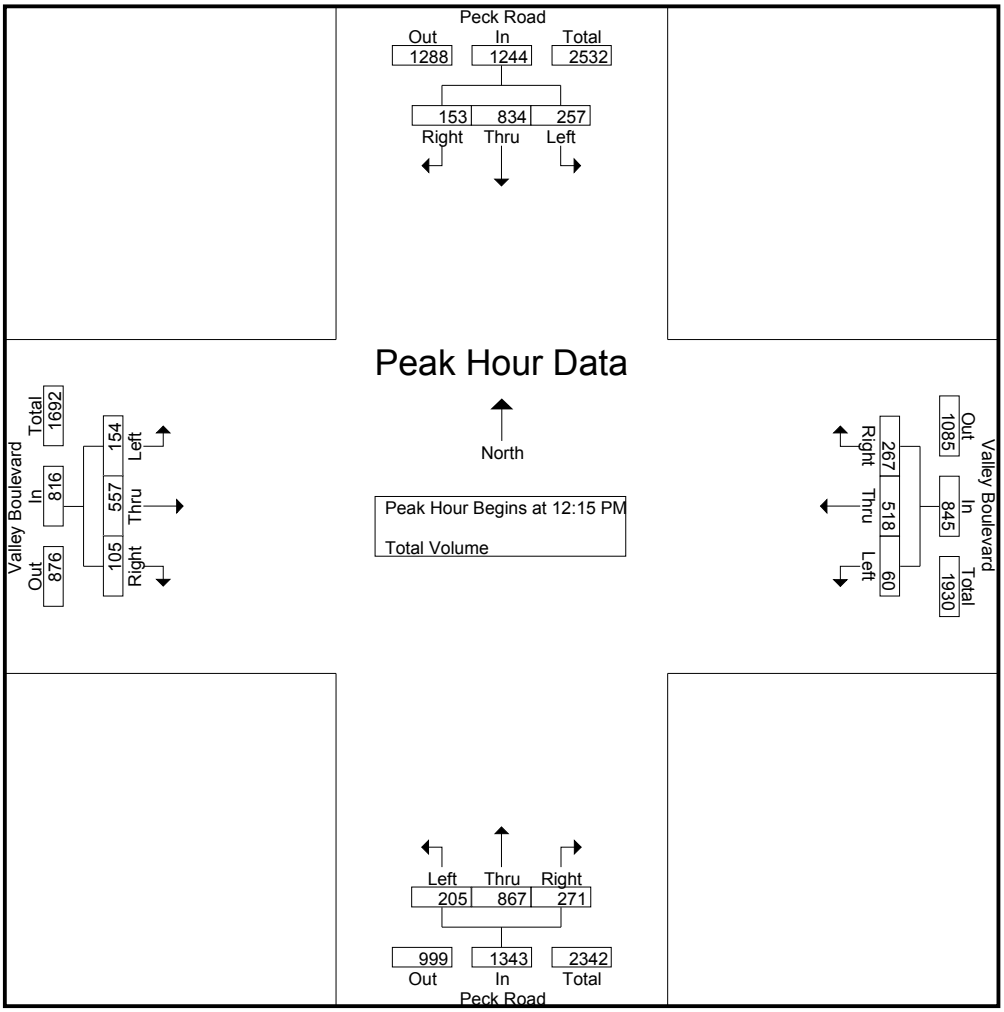

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:15 PM				12:15 PM				12:15 PM			
+0 mins.	60	209	38	307	15	134	**73**	222	**62**	220	**71**	**353**	43	**155**	26	**224**
+15 mins.	**79**	**224**	45	**348**	**17**	131	60	208	42	216	71	329	**44**	121	20	185
+30 mins.	53	199	36	288	11	115	64	190	54	**235**	61	350	26	130	**33**	189
+45 mins.	63	202	**46**	311	17	**138**	70	**225**	47	196	68	311	41	151	26	218
Total Volume	255	834	165	1254	60	518	267	845	205	867	271	1343	154	557	105	816
% App. Total	20.3	66.5	13.2		7.1	61.3	31.6		15.3	64.6	20.2		18.9	68.3	12.9	
PHF	.807	.931	.897	.901	.882	.938	.914	.939	.827	.922	.954	.951	.875	.898	.795	.911

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City of El Monte
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E/W: Ramona Boulevard
Weather: Sunny

File Name : ELMPERAAM
Site Code : 00002222
Start Date : 6/6/2013
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Ramona Boulevard Westbound				Peck Road Northbound				Ramona Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	28	160	15	203	55	127	30	212	3	96	32	131	15	31	6	52	598
07:15 AM	26	236	37	299	63	141	38	242	9	124	24	157	6	36	3	45	743
07:30 AM	30	266	41	337	62	165	55	282	15	145	30	190	21	43	2	66	875
07:45 AM	28	320	55	403	77	181	45	303	9	150	26	185	24	67	4	95	986
Total	112	982	148	1242	257	614	168	1039	36	515	112	663	66	177	15	258	3202
08:00 AM	32	297	54	383	67	121	38	226	8	178	35	221	26	70	5	101	931
08:15 AM	34	231	38	303	48	103	36	187	7	127	31	165	34	61	2	97	752
08:30 AM	27	197	35	259	56	104	50	210	9	144	23	176	18	31	6	55	700
08:45 AM	27	186	11	224	64	98	38	200	22	122	35	179	35	58	1	94	697
Total	120	911	138	1169	235	426	162	823	46	571	124	741	113	220	14	347	3080
Grand Total	232	1893	286	2411	492	1040	330	1862	82	1086	236	1404	179	397	29	605	6282
Apprch %	9.6	78.5	11.9		26.4	55.9	17.7		5.8	77.4	16.8		29.6	65.6	4.8		
Total %	3.7	30.1	4.6	38.4	7.8	16.6	5.3	29.6	1.3	17.3	3.8	22.3	2.8	6.3	0.5	9.6	

	Peck Road Southbound				Ramona Boulevard Westbound				Peck Road Northbound				Ramona Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	30	266	41	337	62	165	**55**	282	**15**	145	30	190	21	43	2	66	875
07:45 AM	28	**320**	**55**	**403**	**77**	**181**	45	**303**	9	150	26	185	24	67	4	95	**986**
08:00 AM	32	297	54	383	67	121	38	226	8	**178**	**35**	**221**	26	**70**	**5**	**101**	931
08:15 AM	**34**	231	38	303	48	103	36	187	7	127	31	165	**34**	61	2	97	752
Total Volume	124	1114	188	1426	254	570	174	998	39	600	122	761	105	241	13	359	3544
% App. Total	8.7	78.1	13.2		25.5	57.1	17.4		5.1	78.8	16		29.2	67.1	3.6		
PHF	.912	.870	.855	.885	.825	.787	.791	.823	.650	.843	.871	.861	.772	.861	.650	.889	.899

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Site Code : 00002222
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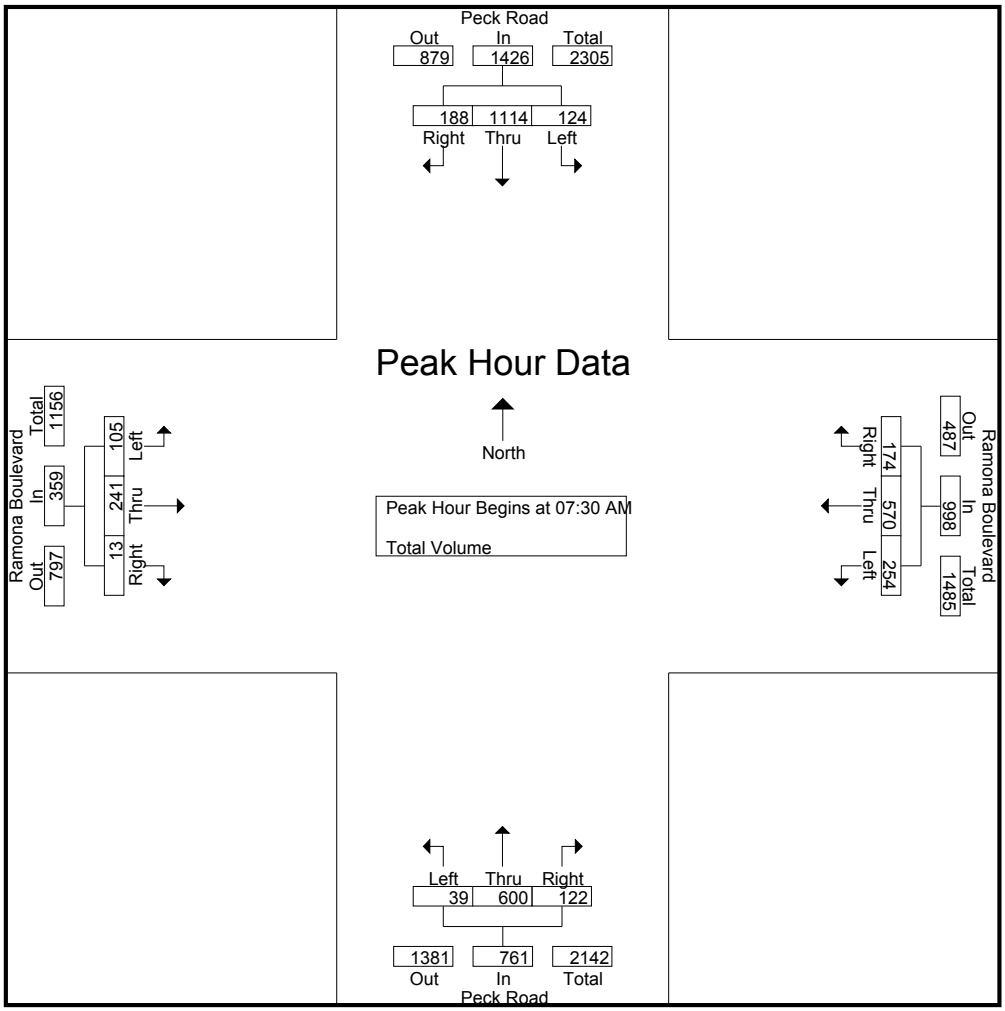

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	30	266	41	337	63	141	38	242	**15**	145	30	190	21	43	2	66
+15 mins.	28	**320**	**55**	**403**	62	165	**55**	282	9	150	26	185	24	67	4	95
+30 mins.	32	297	54	383	**77**	**181**	45	**303**	8	**178**	**35**	**221**	26	**70**	**5**	**101**
+45 mins.	**34**	231	38	303	67	121	38	226	7	127	31	165	**34**	61	2	97
Total Volume	124	1114	188	1426	269	608	176	1053	39	600	122	761	105	241	13	359
% App. Total	8.7	78.1	13.2		25.5	57.7	16.7		5.1	78.8	16		29.2	67.1	3.6	
PHF	.912	.870	.855	.885	.873	.840	.800	.869	.650	.843	.871	.861	.772	.861	.650	.889

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Groups Printed- Total Volume

	Peck Road Southbound				Ramona Boulevard Westbound				Peck Road Northbound				Ramona Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	47	181	22	250	50	64	29	143	9	231	106	346	31	142	10	183	922
04:15 PM	40	169	19	228	51	81	40	172	13	243	99	355	45	186	1	232	987
04:30 PM	45	145	26	216	44	68	34	146	3	236	81	320	26	145	4	175	857
04:45 PM	47	189	31	267	43	78	45	166	18	270	108	396	42	154	4	200	1029
Total	179	684	98	961	188	291	148	627	43	980	394	1417	144	627	19	790	3795
05:00 PM	42	169	28	239	58	88	40	186	11	220	104	335	46	179	12	237	997
05:15 PM	54	195	32	281	31	66	28	125	11	284	93	388	27	123	7	157	951
05:30 PM	43	138	23	204	42	94	42	178	8	230	92	330	46	152	5	203	915
05:45 PM	52	238	21	311	52	71	38	161	7	268	88	363	35	148	5	188	1023
Total	191	740	104	1035	183	319	148	650	37	1002	377	1416	154	602	29	785	3886
Grand Total	370	1424	202	1996	371	610	296	1277	80	1982	771	2833	298	1229	48	1575	7681
Apprch %	18.5	71.3	10.1		29.1	47.8	23.2		2.8	70	27.2		18.9	78	3		
Total %	4.8	18.5	2.6	26	4.8	7.9	3.9	16.6	1	25.8	10	36.9	3.9	16	0.6	20.5	

	Peck Road Southbound				Ramona Boulevard Westbound				Peck Road Northbound				Ramona Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	47	189	31	267	43	78	**45**	166	**18**	270	**108**	**396**	42	154	4	200	**1029**
05:00 PM	42	169	28	239	**58**	88	40	**186**	11	220	104	335	**46**	**179**	**12**	**237**	997
05:15 PM	**54**	**195**	**32**	**281**	31	66	28	125	11	**284**	93	388	27	123	7	157	951
05:30 PM	43	138	23	204	42	**94**	42	178	8	230	92	330	46	152	5	203	915
Total Volume	186	691	114	991	174	326	155	655	48	1004	397	1449	161	608	28	797	3892
% App. Total	18.8	69.7	11.5		26.6	49.8	23.7		3.3	69.3	27.4		20.2	76.3	3.5		
PHF	.861	.886	.891	.882	.750	.867	.861	.880	.667	.884	.919	.915	.875	.849	.583	.841	.946

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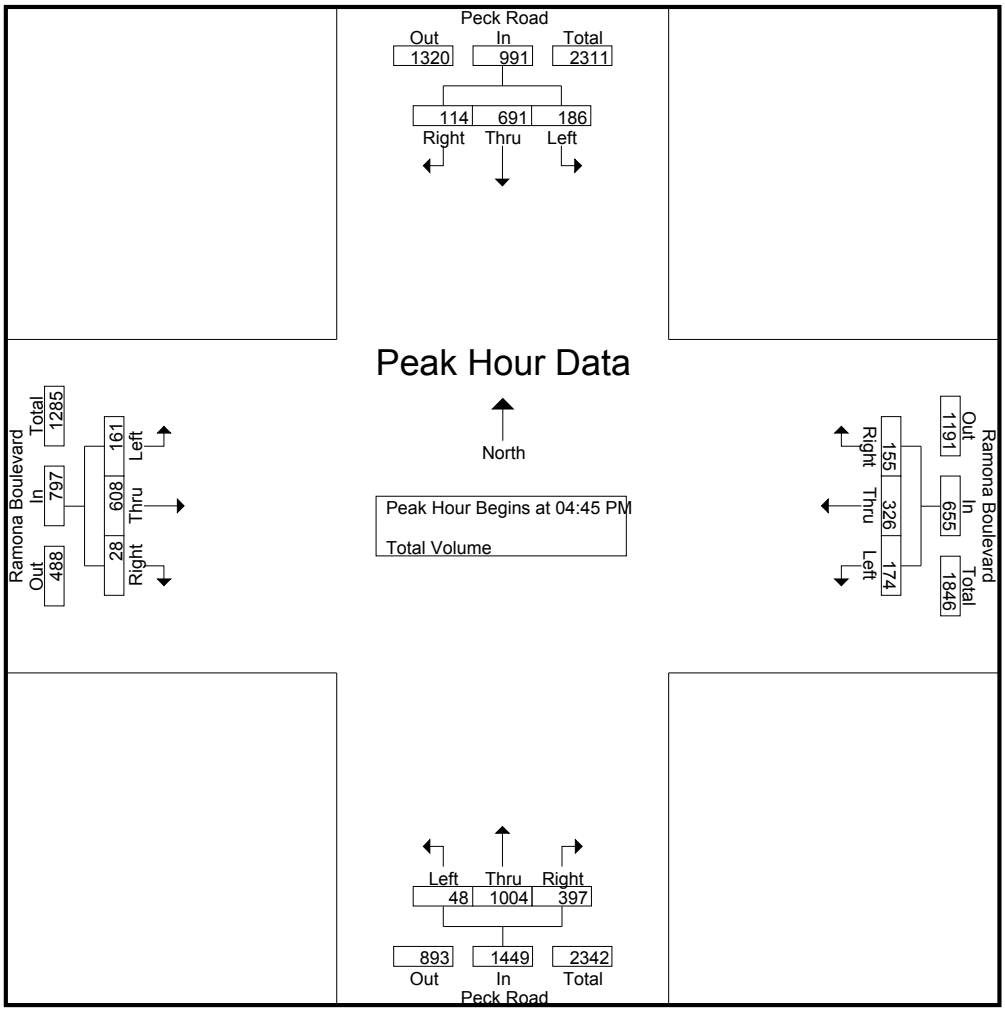

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:45 PM				04:15 PM			
+0 mins.	42	169	28	239	51	81	40	172	**18**	270	**108**	**396**	45	**186**	1	232
+15 mins.	**54**	195	**32**	281	44	68	34	146	11	220	104	335	26	145	4	175
+30 mins.	43	138	23	204	43	78	**45**	166	11	**284**	93	388	42	154	4	200
+45 mins.	52	**238**	21	**311**	**58**	**88**	40	**186**	8	230	92	330	**46**	179	**12**	**237**
Total Volume	191	740	104	1035	196	315	159	670	48	1004	397	1449	159	664	21	844
% App. Total	18.5	71.5	10		29.3	47	23.7		3.3	69.3	27.4		18.8	78.7	2.5	
PHF	.884	.777	.813	.832	.845	.895	.883	.901	.667	.884	.919	.915	.864	.892	.438	.890

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City of El Monte
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Groups Printed- Total Volume

	Peck Road Southbound				Ramona Boulevard Westbound				Peck Road Northbound				Ramona Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	12	185	100	297	39	96	12	147	45	200	31	276	62	113	61	236	956
12:15 PM	11	244	82	337	40	97	14	151	50	223	32	305	67	115	50	232	1025
12:30 PM	19	212	73	304	38	98	11	147	32	196	28	256	60	86	45	191	898
12:45 PM	15	228	86	329	34	90	15	139	44	239	34	317	67	87	61	215	1000
Total	57	869	341	1267	151	381	52	584	171	858	125	1154	256	401	217	874	3879
01:00 PM	23	246	105	374	44	102	15	161	35	206	28	269	65	90	49	204	1008
01:15 PM	11	231	87	329	40	97	20	157	50	172	22	244	71	109	46	226	956
01:30 PM	17	222	94	333	34	84	13	131	34	230	30	294	69	90	53	212	970
01:45 PM	24	213	94	331	36	107	17	160	21	216	25	262	65	95	65	225	978
Total	75	912	380	1367	154	390	65	609	140	824	105	1069	270	384	213	867	3912
Grand Total	132	1781	721	2634	305	771	117	1193	311	1682	230	2223	526	785	430	1741	7791
Apprch %	5	67.6	27.4		25.6	64.6	9.8		14	75.7	10.3		30.2	45.1	24.7		
Total %	1.7	22.9	9.3	33.8	3.9	9.9	1.5	15.3	4	21.6	3	28.5	6.8	10.1	5.5	22.3	

	Peck Road Southbound				Ramona Boulevard Westbound				Peck Road Northbound				Ramona Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	15	228	86	329	34	90	15	139	44	**239**	**34**	**317**	67	87	**61**	215	1000
01:00 PM	**23**	**246**	**105**	**374**	**44**	**102**	15	**161**	35	206	28	269	65	90	49	204	**1008**
01:15 PM	11	231	87	329	40	97	**20**	157	**50**	172	22	244	**71**	**109**	46	**226**	956
01:30 PM	17	222	94	333	34	84	13	131	34	230	30	294	69	90	53	212	970
Total Volume	66	927	372	1365	152	373	63	588	163	847	114	1124	272	376	209	857	3934
% App. Total	4.8	67.9	27.3		25.9	63.4	10.7		14.5	75.4	10.1		31.7	43.9	24.4		
PHF	.717	.942	.886	.912	.864	.914	.788	.913	.815	.886	.838	.886	.958	.862	.857	.948	.976

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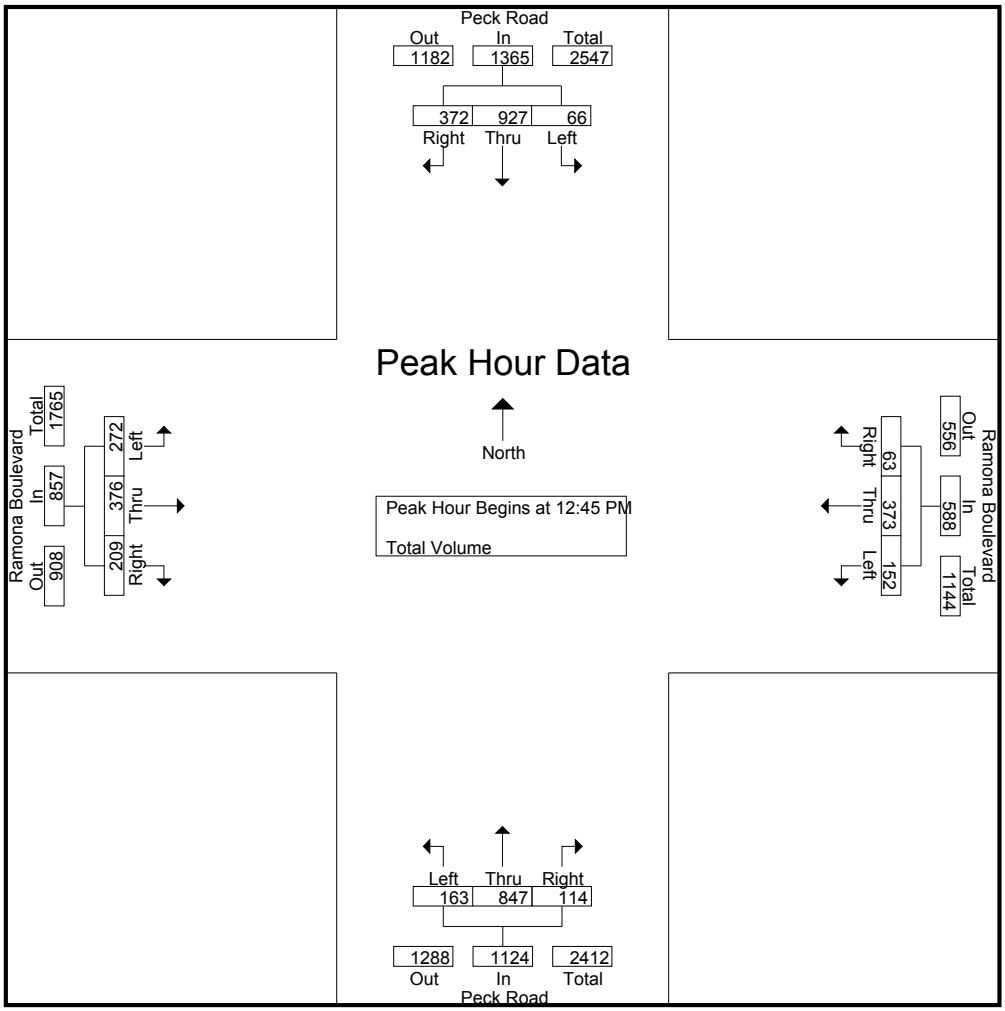

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:00 PM				01:00 PM				12:00 PM				12:00 PM			
+0 mins.	23	**246**	**105**	**374**	**44**	102	15	**161**	45	200	31	276	62	113	**61**	**236**
+15 mins.	11	231	87	329	40	97	**20**	157	**50**	223	32	305	**67**	**115**	50	232
+30 mins.	17	222	94	333	34	84	13	131	32	196	28	256	60	86	45	191
+45 mins.	**24**	213	94	331	36	**107**	17	160	44	**239**	**34**	**317**	67	87	61	215
Total Volume	75	912	380	1367	154	390	65	609	171	858	125	1154	256	401	217	874
% App. Total	5.5	66.7	27.8		25.3	64	10.7		14.8	74.4	10.8		29.3	45.9	24.8	
PHF	.781	.927	.905	.914	.875	.911	.813	.946	.855	.897	.919	.910	.955	.872	.889	.926

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City of El Monte
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Weather: Sunny

File Name : ELMGIVAAM
Site Code : 00000014
Start Date : 9/13/2012
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Groups Printed- Total Volume

	Gibson Road Southbound				Valley Boulevard Westbound				Gibson Road Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	2	6	21	245	11	277	3	4	7	14	1	91	5	97	394
07:15 AM	2	3	10	15	22	304	13	339	11	11	2	24	7	95	9	111	489
07:30 AM	7	13	10	30	26	319	15	360	13	21	6	40	7	150	5	162	592
07:45 AM	3	18	8	29	37	300	25	362	7	35	6	48	13	192	10	215	654
Total	12	38	30	80	106	1168	64	1338	34	71	21	126	28	528	29	585	2129
08:00 AM	14	28	17	59	29	350	15	394	5	1	5	11	3	179	7	189	653
08:15 AM	2	4	7	13	30	316	6	352	4	4	9	17	1	199	8	208	590
08:30 AM	8	5	9	22	25	275	7	307	7	2	8	17	0	180	8	188	534
08:45 AM	5	11	8	24	21	246	3	270	7	4	9	20	0	164	3	167	481
Total	29	48	41	118	105	1187	31	1323	23	11	31	65	4	722	26	752	2258
Grand Total	41	86	71	198	211	2355	95	2661	57	82	52	191	32	1250	55	1337	4387
Apprch %	20.7	43.4	35.9		7.9	88.5	3.6		29.8	42.9	27.2		2.4	93.5	4.1		
Total %	0.9	2	1.6	4.5	4.8	53.7	2.2	60.7	1.3	1.9	1.2	4.4	0.7	28.5	1.3	30.5	

	Gibson Road Southbound				Valley Boulevard Westbound				Gibson Road Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	13	10	30	26	319	15	360	**13**	21	6	40	7	150	5	162	592
07:45 AM	3	18	8	29	**37**	300	**25**	362	7	**35**	6	**48**	**13**	192	**10**	**215**	**654**
08:00 AM	**14**	**28**	**17**	**59**	29	**350**	15	**394**	5	1	5	11	3	179	7	189	653
08:15 AM	2	4	7	13	30	316	6	352	4	4	**9**	17	1	**199**	8	208	590
Total Volume	26	63	42	131	122	1285	61	1468	29	61	26	116	24	720	30	774	2489
% App. Total	19.8	48.1	32.1		8.3	87.5	4.2		25	52.6	22.4		3.1	93	3.9		
PHF	.464	.563	.618	.555	.824	.918	.610	.931	.558	.436	.722	.604	.462	.905	.750	.900	.951

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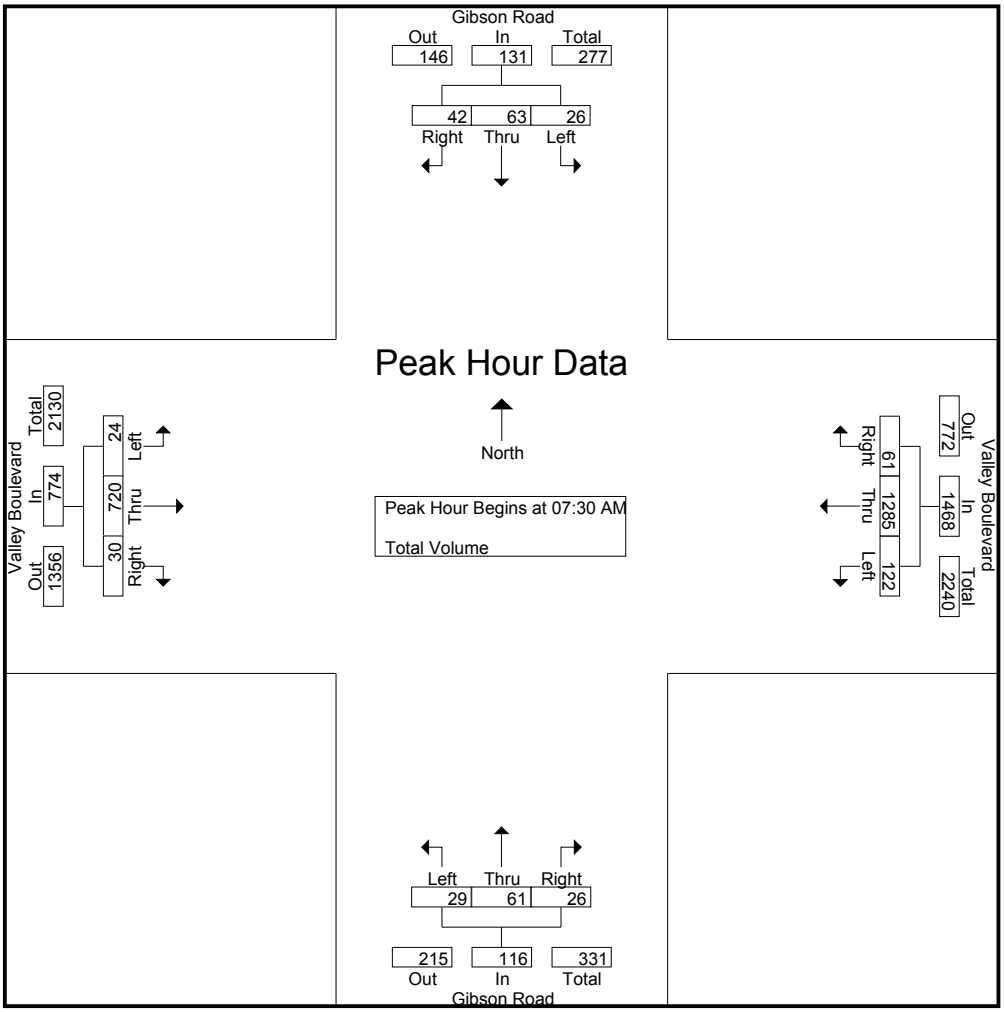

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:00 AM				07:45 AM			
+0 mins.	2	3	10	15	26	319	15	360	3	4	**7**	14	**13**	192	**10**	**215**
+15 mins.	7	13	10	30	**37**	300	**25**	362	11	11	2	24	3	179	7	189
+30 mins.	3	18	8	29	29	**350**	15	**394**	**13**	21	6	40	1	**199**	8	208
+45 mins.	**14**	**28**	**17**	**59**	30	316	6	352	7	**35**	6	**48**	0	180	8	188
Total Volume	26	62	45	133	122	1285	61	1468	34	71	21	126	17	750	33	800
% App. Total	19.5	46.6	33.8		8.3	87.5	4.2		27	56.3	16.7		2.1	93.8	4.1	
PHF	.464	.554	.662	.564	.824	.918	.610	.931	.654	.507	.750	.656	.327	.942	.825	.930

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Groups Printed- Total Volume

	Gibson Road Southbound				Valley Boulevard Westbound				Gibson Road Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	8	4	8	20	9	158	12	179	6	6	7	19	11	279	5	295	513
04:15 PM	4	6	12	22	3	162	12	177	3	5	6	14	12	299	8	319	532
04:30 PM	6	10	13	29	5	173	9	187	2	4	10	16	4	260	6	270	502
04:45 PM	14	7	4	25	13	167	2	182	4	3	8	15	4	265	7	276	498
Total	32	27	37	96	30	660	35	725	15	18	31	64	31	1103	26	1160	2045
05:00 PM	5	2	10	17	18	197	12	227	9	10	14	33	4	306	6	316	593
05:15 PM	2	3	7	12	7	185	7	199	9	7	15	31	5	311	9	325	567
05:30 PM	9	3	7	19	8	194	6	208	4	2	12	18	2	272	7	281	526
05:45 PM	7	5	7	19	9	186	9	204	3	4	12	19	5	306	6	317	559
Total	23	13	31	67	42	762	34	838	25	23	53	101	16	1195	28	1239	2245
Grand Total	55	40	68	163	72	1422	69	1563	40	41	84	165	47	2298	54	2399	4290
Apprch %	33.7	24.5	41.7		4.6	91	4.4		24.2	24.8	50.9		2	95.8	2.3		
Total %	1.3	0.9	1.6	3.8	1.7	33.1	1.6	36.4	0.9	1	2	3.8	1.1	53.6	1.3	55.9	

	Gibson Road Southbound				Valley Boulevard Westbound				Gibson Road Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	5	2	**10**	17	**18**	**197**	**12**	**227**	**9**	**10**	14	**33**	4	306	6	316	**593**
05:15 PM	2	3	7	12	7	185	7	199	9	7	**15**	31	**5**	**311**	**9**	**325**	567
05:30 PM	**9**	3	7	**19**	8	194	6	208	4	2	12	18	2	272	7	281	526
05:45 PM	7	**5**	7	19	9	186	9	204	3	4	12	19	5	306	6	317	559
Total Volume	23	13	31	67	42	762	34	838	25	23	53	101	16	1195	28	1239	2245
% App. Total	34.3	19.4	46.3		5	90.9	4.1		24.8	22.8	52.5		1.3	96.4	2.3		
PHF	.639	.650	.775	.882	.583	.967	.708	.923	.694	.575	.883	.765	.800	.961	.778	.953	.946

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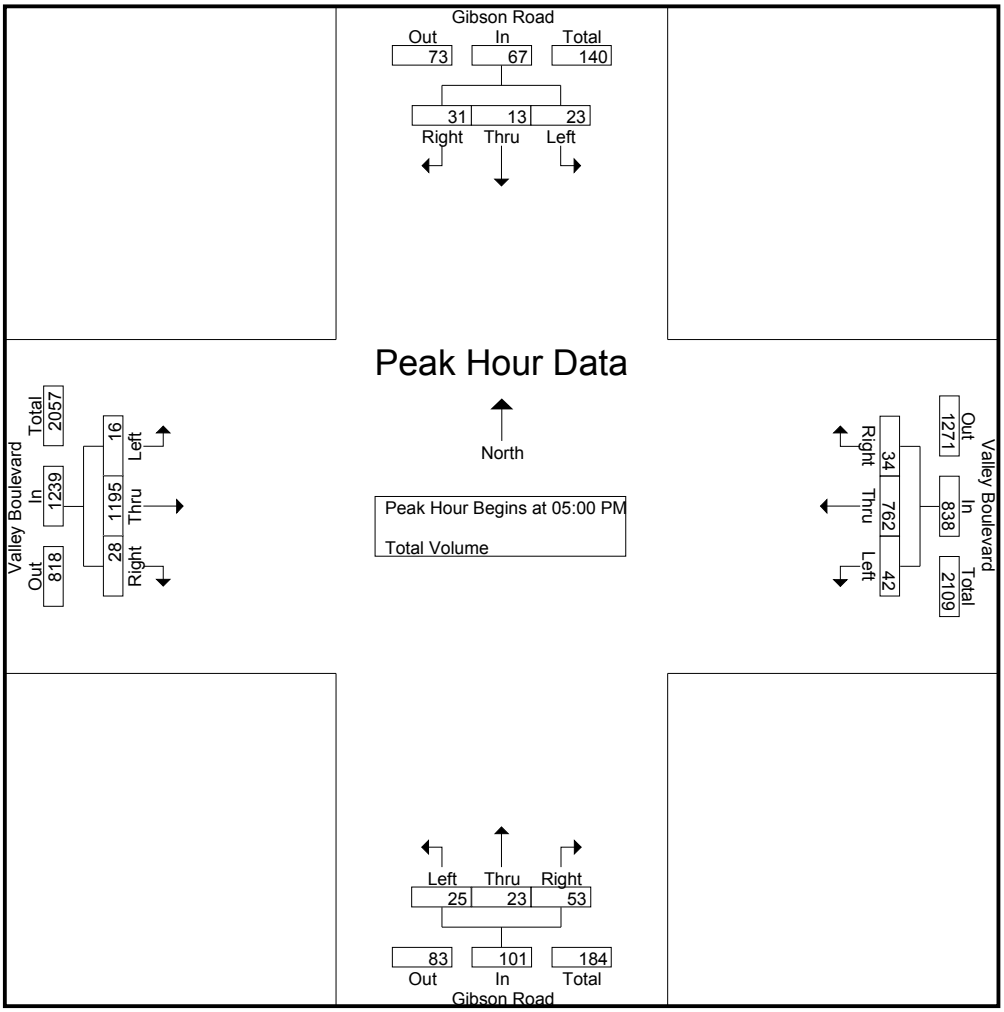
File Name : ELMGIVAPM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	8	4	8	20	**18**	**197**	**12**	**227**	**9**	**10**	14	**33**	4	306	6	316
+15 mins.	4	6	12	22	7	185	7	199	9	7	**15**	31	**5**	**311**	**9**	**325**
+30 mins.	6	**10**	**13**	**29**	8	194	6	208	4	2	12	18	2	272	7	281
+45 mins.	**14**	7	4	25	9	186	9	204	3	4	12	19	5	306	6	317
Total Volume	32	27	37	96	42	762	34	838	25	23	53	101	16	1195	28	1239
% App. Total	33.3	28.1	38.5		5	90.9	4.1		24.8	22.8	52.5		1.3	96.4	2.3	
PHF	.571	.675	.712	.828	.583	.967	.708	.923	.694	.575	.883	.765	.800	.961	.778	.953

Counts Unlimited Inc.
PO Box 1178
Corona, CA 92878
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City of El Monte
N/S: Gibson Road
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMGIVASAT
Site Code : 00000066
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Gibson Road Southbound				Valley Boulevard Westbound				Gibson Road Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	10	11	9	30	6	204	10	220	5	2	9	16	1	184	5	190	456
12:15 PM	8	2	12	22	6	165	6	177	5	2	11	18	4	199	9	212	429
12:30 PM	4	3	11	18	8	172	7	187	2	1	9	12	7	174	2	183	400
12:45 PM	6	5	5	16	11	188	3	202	5	3	9	17	2	179	11	192	427
Total	28	21	37	86	31	729	26	786	17	8	38	63	14	736	27	777	1712
01:00 PM	13	0	9	22	7	184	3	194	4	2	6	12	4	182	6	192	420
01:15 PM	5	3	4	12	6	152	6	164	6	2	12	20	7	169	4	180	376
01:30 PM	8	2	12	22	10	183	5	198	3	3	8	14	5	189	8	202	436
01:45 PM	4	2	6	12	7	174	10	191	2	0	8	10	3	195	7	205	418
Total	30	7	31	68	30	693	24	747	15	7	34	56	19	735	25	779	1650
Grand Total	58	28	68	154	61	1422	50	1533	32	15	72	119	33	1471	52	1556	3362
Apprch %	37.7	18.2	44.2		4	92.8	3.3		26.9	12.6	60.5		2.1	94.5	3.3		
Total %	1.7	0.8	2	4.6	1.8	42.3	1.5	45.6	1	0.4	2.1	3.5	1	43.8	1.5	46.3	

	Gibson Road Southbound				Valley Boulevard Westbound				Gibson Road Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**10**	**11**	9	**30**	6	**204**	**10**	**220**	**5**	2	9	16	1	184	5	190	**456**
12:15 PM	8	2	**12**	22	6	165	6	177	5	2	**11**	**18**	4	**199**	9	**212**	429
12:30 PM	4	3	11	18	8	172	7	187	2	1	9	12	**7**	174	2	183	400
12:45 PM	6	5	5	16	**11**	188	3	202	5	**3**	9	17	2	179	**11**	192	427
Total Volume	28	21	37	86	31	729	26	786	17	8	38	63	14	736	27	777	1712
% App. Total	32.6	24.4	43		3.9	92.7	3.3		27	12.7	60.3		1.8	94.7	3.5		
PHF	.700	.477	.771	.717	.705	.893	.650	.893	.850	.667	.864	.875	.500	.925	.614	.916	.939

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City of El Monte
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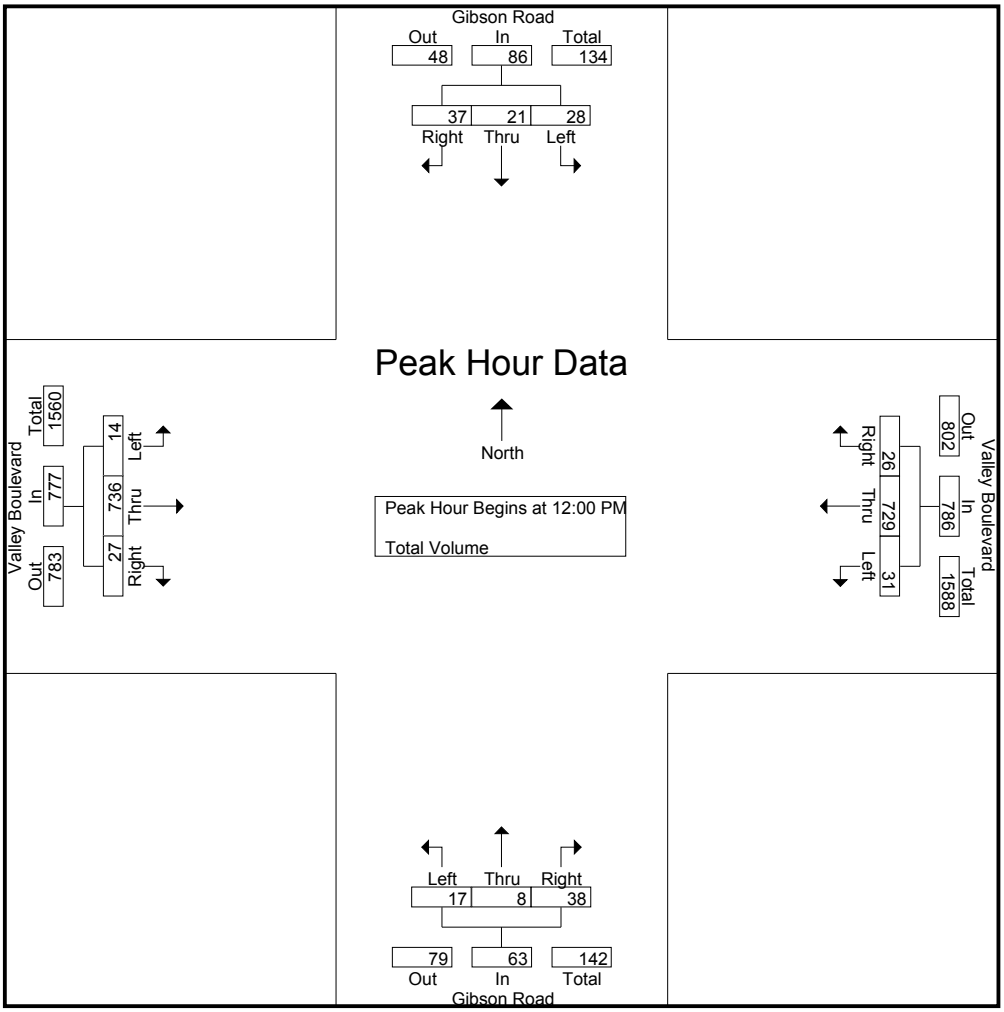
Weather: Sunny

File Name : ELMGIVASAT
Site Code : 00000066
Start Date : 9/15/2012
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:00 PM				12:00 PM				12:15 PM			
+0 mins.	**10**	**11**	9	**30**	6	**204**	**10**	**220**	**5**	2	9	16	4	**199**	9	**212**
+15 mins.	8	2	**12**	22	6	165	6	177	5	2	**11**	**18**	**7**	174	2	183
+30 mins.	4	3	11	18	8	172	7	187	2	1	9	12	2	179	**11**	192
+45 mins.	6	5	5	16	**11**	188	3	202	5	**3**	9	17	4	182	6	192
Total Volume	28	21	37	86	31	729	26	786	17	8	38	63	17	734	28	779
% App. Total	32.6	24.4	43		3.9	92.7	3.3		27	12.7	60.3		2.2	94.2	3.6	
PHF	.700	.477	.771	.717	.705	.893	.650	.893	.850	.667	.864	.875	.607	.922	.636	.919

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City of El Monte
N/S: Baldwin Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMBAVAAM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Baldwin Avenue Southbound				Valley Boulevard Westbound				Baldwin Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	149	12	176	26	195	21	242	16	75	20	111	11	62	29	102	631
07:15 AM	15	170	14	199	47	280	25	352	27	80	20	127	15	90	30	135	813
07:30 AM	20	188	17	225	37	267	24	328	48	155	48	251	9	105	42	156	960
07:45 AM	35	212	17	264	62	260	35	357	15	141	44	200	19	143	54	216	1037
Total	85	719	60	864	172	1002	105	1279	106	451	132	689	54	400	155	609	3441
08:00 AM	43	216	25	284	48	247	30	325	24	147	32	203	13	120	45	178	990
08:15 AM	45	200	25	270	51	256	32	339	13	111	34	158	23	138	51	212	979
08:30 AM	23	186	24	233	39	223	35	297	16	129	36	181	25	125	38	188	899
08:45 AM	33	180	32	245	48	202	31	281	26	120	23	169	27	112	43	182	877
Total	144	782	106	1032	186	928	128	1242	79	507	125	711	88	495	177	760	3745
Grand Total	229	1501	166	1896	358	1930	233	2521	185	958	257	1400	142	895	332	1369	7186
Apprch %	12.1	79.2	8.8		14.2	76.6	9.2		13.2	68.4	18.4		10.4	65.4	24.3		
Total %	3.2	20.9	2.3	26.4	5	26.9	3.2	35.1	2.6	13.3	3.6	19.5	2	12.5	4.6	19.1	

	Baldwin Avenue Southbound				Valley Boulevard Westbound				Baldwin Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	15	149	12	176	26	195	21	242	16	75	20	111	11	62	29	102	631
07:15 AM	15	170	14	199	47	**280**	25	352	27	80	20	127	15	90	30	135	813
07:30 AM	20	188	**17**	225	37	267	24	328	**48**	**155**	**48**	**251**	9	105	42	156	960
07:45 AM	**35**	**212**	17	**264**	**62**	260	**35**	**357**	15	141	44	200	**19**	**143**	**54**	**216**	**1037**
Total Volume	85	719	60	864	172	1002	105	1279	106	451	132	689	54	400	155	609	3441
% App. Total	9.8	83.2	6.9		13.4	78.3	8.2		15.4	65.5	19.2		8.9	65.7	25.5		
PHF	.607	.848	.882	.818	.694	.895	.750	.896	.552	.727	.688	.686	.711	.699	.718	.705	.830

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File Name : ELMBAVAAM
Site Code : 00000014
Start Date : 9/13/2012
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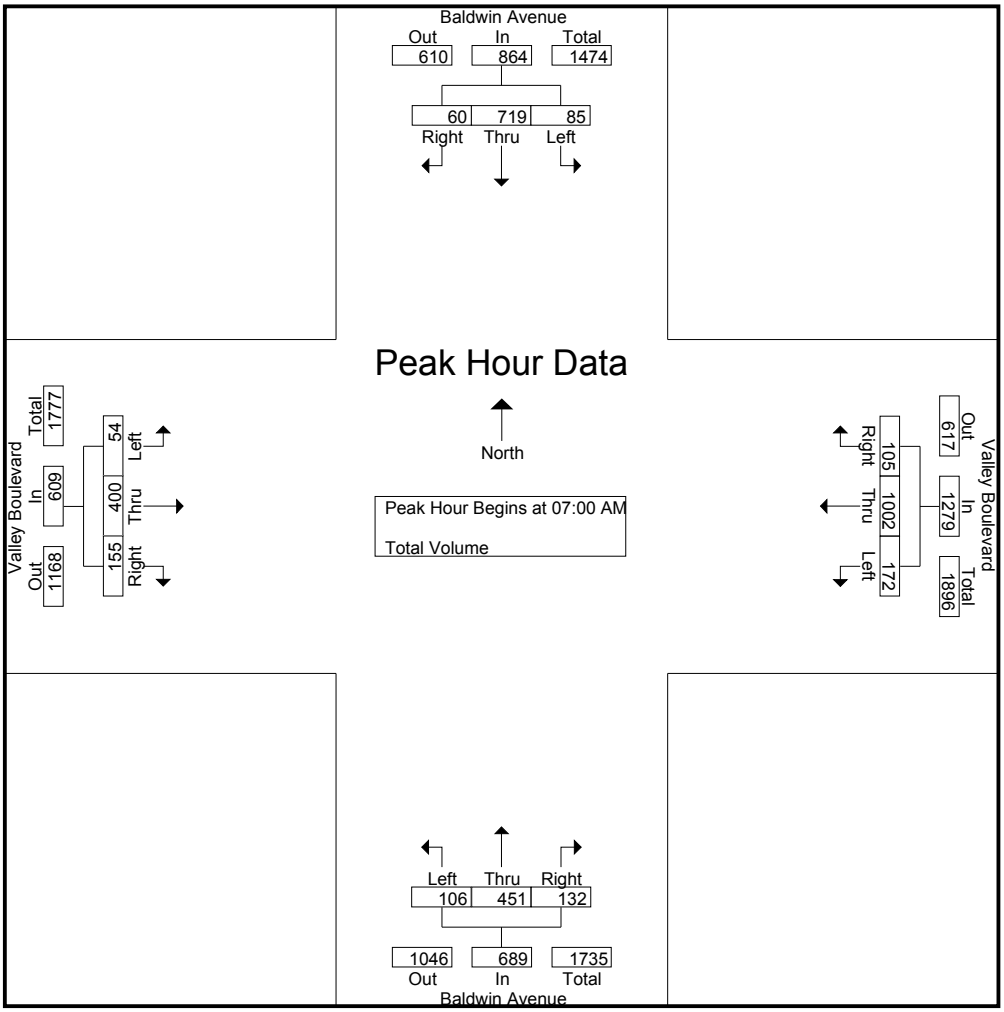

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	15	149	12	176	26	195	21	242	16	75	20	111	11	62	29	102
+15 mins.	15	170	14	199	47	**280**	25	352	27	80	20	127	15	90	30	135
+30 mins.	20	188	**17**	225	37	267	24	328	**48**	**155**	**48**	**251**	9	105	42	156
+45 mins.	**35**	**212**	17	**264**	**62**	260	**35**	**357**	15	141	44	200	**19**	**143**	**54**	**216**
Total Volume	85	719	60	864	172	1002	105	1279	106	451	132	689	54	400	155	609
% App. Total	9.8	83.2	6.9		13.4	78.3	8.2		15.4	65.5	19.2		8.9	65.7	25.5	
PHF	.607	.848	.882	.818	.694	.895	.750	.896	.552	.727	.688	.686	.711	.699	.718	.705

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City of El Monte
N/S: Baldwin Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMBAVAPM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Baldwin Avenue Southbound				Valley Boulevard Westbound				Baldwin Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	38	98	28	164	17	126	47	190	19	180	58	257	33	221	20	274	885
04:15 PM	37	127	26	190	25	125	35	185	13	184	67	264	30	204	25	259	898
04:30 PM	33	140	25	198	32	119	27	178	15	165	46	226	28	217	16	261	863
04:45 PM	43	102	27	172	34	110	31	175	17	194	41	252	31	189	25	245	844
Total	151	467	106	724	108	480	140	728	64	723	212	999	122	831	86	1039	3490
05:00 PM	25	148	34	207	32	137	36	205	22	207	46	275	25	220	18	263	950
05:15 PM	37	120	24	181	35	133	35	203	23	202	55	280	22	243	26	291	955
05:30 PM	29	103	36	168	35	146	31	212	22	215	41	278	28	209	29	266	924
05:45 PM	40	125	17	182	30	136	31	197	26	208	39	273	35	235	33	303	955
Total	131	496	111	738	132	552	133	817	93	832	181	1106	110	907	106	1123	3784
Grand Total	282	963	217	1462	240	1032	273	1545	157	1555	393	2105	232	1738	192	2162	7274
Apprch %	19.3	65.9	14.8		15.5	66.8	17.7		7.5	73.9	18.7		10.7	80.4	8.9		
Total %	3.9	13.2	3	20.1	3.3	14.2	3.8	21.2	2.2	21.4	5.4	28.9	3.2	23.9	2.6	29.7	

	Baldwin Avenue Southbound				Valley Boulevard Westbound				Baldwin Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	25	**148**	34	**207**	32	137	**36**	205	22	207	46	275	25	220	18	263	950
05:15 PM	37	120	24	181	**35**	133	35	203	23	202	**55**	**280**	22	**243**	26	291	**955**
05:30 PM	29	103	**36**	168	35	**146**	31	**212**	22	**215**	41	278	28	209	29	266	924
05:45 PM	**40**	125	17	182	30	136	31	197	**26**	208	39	273	**35**	235	**33**	**303**	955
Total Volume	131	496	111	738	132	552	133	817	93	832	181	1106	110	907	106	1123	3784
% App. Total	17.8	67.2	15		16.2	67.6	16.3		8.4	75.2	16.4		9.8	80.8	9.4		
PHF	.819	.838	.771	.891	.943	.945	.924	.963	.894	.967	.823	.988	.786	.933	.803	.927	.991

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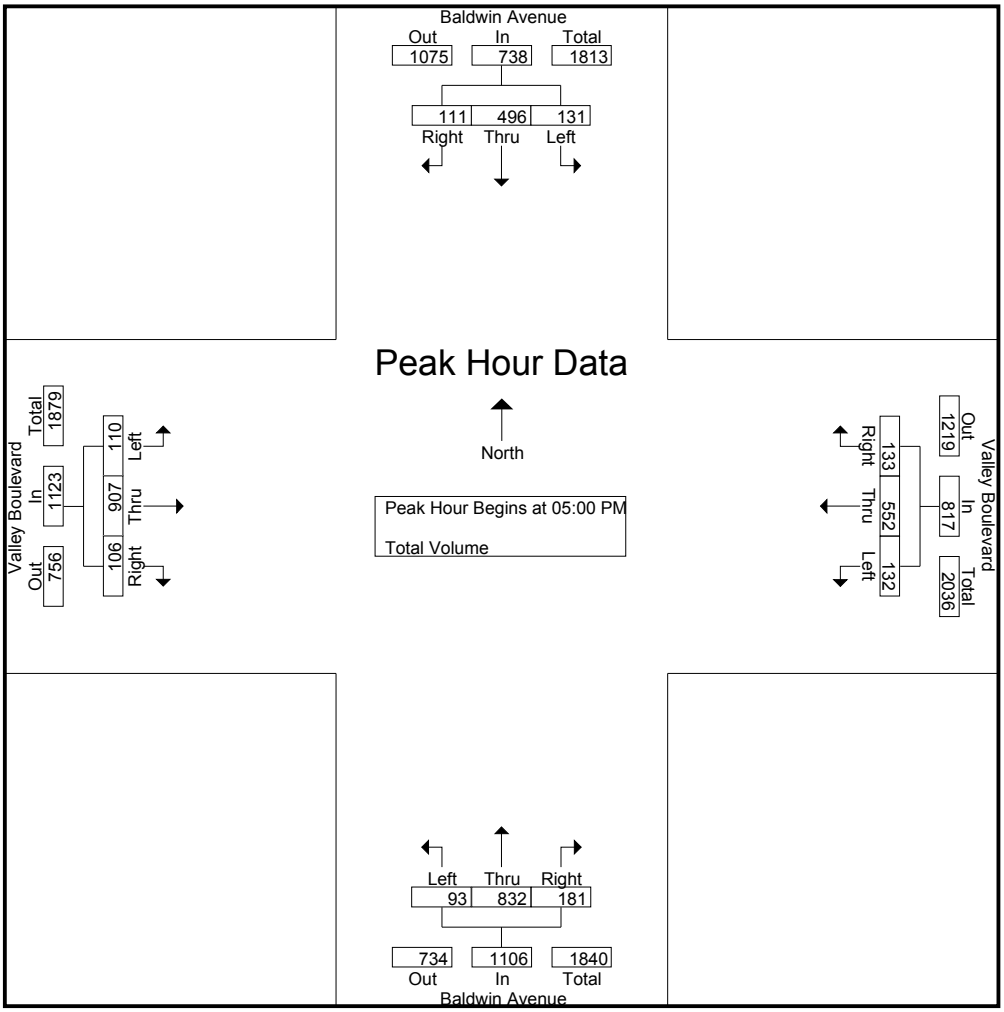
City of El Monte
N/S: Baldwin Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMBAVAPM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	37	127	26	190	32	137	**36**	205	22	207	46	275	25	220	18	263
+15 mins.	33	140	25	198	**35**	133	35	203	23	202	**55**	**280**	22	**243**	26	291
+30 mins.	**43**	102	27	172	35	**146**	31	**212**	22	**215**	41	278	28	209	29	266
+45 mins.	25	**148**	**34**	**207**	30	136	31	197	**26**	208	39	273	**35**	235	**33**	**303**
Total Volume	138	517	112	767	132	552	133	817	93	832	181	1106	110	907	106	1123
% App. Total	18	67.4	14.6		16.2	67.6	16.3		8.4	75.2	16.4		9.8	80.8	9.4	
PHF	.802	.873	.824	.926	.943	.945	.924	.963	.894	.967	.823	.988	.786	.933	.803	.927

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City of El Monte
N/S: Baldwin Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMBAVASAT
Site Code : 00000035
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Baldwin Avenue Southbound				Valley Boulevard Westbound				Baldwin Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	25	153	45	223	33	150	32	215	13	154	37	204	36	138	32	206	848
12:15 PM	38	135	34	207	40	138	25	203	12	182	34	228	34	148	33	215	853
12:30 PM	25	135	26	186	38	125	24	187	17	166	36	219	36	128	23	187	779
12:45 PM	30	153	31	214	29	136	32	197	16	165	38	219	36	126	23	185	815
Total	118	576	136	830	140	549	113	802	58	667	145	870	142	540	111	793	3295
01:00 PM	30	151	31	212	32	141	35	208	16	139	24	179	28	132	28	188	787
01:15 PM	21	158	35	214	22	118	23	163	13	154	41	208	32	126	27	185	770
01:30 PM	23	159	20	202	25	137	30	192	13	137	38	188	40	138	29	207	789
01:45 PM	29	126	26	181	33	139	21	193	15	151	47	213	29	133	23	185	772
Total	103	594	112	809	112	535	109	756	57	581	150	788	129	529	107	765	3118
Grand Total	221	1170	248	1639	252	1084	222	1558	115	1248	295	1658	271	1069	218	1558	6413
Apprch %	13.5	71.4	15.1		16.2	69.6	14.2		6.9	75.3	17.8		17.4	68.6	14		
Total %	3.4	18.2	3.9	25.6	3.9	16.9	3.5	24.3	1.8	19.5	4.6	25.9	4.2	16.7	3.4	24.3	

	Baldwin Avenue Southbound				Valley Boulevard Westbound				Baldwin Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	25	**153**	**45**	**223**	33	**150**	**32**	**215**	13	154	37	204	**36**	138	32	206	848
12:15 PM	**38**	135	34	207	**40**	138	25	203	12	**182**	34	**228**	34	**148**	**33**	**215**	**853**
12:30 PM	25	135	26	186	38	125	24	187	**17**	166	36	219	36	128	23	187	779
12:45 PM	30	153	31	214	29	136	32	197	16	165	**38**	219	36	126	23	185	815
Total Volume	118	576	136	830	140	549	113	802	58	667	145	870	142	540	111	793	3295
% App. Total	14.2	69.4	16.4		17.5	68.5	14.1		6.7	76.7	16.7		17.9	68.1	14		
PHF	.776	.941	.756	.930	.875	.915	.883	.933	.853	.916	.954	.954	.986	.912	.841	.922	.966

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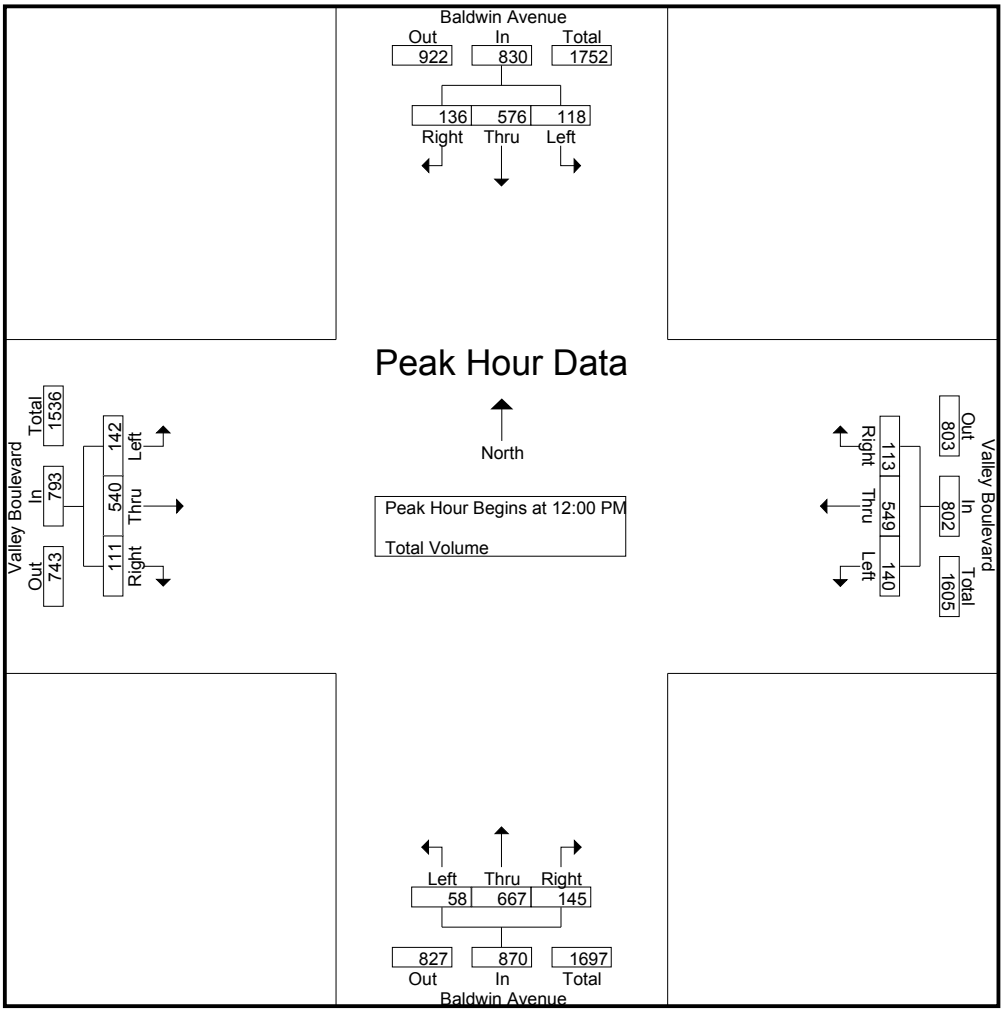
City of El Monte
N/S: Baldwin Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMBAVASAT
Site Code : 00000035
Start Date : 9/15/2012
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM				12:00 PM				12:00 PM				12:00 PM			
+0 mins.	**30**	153	31	**214**	33	**150**	**32**	**215**	13	154	37	204	**36**	138	32	206
+15 mins.	30	151	31	212	**40**	138	25	203	12	**182**	34	**228**	34	**148**	**33**	**215**
+30 mins.	21	158	**35**	214	38	125	24	187	**17**	166	36	219	36	128	23	187
+45 mins.	23	**159**	20	202	29	136	32	197	16	165	**38**	219	36	126	23	185
Total Volume	104	621	117	842	140	549	113	802	58	667	145	870	142	540	111	793
% App. Total	12.4	73.8	13.9		17.5	68.5	14.1		6.7	76.7	16.7		17.9	68.1	14	
PHF	.867	.976	.836	.984	.875	.915	.883	.933	.853	.916	.954	.954	.986	.912	.841	.922

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City of Rosemead
N/S: Temple City Boulevard
E/W: Valley Boulevard
Weather: Sunny

File Name : RMDTCVAAM
Site Code : 00000014
Start Date : 9/12/2012
Page No : 1

Groups Printed- Total Volume

	Temple City Boulevard Southbound				Valley Boulevard Westbound				Temple City Boulevard Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	107	35	159	14	175	43	232	52	66	8	126	13	69	8	90	607
07:15 AM	30	133	36	199	20	256	45	321	56	70	10	136	13	74	4	91	747
07:30 AM	38	130	59	227	17	295	45	357	65	103	13	181	26	141	10	177	942
07:45 AM	46	100	72	218	15	244	60	319	64	85	16	165	40	162	22	224	926
Total	131	470	202	803	66	970	193	1229	237	324	47	608	92	446	44	582	3222
08:00 AM	38	144	74	256	32	241	39	312	70	86	12	168	39	129	11	179	915
08:15 AM	48	191	60	299	28	292	35	355	68	98	17	183	26	136	11	173	1010
08:30 AM	41	159	49	249	18	297	41	356	60	95	8	163	25	123	14	162	930
08:45 AM	37	135	60	232	17	299	41	357	58	82	11	151	30	110	13	153	893
Total	164	629	243	1036	95	1129	156	1380	256	361	48	665	120	498	49	667	3748
Grand Total	295	1099	445	1839	161	2099	349	2609	493	685	95	1273	212	944	93	1249	6970
Apprch %	16	59.8	24.2		6.2	80.5	13.4		38.7	53.8	7.5		17	75.6	7.4		
Total %	4.2	15.8	6.4	26.4	2.3	30.1	5	37.4	7.1	9.8	1.4	18.3	3	13.5	1.3	17.9	

	Temple City Boulevard Southbound				Valley Boulevard Westbound				Temple City Boulevard Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	38	130	59	227	17	**295**	45	**357**	65	**103**	13	181	26	141	10	177	942
07:45 AM	46	100	72	218	15	244	**60**	319	64	85	16	165	**40**	**162**	**22**	**224**	926
08:00 AM	38	144	**74**	256	**32**	241	39	312	**70**	86	12	168	39	129	11	179	915
08:15 AM	**48**	**191**	60	**299**	28	292	35	355	68	98	**17**	**183**	26	136	11	173	**1010**
Total Volume	170	565	265	1000	92	1072	179	1343	267	372	58	697	131	568	54	753	3793
% App. Total	17	56.5	26.5		6.9	79.8	13.3		38.3	53.4	8.3		17.4	75.4	7.2		
PHF	.885	.740	.895	.836	.719	.908	.746	.940	.954	.903	.853	.952	.819	.877	.614	.840	.939

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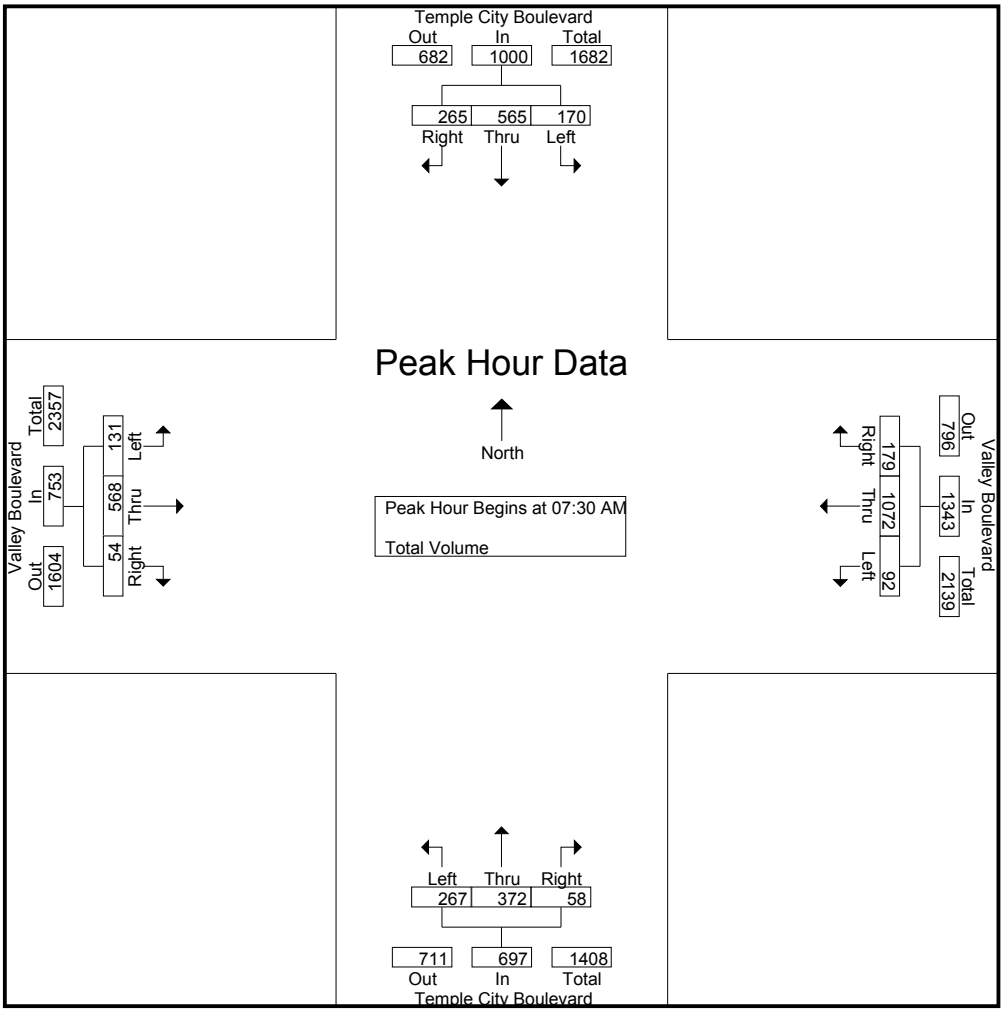

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:30 AM				07:30 AM			
+0 mins.	38	144	**74**	256	**32**	241	39	312	65	**103**	13	181	26	141	10	177
+15 mins.	**48**	**191**	60	**299**	28	292	35	355	64	85	16	165	**40**	**162**	**22**	**224**
+30 mins.	41	159	49	249	18	297	**41**	356	**70**	86	12	168	39	129	11	179
+45 mins.	37	135	60	232	17	**299**	41	**357**	68	98	**17**	**183**	26	136	11	173
Total Volume	164	629	243	1036	95	1129	156	1380	267	372	58	697	131	568	54	753
% App. Total	15.8	60.7	23.5		6.9	81.8	11.3		38.3	53.4	8.3		17.4	75.4	7.2	
PHF	.854	.823	.821	.866	.742	.944	.951	.966	.954	.903	.853	.952	.819	.877	.614	.840

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Groups Printed- Total Volume

	Temple City Boulevard Southbound				Valley Boulevard Westbound				Temple City Boulevard Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	37	107	30	174	21	101	25	147	18	103	11	132	47	227	20	294	747
04:15 PM	23	99	29	151	13	103	24	140	28	106	12	146	45	191	22	258	695
04:30 PM	31	95	33	159	26	126	32	184	20	105	17	142	60	209	20	289	774
04:45 PM	44	105	21	170	17	108	26	151	20	133	13	166	42	209	15	266	753
Total	135	406	113	654	77	438	107	622	86	447	53	586	194	836	77	1107	2969
05:00 PM	25	107	18	150	27	148	26	201	25	139	23	187	51	239	23	313	851
05:15 PM	35	121	25	181	22	117	26	165	34	164	16	214	47	246	17	310	870
05:30 PM	45	106	31	182	27	150	23	200	24	162	12	198	59	241	11	311	891
05:45 PM	37	97	35	169	17	119	28	164	34	181	19	234	53	240	18	311	878
Total	142	431	109	682	93	534	103	730	117	646	70	833	210	966	69	1245	3490
Grand Total	277	837	222	1336	170	972	210	1352	203	1093	123	1419	404	1802	146	2352	6459
Apprch %	20.7	62.6	16.6		12.6	71.9	15.5		14.3	77	8.7		17.2	76.6	6.2		
Total %	4.3	13	3.4	20.7	2.6	15	3.3	20.9	3.1	16.9	1.9	22	6.3	27.9	2.3	36.4	

	Temple City Boulevard Southbound				Valley Boulevard Westbound				Temple City Boulevard Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	25	107	18	150	**27**	148	26	**201**	25	139	**23**	187	51	239	**23**	**313**	851
05:15 PM	35	**121**	25	181	22	117	26	165	**34**	164	16	214	47	**246**	17	310	870
05:30 PM	**45**	106	31	**182**	27	**150**	23	200	24	162	12	198	**59**	241	11	311	**891**
05:45 PM	37	97	**35**	169	17	119	**28**	164	34	**181**	19	**234**	53	240	18	311	878
Total Volume	142	431	109	682	93	534	103	730	117	646	70	833	210	966	69	1245	3490
% App. Total	20.8	63.2	16		12.7	73.2	14.1		14	77.6	8.4		16.9	77.6	5.5		
PHF	.789	.890	.779	.937	.861	.890	.920	.908	.860	.892	.761	.890	.890	.982	.750	.994	.979

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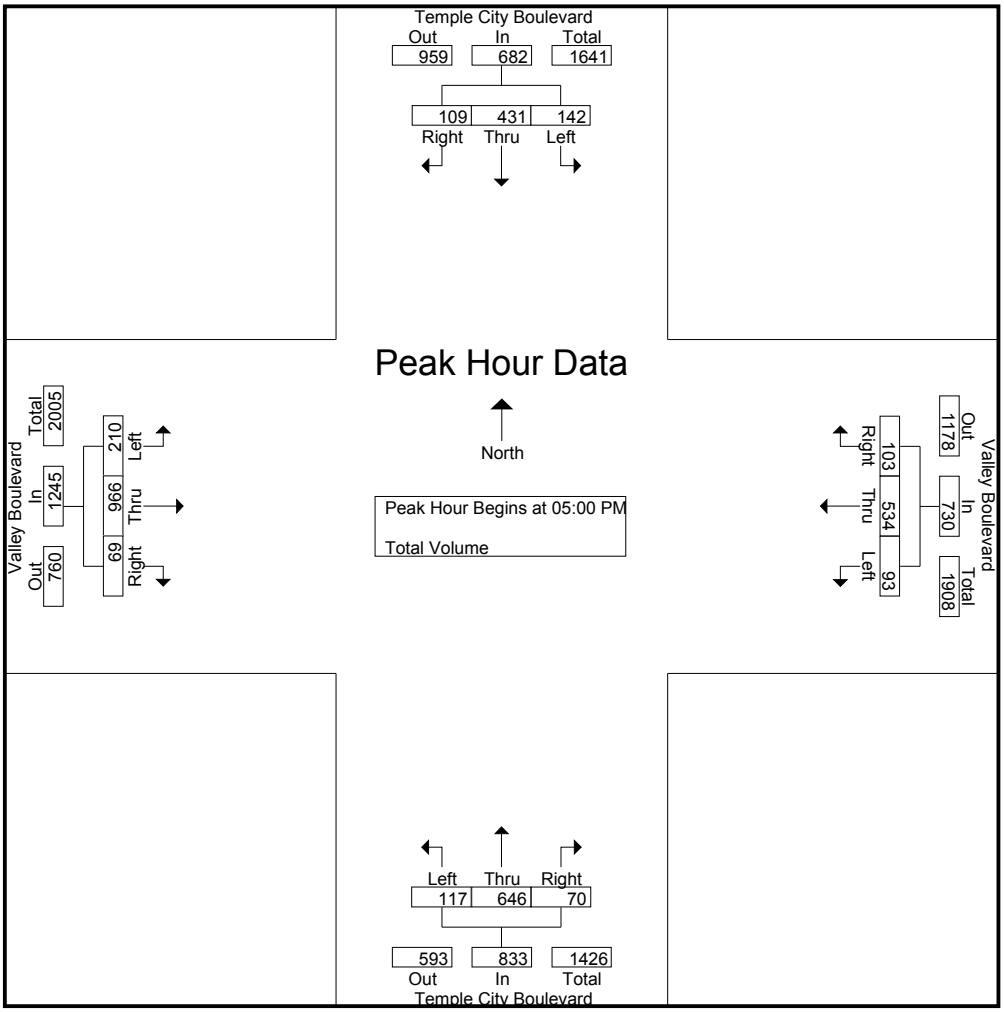

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	44	105	21	170	**27**	148	26	**201**	25	139	**23**	187	51	239	**23**	**313**
+15 mins.	25	107	18	150	22	117	26	165	**34**	164	16	214	47	**246**	17	310
+30 mins.	35	**121**	25	181	27	**150**	23	200	24	162	12	198	**59**	241	11	311
+45 mins.	**45**	106	**31**	**182**	17	119	**28**	164	34	**181**	19	**234**	53	240	18	311
Total Volume	149	439	95	683	93	534	103	730	117	646	70	833	210	966	69	1245
% App. Total	21.8	64.3	13.9		12.7	73.2	14.1		14	77.6	8.4		16.9	77.6	5.5	
PHF	.828	.907	.766	.938	.861	.890	.920	.908	.860	.892	.761	.890	.890	.982	.750	.994

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Groups Printed- Total Volume

	Temple City Boulevard Southbound				Valley Boulevard Westbound				Temple City Boulevard Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	33	114	33	180	21	143	17	181	24	67	13	104	43	161	7	211	676
12:15 PM	27	125	29	181	22	147	28	197	25	97	19	141	36	170	13	219	738
12:30 PM	25	123	33	181	24	126	21	171	21	88	10	119	51	156	12	219	690
12:45 PM	22	115	36	173	25	122	13	160	32	106	14	152	47	163	10	220	705
Total	107	477	131	715	92	538	79	709	102	358	56	516	177	650	42	869	2809
01:00 PM	29	117	22	168	26	142	26	194	15	82	18	115	62	175	13	250	727
01:15 PM	31	119	36	186	22	140	21	183	19	96	16	131	41	178	17	236	736
01:30 PM	30	118	24	172	21	125	25	171	25	56	19	100	67	191	12	270	713
01:45 PM	24	104	36	164	31	115	20	166	24	75	18	117	47	150	11	208	655
Total	114	458	118	690	100	522	92	714	83	309	71	463	217	694	53	964	2831
Grand Total	221	935	249	1405	192	1060	171	1423	185	667	127	979	394	1344	95	1833	5640
Apprch %	15.7	66.5	17.7		13.5	74.5	12		18.9	68.1	13		21.5	73.3	5.2		
Total %	3.9	16.6	4.4	24.9	3.4	18.8	3	25.2	3.3	11.8	2.3	17.4	7	23.8	1.7	32.5	

	Temple City Boulevard Southbound				Valley Boulevard Westbound				Temple City Boulevard Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	22	115	**36**	173	25	122	13	160	**32**	**106**	14	**152**	47	163	10	220	705
01:00 PM	29	117	22	168	**26**	**142**	**26**	**194**	15	82	18	115	62	175	13	250	727
01:15 PM	**31**	**119**	36	**186**	22	140	21	183	19	96	16	131	41	178	**17**	236	**736**
01:30 PM	30	118	24	172	21	125	25	171	25	56	**19**	100	**67**	**191**	12	**270**	713
Total Volume	112	469	118	699	94	529	85	708	91	340	67	498	217	707	52	976	2881
% App. Total	16	67.1	16.9		13.3	74.7	12		18.3	68.3	13.5		22.2	72.4	5.3		
PHF	.903	.985	.819	.940	.904	.931	.817	.912	.711	.802	.882	.819	.810	.925	.765	.904	.979

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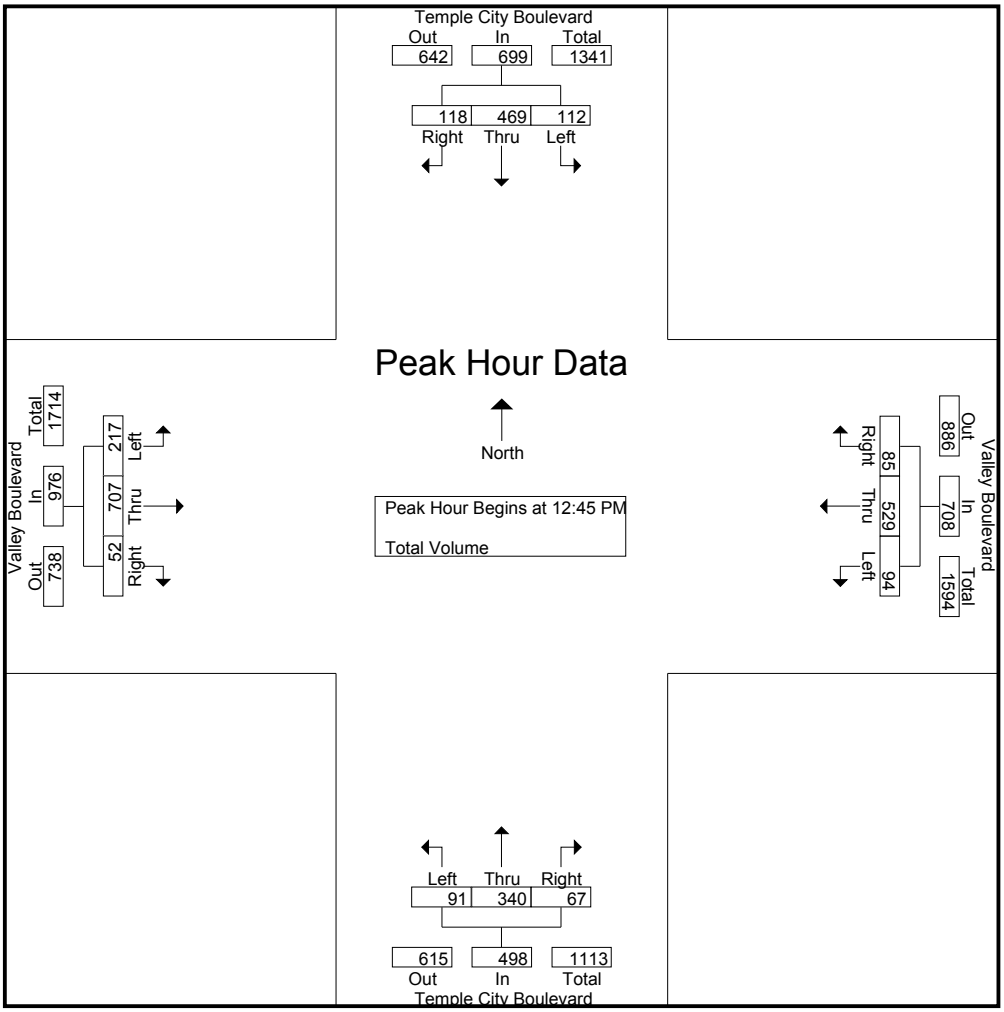

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:15 PM				12:15 PM				12:45 PM			
+0 mins.	**33**	114	33	180	22	**147**	**28**	**197**	25	97	**19**	141	47	163	10	220
+15 mins.	27	**125**	29	**181**	24	126	21	171	21	88	10	119	62	175	13	250
+30 mins.	25	123	33	181	25	122	13	160	**32**	**106**	14	**152**	41	178	**17**	236
+45 mins.	22	115	**36**	173	**26**	142	26	194	15	82	18	115	**67**	**191**	12	**270**
Total Volume	107	477	131	715	97	537	88	722	93	373	61	527	217	707	52	976
% App. Total	15	66.7	18.3		13.4	74.4	12.2		17.6	70.8	11.6		22.2	72.4	5.3	
PHF	.811	.954	.910	.988	.933	.913	.786	.916	.727	.880	.803	.867	.810	.925	.765	.904

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City of Rosemead
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Groups Printed- Total Volume

	Rio Hondo Avenue Southbound				Valley Boulevard Westbound				Rio Hondo Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	2	3	13	9	248	3	260	13	1	11	25	0	61	11	72	370
07:15 AM	4	3	6	13	9	325	3	337	12	0	15	27	1	75	13	89	466
07:30 AM	9	8	10	27	17	385	6	408	65	4	16	85	2	135	31	168	688
07:45 AM	12	10	6	28	22	345	6	373	12	3	25	40	3	207	52	262	703
Total	33	23	25	81	57	1303	18	1378	102	8	67	177	6	478	107	591	2227
08:00 AM	5	4	3	12	27	331	1	359	23	3	22	48	3	153	21	177	596
08:15 AM	5	2	6	13	28	368	3	399	22	3	38	63	3	133	19	155	630
08:30 AM	2	1	3	6	23	415	3	441	10	1	26	37	3	118	8	129	613
08:45 AM	6	0	3	9	12	355	5	372	23	1	23	47	4	149	20	173	601
Total	18	7	15	40	90	1469	12	1571	78	8	109	195	13	553	68	634	2440
Grand Total	51	30	40	121	147	2772	30	2949	180	16	176	372	19	1031	175	1225	4667
Apprch %	42.1	24.8	33.1		5	94	1		48.4	4.3	47.3		1.6	84.2	14.3		
Total %	1.1	0.6	0.9	2.6	3.1	59.4	0.6	63.2	3.9	0.3	3.8	8	0.4	22.1	3.7	26.2	

	Rio Hondo Avenue Southbound				Valley Boulevard Westbound				Rio Hondo Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	9	8	**10**	27	17	**385**	**6**	**408**	**65**	**4**	16	**85**	2	135	31	168	688
07:45 AM	**12**	**10**	6	**28**	22	345	6	373	12	3	25	40	**3**	**207**	**52**	**262**	**703**
08:00 AM	5	4	3	12	27	331	1	359	23	3	22	48	3	153	21	177	596
08:15 AM	5	2	6	13	**28**	368	3	399	22	3	**38**	63	3	133	19	155	630
Total Volume	31	24	25	80	94	1429	16	1539	122	13	101	236	11	628	123	762	2617
% App. Total	38.8	30	31.2		6.1	92.9	1		51.7	5.5	42.8		1.4	82.4	16.1		
PHF	.646	.600	.625	.714	.839	.928	.667	.943	.469	.813	.664	.694	.917	.758	.591	.727	.931

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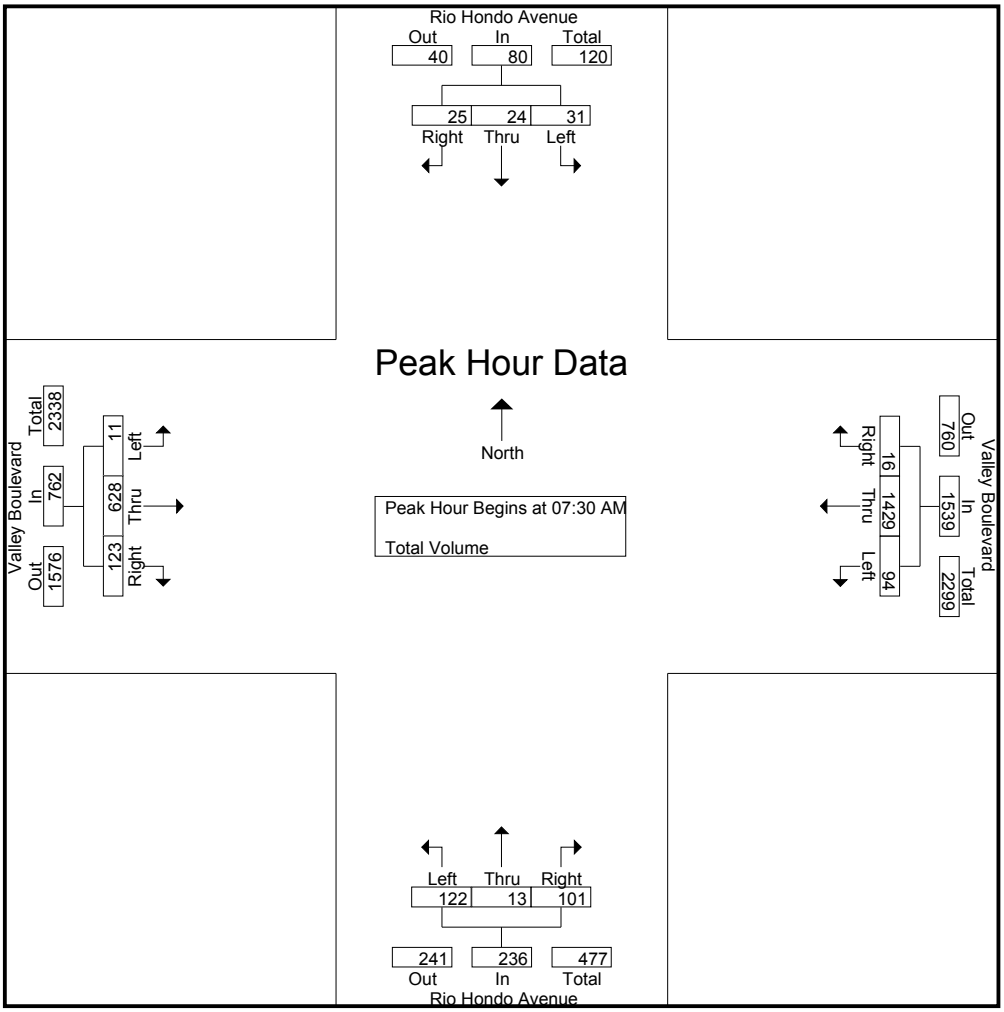

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:30 AM				07:30 AM			
+0 mins.	8	2	3	13	22	345	**6**	373	**65**	**4**	16	**85**	2	135	31	168
+15 mins.	4	3	6	13	27	331	1	359	12	3	25	40	**3**	**207**	**52**	**262**
+30 mins.	9	8	**10**	27	**28**	368	3	399	23	3	22	48	3	153	21	177
+45 mins.	**12**	**10**	6	**28**	23	**415**	3	**441**	22	3	**38**	63	3	133	19	155
Total Volume	33	23	25	81	100	1459	13	1572	122	13	101	236	11	628	123	762
% App. Total	40.7	28.4	30.9		6.4	92.8	0.8		51.7	5.5	42.8		1.4	82.4	16.1	
PHF	.688	.575	.625	.723	.893	.879	.542	.891	.469	.813	.664	.694	.917	.758	.591	.727

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Groups Printed- Total Volume

	Rio Hondo Avenue Southbound				Valley Boulevard Westbound				Rio Hondo Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	2	3	15	12	150	8	170	14	5	49	68	7	221	20	248	501
04:15 PM	9	3	0	12	14	143	2	159	15	2	34	51	1	213	8	222	444
04:30 PM	3	3	4	10	15	151	5	171	26	6	39	71	7	224	23	254	506
04:45 PM	6	5	5	16	15	140	3	158	21	8	38	67	6	239	20	265	506
Total	28	13	12	53	56	584	18	658	76	21	160	257	21	897	71	989	1957
05:00 PM	4	3	2	9	17	177	6	200	29	9	72	110	9	219	25	253	572
05:15 PM	11	1	9	21	19	169	5	193	39	9	52	100	5	258	24	287	601
05:30 PM	6	3	3	12	21	161	7	189	40	16	48	104	6	238	33	277	582
05:45 PM	5	2	4	11	25	161	9	195	42	9	53	104	5	247	22	274	584
Total	26	9	18	53	82	668	27	777	150	43	225	418	25	962	104	1091	2339
Grand Total	54	22	30	106	138	1252	45	1435	226	64	385	675	46	1859	175	2080	4296
Apprch %	50.9	20.8	28.3		9.6	87.2	3.1		33.5	9.5	57		2.2	89.4	8.4		
Total %	1.3	0.5	0.7	2.5	3.2	29.1	1	33.4	5.3	1.5	9	15.7	1.1	43.3	4.1	48.4	

	Rio Hondo Avenue Southbound				Valley Boulevard Westbound				Rio Hondo Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	**3**	2	9	17	**177**	6	**200**	29	9	**72**	**110**	**9**	219	25	253	572
05:15 PM	**11**	1	**9**	**21**	19	169	5	193	39	9	52	100	5	**258**	24	**287**	**601**
05:30 PM	6	3	3	12	21	161	7	189	40	**16**	48	104	6	238	**33**	277	582
05:45 PM	5	2	4	11	**25**	161	**9**	195	**42**	9	53	104	5	247	22	274	584
Total Volume	26	9	18	53	82	668	27	777	150	43	225	418	25	962	104	1091	2339
% App. Total	49.1	17	34		10.6	86	3.5		35.9	10.3	53.8		2.3	88.2	9.5		
PHF	.591	.750	.500	.631	.820	.944	.750	.971	.893	.672	.781	.950	.694	.932	.788	.950	.973

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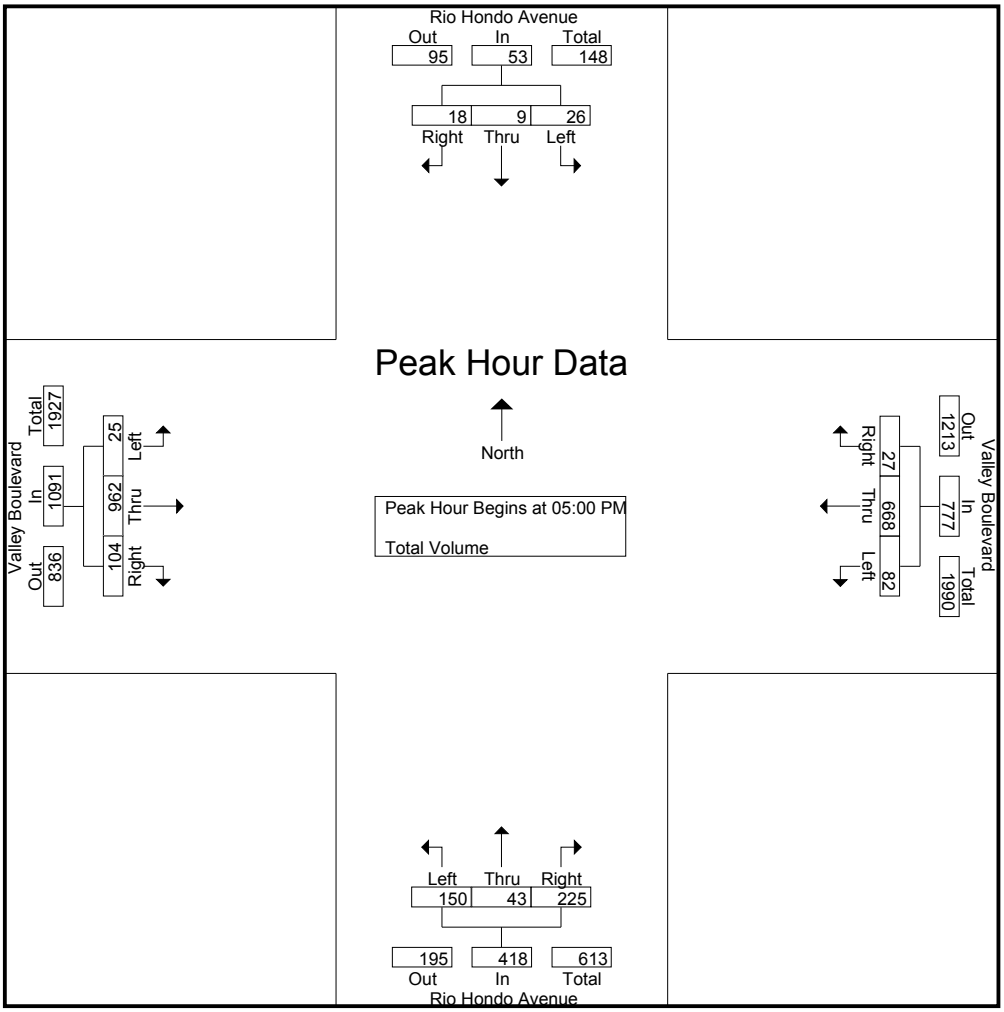
City of Rosemead
N/S: Rio Hondo Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : RMDRHVAPM
Site Code : 00000014
Start Date : 9/12/2012
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	6	**5**	5	16	17	**177**	6	**200**	29	9	**72**	**110**	**9**	219	25	253
+15 mins.	4	3	2	9	19	169	5	193	39	9	52	100	5	**258**	24	**287**
+30 mins.	**11**	1	**9**	**21**	21	161	7	189	40	**16**	48	104	6	238	**33**	277
+45 mins.	6	3	3	12	**25**	161	**9**	195	**42**	9	53	104	5	247	22	274
Total Volume	27	12	19	58	82	668	27	777	150	43	225	418	25	962	104	1091
% App. Total	46.6	20.7	32.8		10.6	86	3.5		35.9	10.3	53.8		2.3	88.2	9.5	
PHF	.614	.600	.528	.690	.820	.944	.750	.971	.893	.672	.781	.950	.694	.932	.788	.950

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City of Rosemead
N/S: Rio Hondo Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : RMDRHVASAT
Site Code : 00000035
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Rio Hondo Avenue Southbound				Valley Boulevard Westbound				Rio Hondo Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	4	1	6	11	21	196	1	218	14	5	44	63	5	187	19	211	503
12:15 PM	4	1	5	10	26	164	5	195	24	4	27	55	5	201	20	226	486
12:30 PM	4	4	3	11	12	171	1	184	23	7	42	72	3	196	22	221	488
12:45 PM	7	1	4	12	10	171	2	183	24	2	37	63	6	198	19	223	481
Total	19	7	18	44	69	702	9	780	85	18	150	253	19	782	80	881	1958
01:00 PM	4	1	5	10	17	182	4	203	19	2	39	60	9	186	17	212	485
01:15 PM	7	2	7	16	18	138	0	156	17	4	40	61	6	165	27	198	431
01:30 PM	2	2	7	11	19	157	3	179	18	7	43	68	4	197	21	222	480
01:45 PM	6	3	2	11	16	159	3	178	10	5	31	46	1	174	19	194	429
Total	19	8	21	48	70	636	10	716	64	18	153	235	20	722	84	826	1825
Grand Total	38	15	39	92	139	1338	19	1496	149	36	303	488	39	1504	164	1707	3783
Apprch %	41.3	16.3	42.4		9.3	89.4	1.3		30.5	7.4	62.1		2.3	88.1	9.6		
Total %	1	0.4	1	2.4	3.7	35.4	0.5	39.5	3.9	1	8	12.9	1	39.8	4.3	45.1	

	Rio Hondo Avenue Southbound				Valley Boulevard Westbound				Rio Hondo Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	4	1	**6**	11	21	**196**	1	**218**	14	5	**44**	63	5	187	19	211	**503**
12:15 PM	4	1	5	10	**26**	164	**5**	195	**24**	4	27	55	5	**201**	20	**226**	486
12:30 PM	4	**4**	3	11	12	171	1	184	23	**7**	42	**72**	3	196	**22**	221	488
12:45 PM	**7**	1	4	**12**	10	171	2	183	24	2	37	63	**6**	198	19	223	481
Total Volume	19	7	18	44	69	702	9	780	85	18	150	253	19	782	80	881	1958
% App. Total	43.2	15.9	40.9		8.8	90	1.2		33.6	7.1	59.3		2.2	88.8	9.1		
PHF	.679	.438	.750	.917	.663	.895	.450	.894	.885	.643	.852	.878	.792	.973	.909	.975	.973

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City of Rosemead
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Weather: Sunny

File Name : RMDRHVASAT
Site Code : 00000035
Start Date : 9/15/2012
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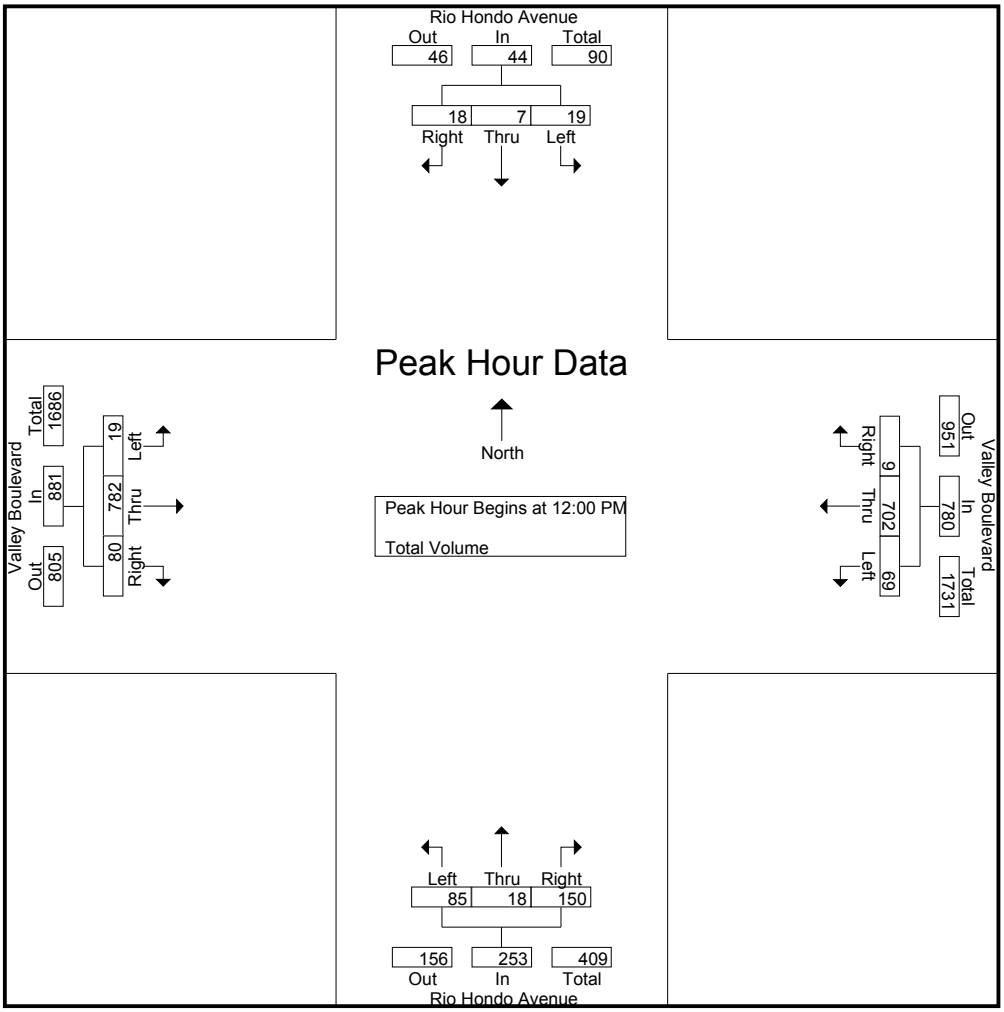

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:30 PM				12:00 PM				12:30 PM				12:15 PM			
+0 mins.	4	**4**	3	11	21	**196**	1	**218**	23	**7**	**42**	**72**	5	**201**	20	**226**
+15 mins.	**7**	1	4	12	**26**	164	**5**	195	**24**	2	37	63	3	196	**22**	221
+30 mins.	4	1	5	10	12	171	1	184	19	2	39	60	6	198	19	223
+45 mins.	7	2	**7**	**16**	10	171	2	183	17	4	40	61	**9**	186	17	212
Total Volume	22	8	19	49	69	702	9	780	83	15	158	256	23	781	78	882
% App. Total	44.9	16.3	38.8		8.8	90	1.2		32.4	5.9	61.7		2.6	88.5	8.8	
PHF	.786	.500	.679	.766	.663	.895	.450	.894	.865	.536	.940	.889	.639	.971	.886	.976

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City of Rosemead
N/S: Mission Boulevard
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMMIVAAM
Site Code : 00000001
Start Date : 9/12/2012
Page No : 1

Groups Printed- Total Volume

	Mission Boulevard Southbound				Valley Boulevard Westbound				Private Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	44	0	0	44	0	155	98	253	0	0	0	0	1	33	0	34	331
07:15 AM	35	0	2	37	1	201	135	337	0	0	0	0	3	46	0	49	423
07:30 AM	105	0	1	106	1	248	181	430	0	0	1	1	6	82	0	88	625
07:45 AM	144	1	4	149	0	239	121	360	0	0	0	0	6	95	0	101	610
Total	328	1	7	336	2	843	535	1380	0	0	1	1	16	256	0	272	1989
08:00 AM	66	0	1	67	0	278	86	364	0	0	0	0	2	107	0	109	540
08:15 AM	73	0	1	74	0	249	132	381	0	0	0	0	2	96	0	98	553
08:30 AM	47	0	1	48	0	280	137	417	0	0	0	0	3	102	0	105	570
08:45 AM	68	0	5	73	3	228	136	367	0	0	1	1	6	82	0	88	529
Total	254	0	8	262	3	1035	491	1529	0	0	1	1	13	387	0	400	2192
Grand Total	582	1	15	598	5	1878	1026	2909	0	0	2	2	29	643	0	672	4181
Apprch %	97.3	0.2	2.5		0.2	64.6	35.3		0	0	100		4.3	95.7	0		
Total %	13.9	0	0.4	14.3	0.1	44.9	24.5	69.6	0	0	0	0	0.7	15.4	0	16.1	

	Mission Boulevard Southbound				Valley Boulevard Westbound				Private Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	105	0	1	106	**1**	248	**181**	**430**	0	0	**1**	**1**	**6**	82	0	88	**625**
07:45 AM	**144**	**1**	**4**	**149**	0	239	121	360	0	0	0	0	6	95	0	101	610
08:00 AM	66	0	1	67	0	**278**	86	364	0	0	0	0	2	**107**	0	**109**	540
08:15 AM	73	0	1	74	0	249	132	381	0	0	0	0	2	96	0	98	553
Total Volume	388	1	7	396	1	1014	520	1535	0	0	1	1	16	380	0	396	2328
% App. Total	98	0.3	1.8		0.1	66.1	33.9		0	0	100		4	96	0		
PHF	.674	.250	.438	.664	.250	.912	.718	.892	.000	.000	.250	.250	.667	.888	.000	.908	.931

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City of Rosemead
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File Name : ELMMIVAAM
Site Code : 00000001
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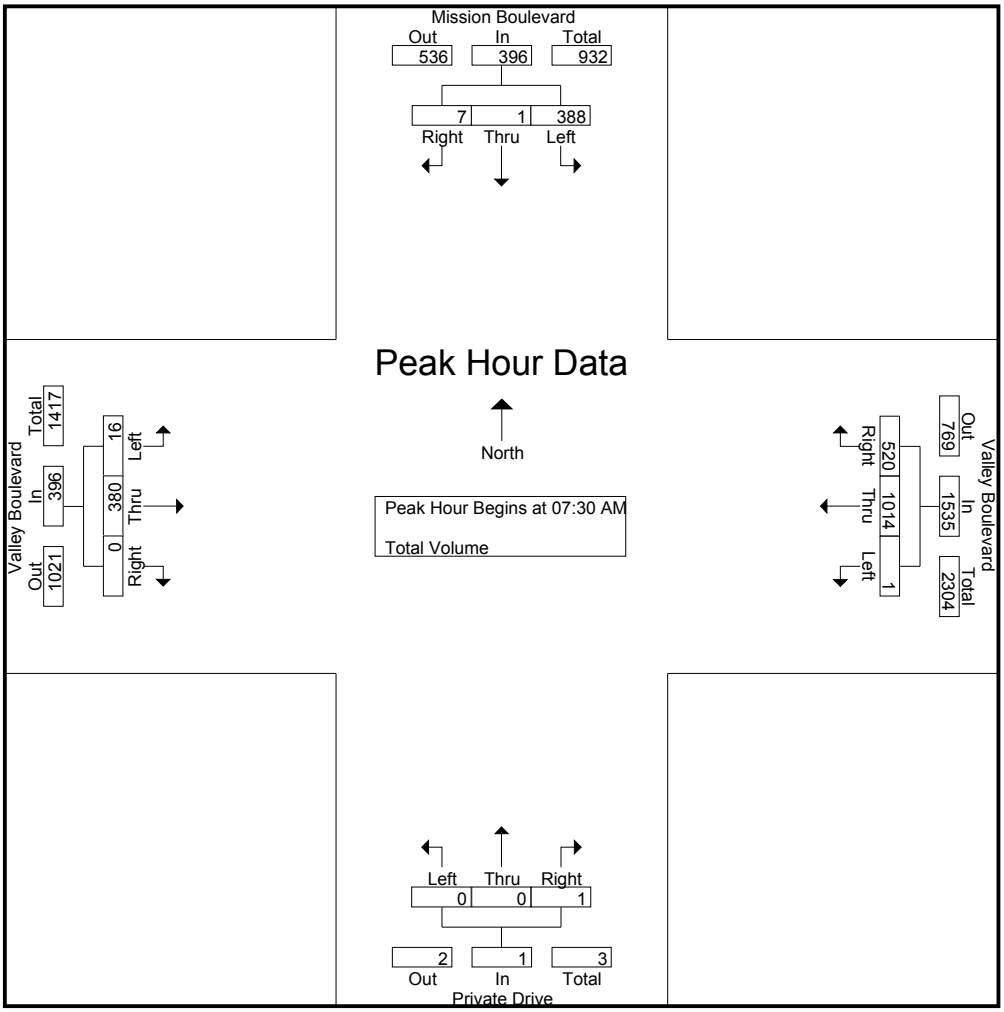

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:00 AM				07:45 AM			
+0 mins.	105	0	1	106	**1**	248	**181**	**430**	0	0	0	0	**6**	95	0	101
+15 mins.	**144**	**1**	**4**	**149**	0	239	121	360	0	0	0	0	2	**107**	0	**109**
+30 mins.	66	0	1	67	0	**278**	86	364	0	0	**1**	**1**	2	96	0	98
+45 mins.	73	0	1	74	0	249	132	381	0	0	0	0	3	102	0	105
Total Volume	388	1	7	396	1	1014	520	1535	0	0	1	1	13	400	0	413
% App. Total	98	0.3	1.8		0.1	66.1	33.9		0	0	100		3.1	96.9	0	
PHF	.674	.250	.438	.664	.250	.912	.718	.892	.000	.000	.250	.250	.542	.935	.000	.947

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City of Rosemead
N/S: Mission Boulevard
E/W: Valley Boulevard
Weather: Sunny

File Name : RMDMIVAPM
Site Code : 00000001
Start Date : 9/12/2012
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Groups Printed- Total Volume

	Mission Boulevard Southbound				Valley Boulevard Westbound				Private Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	94	1	4	99	0	120	51	171	0	0	0	0	12	155	0	167	437
04:15 PM	74	0	3	77	0	108	54	162	0	0	0	0	3	141	0	144	383
04:30 PM	94	0	3	97	0	113	60	173	0	0	0	0	6	155	0	161	431
04:45 PM	102	0	5	107	1	111	54	166	0	0	0	0	5	168	0	173	446
Total	364	1	15	380	1	452	219	672	0	0	0	0	26	619	0	645	1697
05:00 PM	79	0	4	83	0	141	76	217	0	0	0	0	7	184	0	191	491
05:15 PM	123	0	1	124	0	143	72	215	0	0	0	0	6	162	0	168	507
05:30 PM	92	0	2	94	0	110	93	203	0	0	0	0	5	175	1	181	478
05:45 PM	124	0	9	133	0	120	82	202	0	0	0	0	6	159	0	165	500
Total	418	0	16	434	0	514	323	837	0	0	0	0	24	680	1	705	1976
Grand Total	782	1	31	814	1	966	542	1509	0	0	0	0	50	1299	1	1350	3673
Apprch %	96.1	0.1	3.8		0.1	64	35.9		0	0	0		3.7	96.2	0.1		
Total %	21.3	0	0.8	22.2	0	26.3	14.8	41.1	0	0	0	0	1.4	35.4	0	36.8	

	Mission Boulevard Southbound				Valley Boulevard Westbound				Private Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	79	0	4	83	0	141	76	**217**	0	0	0	0	**7**	**184**	0	**191**	491
05:15 PM	123	0	1	124	0	**143**	72	215	0	0	0	0	6	162	0	168	**507**
05:30 PM	92	0	2	94	0	110	**93**	203	0	0	0	0	5	175	**1**	181	478
05:45 PM	**124**	0	**9**	**133**	0	120	82	202	0	0	0	0	6	159	0	165	500
Total Volume	418	0	16	434	0	514	323	837	0	0	0	0	24	680	1	705	1976
% App. Total	96.3	0	3.7		0	61.4	38.6		0	0	0		3.4	96.5	0.1		
PHF	.843	.000	.444	.816	.000	.899	.868	.964	.000	.000	.000	.000	.857	.924	.250	.923	.974

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City of Rosemead
N/S: Mission Boulevard
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Weather: Sunny

File Name : RMDMIVAPM
Site Code : 00000001
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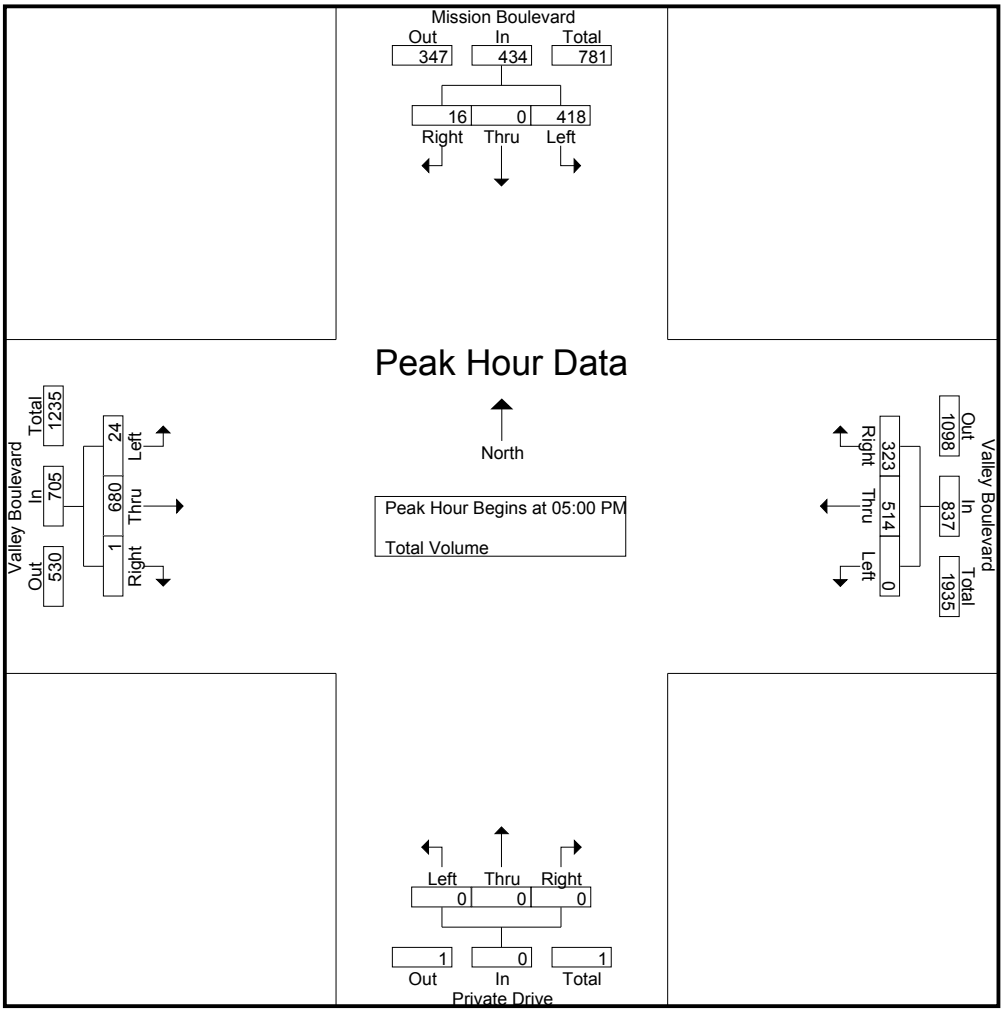

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:00 PM				04:45 PM			
+0 mins.	79	0	4	83	0	141	76	**217**	0	0	0	0	5	168	0	173
+15 mins.	123	0	1	124	0	**143**	72	215	0	0	0	0	**7**	**184**	0	**191**
+30 mins.	92	0	2	94	0	110	**93**	203	0	0	0	0	6	162	0	168
+45 mins.	**124**	0	**9**	**133**	0	120	82	202	0	0	0	0	5	175	**1**	181
Total Volume	418	0	16	434	0	514	323	837	0	0	0	0	23	689	1	713
% App. Total	96.3	0	3.7		0	61.4	38.6		0	0	0		3.2	96.6	0.1	
PHF	.843	.000	.444	.816	.000	.899	.868	.964	.000	.000	.000	.000	.821	.936	.250	.933

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City of Rosemead
N/S: Mission Boulevard
E/W: Valley Boulevard
Weather: Sunny

File Name : RMDMIVASAT
Site Code : 00000066
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Groups Printed- Total Volume

	Mission Boulevard Southbound				Valley Boulevard Westbound				Private Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	57	0	8	65	0	151	58	209	0	0	0	0	4	152	0	156	430
12:15 PM	61	0	5	66	0	142	46	188	0	0	0	0	3	162	0	165	419
12:30 PM	64	0	4	68	0	139	59	198	0	0	0	0	4	156	0	160	426
12:45 PM	57	0	4	61	0	154	49	203	0	0	0	0	5	166	0	171	435
Total	239	0	21	260	0	586	212	798	0	0	0	0	16	636	0	652	1710
01:00 PM	45	0	6	51	0	146	58	204	0	0	0	0	4	167	0	171	426
01:15 PM	61	0	10	71	0	119	37	156	0	0	0	0	2	131	0	133	360
01:30 PM	60	0	10	70	0	132	49	181	0	0	0	0	5	161	0	166	417
01:45 PM	58	0	2	60	0	134	40	174	0	0	0	0	1	136	0	137	371
Total	224	0	28	252	0	531	184	715	0	0	0	0	12	595	0	607	1574
Grand Total	463	0	49	512	0	1117	396	1513	0	0	0	0	28	1231	0	1259	3284
Apprch %	90.4	0	9.6		0	73.8	26.2		0	0	0		2.2	97.8	0		
Total %	14.1	0	1.5	15.6	0	34	12.1	46.1	0	0	0	0	0.9	37.5	0	38.3	

	Mission Boulevard Southbound				Valley Boulevard Westbound				Private Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	57	0	**8**	65	0	151	58	**209**	0	0	0	0	4	152	0	156	430
12:15 PM	61	0	5	66	0	142	46	188	0	0	0	0	3	162	0	165	419
12:30 PM	**64**	0	4	**68**	0	139	**59**	198	0	0	0	0	4	156	0	160	426
12:45 PM	57	0	4	61	0	**154**	49	203	0	0	0	0	**5**	**166**	0	**171**	**435**
Total Volume	239	0	21	260	0	586	212	798	0	0	0	0	16	636	0	652	1710
% App. Total	91.9	0	8.1		0	73.4	26.6		0	0	0		2.5	97.5	0		
PHF	.934	.000	.656	.956	.000	.951	.898	.955	.000	.000	.000	.000	.800	.958	.000	.953	.983

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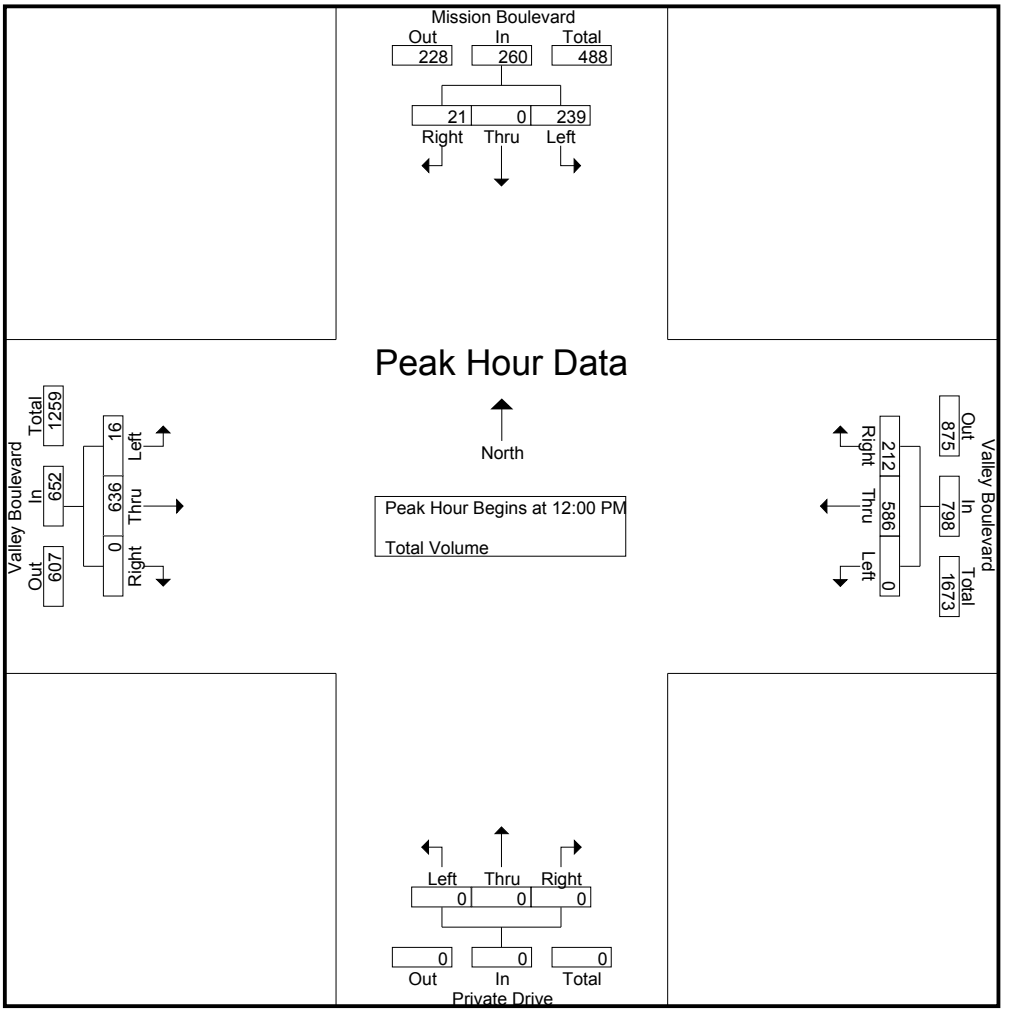
City of Rosemead
N/S: Mission Boulevard
E/W: Valley Boulevard
Weather: Sunny

File Name : RMDMIVASAT
Site Code : 00000066
Start Date : 9/15/2012
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:00 PM				12:00 PM				12:15 PM			
+0 mins.	57	0	**8**	65	0	151	58	**209**	0	0	0	0	3	162	0	165
+15 mins.	61	0	5	66	0	142	46	188	0	0	0	0	4	156	0	160
+30 mins.	**64**	0	4	**68**	0	139	**59**	198	0	0	0	0	**5**	166	0	**171**
+45 mins.	57	0	4	61	0	**154**	49	203	0	0	0	0	4	**167**	0	171
Total Volume	239	0	21	260	0	586	212	798	0	0	0	0	16	651	0	667
% App. Total	91.9	0	8.1		0	73.4	26.6		0	0	0		2.4	97.6	0	
PHF	.934	.000	.656	.956	.000	.951	.898	.955	.000	.000	.000	.000	.800	.975	.000	.975

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City of Rosemead
N/S: Rosemead Boulevard
E/W: Valley Boulevard
Weather: Sunny

File Name : RMDROVAAM
Site Code : 00000001
Start Date : 9/12/2012
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Rosemead Boulevard Southbound				Valley Boulevard Westbound				Rosemead Boulevard Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	260	41	302	29	153	7	189	33	243	11	287	16	36	11	63	841
07:15 AM	8	297	61	366	38	149	15	202	28	286	18	332	21	23	16	60	960
07:30 AM	9	309	72	390	47	173	20	240	51	356	28	435	51	80	32	163	1228
07:45 AM	13	350	86	449	31	157	30	218	56	344	27	427	50	76	34	160	1254
Total	31	1216	260	1507	145	632	72	849	168	1229	84	1481	138	215	93	446	4283
08:00 AM	8	323	60	391	46	181	26	253	63	345	19	427	45	96	34	175	1246
08:15 AM	14	340	85	439	44	162	21	227	57	294	27	378	35	69	31	135	1179
08:30 AM	14	305	66	385	49	181	17	247	66	280	23	369	28	82	42	152	1153
08:45 AM	11	327	67	405	45	168	19	232	55	330	19	404	27	74	33	134	1175
Total	47	1295	278	1620	184	692	83	959	241	1249	88	1578	135	321	140	596	4753
Grand Total	78	2511	538	3127	329	1324	155	1808	409	2478	172	3059	273	536	233	1042	9036
Apprch %	2.5	80.3	17.2		18.2	73.2	8.6		13.4	81	5.6		26.2	51.4	22.4		
Total %	0.9	27.8	6	34.6	3.6	14.7	1.7	20	4.5	27.4	1.9	33.9	3	5.9	2.6	11.5	
Passenger Vehicles	77	2470	524	3071	310	1299	152	1761	394	2436	167	2997	267	523	230	1020	8849
% Passenger Vehicles	98.7	98.4	97.4	98.2	94.2	98.1	98.1	97.4	96.3	98.3	97.1	98	97.8	97.6	98.7	97.9	97.9
Large 2 Axle Vehicles	0	29	8	37	9	20	3	32	11	33	5	49	5	7	2	14	132
% Large 2 Axle Vehicles	0	1.2	1.5	1.2	2.7	1.5	1.9	1.8	2.7	1.3	2.9	1.6	1.8	1.3	0.9	1.3	1.5
3 Axle Vehicles	0	3	0	3	0	1	0	1	0	2	0	2	0	0	0	0	6
% 3 Axle Vehicles	0	0.1	0	0.1	0	0.1	0	0.1	0	0.1	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	1	9	6	16	10	4	0	14	4	7	0	11	1	6	1	8	49
% 4+ Axle Trucks	1.3	0.4	1.1	0.5	3	0.3	0	0.8	1	0.3	0	0.4	0.4	1.1	0.4	0.8	0.5

	Rosemead Boulevard Southbound				Valley Boulevard Westbound				Rosemead Boulevard Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	9	309	72	390	**47**	173	20	240	51	**356**	**28**	**435**	**51**	80	32	163	1228
07:45 AM	13	**350**	**86**	**449**	31	157	**30**	218	56	344	27	427	50	76	**34**	160	**1254**
08:00 AM	8	323	60	391	46	**181**	26	**253**	**63**	345	19	427	45	**96**	34	**175**	1246
08:15 AM	**14**	340	85	439	44	162	21	227	57	294	27	378	35	69	31	135	1179
Total Volume	44	1322	303	1669	168	673	97	938	227	1339	101	1667	181	321	131	633	4907
% App. Total	2.6	79.2	18.2		17.9	71.7	10.3		13.6	80.3	6.1		28.6	50.7	20.7		
PHF	.786	.944	.881	.929	.894	.930	.808	.927	.901	.940	.902	.958	.887	.836	.963	.904	.978

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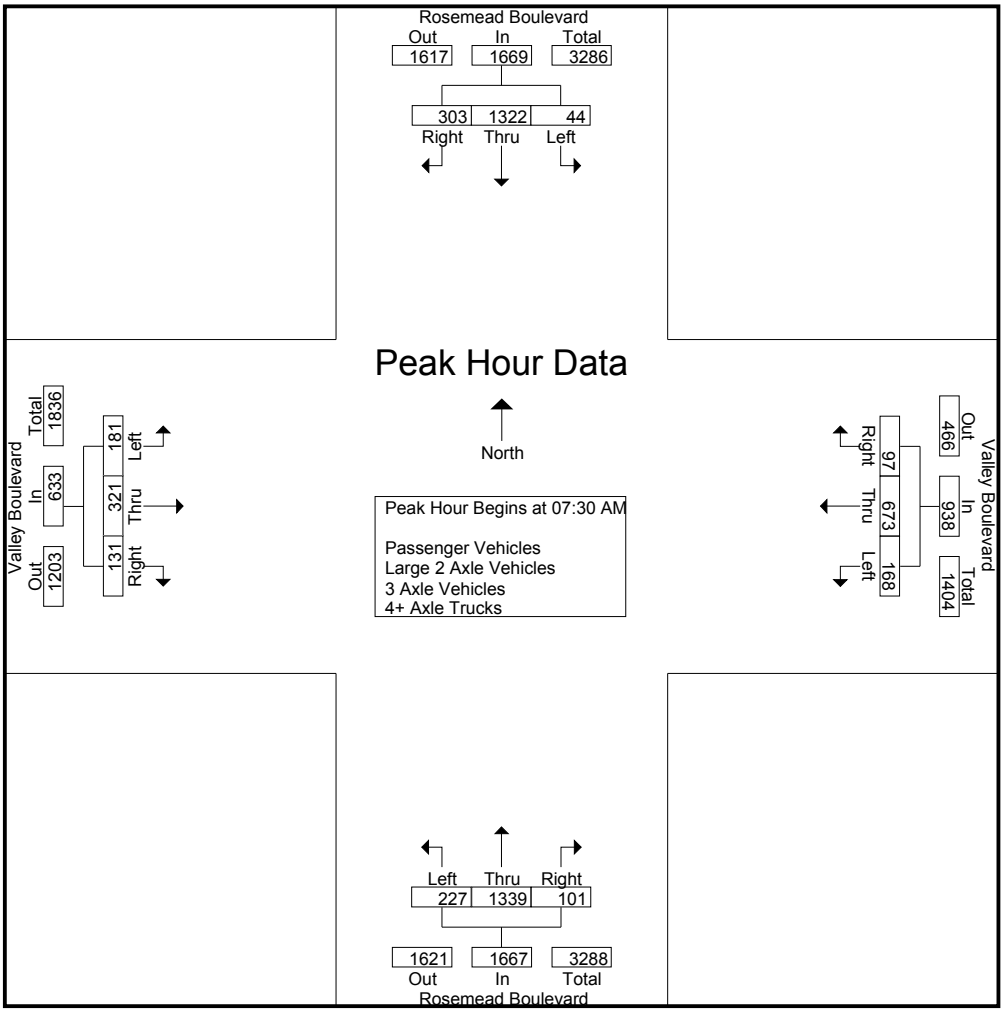
City of Rosemead
N/S: Rosemead Boulevard
E/W: Valley Boulevard
Weather: Sunny

File Name : RMDROVAAM
Site Code : 00000001
Start Date : 9/12/2012
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:30 AM				07:30 AM			
+0 mins.	9	309	72	390	46	**181**	**26**	**253**	51	**356**	**28**	**435**	**51**	80	32	163
+15 mins.	13	**350**	**86**	**449**	44	162	21	227	56	344	27	427	50	76	**34**	160
+30 mins.	8	323	60	391	**49**	181	17	247	**63**	345	19	427	45	**96**	34	**175**
+45 mins.	**14**	340	85	439	45	168	19	232	57	294	27	378	35	69	31	135
Total Volume	44	1322	303	1669	184	692	83	959	227	1339	101	1667	181	321	131	633
% App. Total	2.6	79.2	18.2		19.2	72.2	8.7		13.6	80.3	6.1		28.6	50.7	20.7	
PHF	.786	.944	.881	.929	.939	.956	.798	.948	.901	.940	.902	.958	.887	.836	.963	.904

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City of Rosemead
N/S: Rosemead Boulevard
E/W: Valley Boulevard
Weather: Sunny

File Name : RMDROVAPM
Site Code : 00000001
Start Date : 9/12/2012
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Rosemead Boulevard Southbound				Valley Boulevard Westbound				Rosemead Boulevard Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	24	285	42	351	42	115	15	172	63	318	35	416	48	151	41	240	1179
04:15 PM	26	292	44	362	39	101	11	151	38	297	31	366	62	131	45	238	1117
04:30 PM	28	287	42	357	46	84	21	151	62	331	35	428	66	124	34	224	1160
04:45 PM	18	318	56	392	47	90	14	151	44	299	38	381	74	145	33	252	1176
Total	96	1182	184	1462	174	390	61	625	207	1245	139	1591	250	551	153	954	4632
05:00 PM	29	287	49	365	40	131	18	189	38	365	47	450	52	148	34	234	1238
05:15 PM	25	303	69	397	38	104	14	156	38	319	34	391	71	150	31	252	1196
05:30 PM	24	276	39	339	35	106	15	156	38	380	37	455	64	148	33	245	1195
05:45 PM	20	272	61	353	46	107	24	177	39	307	44	390	66	149	26	241	1161
Total	98	1138	218	1454	159	448	71	678	153	1371	162	1686	253	595	124	972	4790
Grand Total	194	2320	402	2916	333	838	132	1303	360	2616	301	3277	503	1146	277	1926	9422
Apprch %	6.7	79.6	13.8		25.6	64.3	10.1		11	79.8	9.2		26.1	59.5	14.4		
Total %	2.1	24.6	4.3	30.9	3.5	8.9	1.4	13.8	3.8	27.8	3.2	34.8	5.3	12.2	2.9	20.4	
Passenger Vehicles	194	2277	393	2864	324	821	132	1277	354	2588	295	3237	491	1126	271	1888	9266
% Passenger Vehicles	100	98.1	97.8	98.2	97.3	98	100	98	98.3	98.9	98	98.8	97.6	98.3	97.8	98	98.3
Large 2 Axle Vehicles	0	35	6	41	5	9	0	14	6	19	4	29	6	11	6	23	107
% Large 2 Axle Vehicles	0	1.5	1.5	1.4	1.5	1.1	0	1.1	1.7	0.7	1.3	0.9	1.2	1	2.2	1.2	1.1
3 Axle Vehicles	0	2	0	2	1	0	0	1	0	2	0	2	0	2	0	2	7
% 3 Axle Vehicles	0	0.1	0	0.1	0.3	0	0	0.1	0	0.1	0	0.1	0	0.2	0	0.1	0.1
4+ Axle Trucks	0	6	3	9	3	8	0	11	0	7	2	9	6	7	0	13	42
% 4+ Axle Trucks	0	0.3	0.7	0.3	0.9	1	0	0.8	0	0.3	0.7	0.3	1.2	0.6	0	0.7	0.4

	Rosemead Boulevard Southbound				Valley Boulevard Westbound				Rosemead Boulevard Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	18	**318**	56	392	**47**	90	14	151	**44**	299	38	381	**74**	145	33	**252**	1176
05:00 PM	**29**	287	49	365	40	**131**	**18**	**189**	38	365	**47**	450	52	148	**34**	234	**1238**
05:15 PM	25	303	**69**	**397**	38	104	14	156	38	319	34	391	71	**150**	31	252	1196
05:30 PM	24	276	39	339	35	106	15	156	38	**380**	37	**455**	64	148	33	245	1195
Total Volume	96	1184	213	1493	160	431	61	652	158	1363	156	1677	261	591	131	983	4805
% App. Total	6.4	79.3	14.3		24.5	66.1	9.4		9.4	81.3	9.3		26.6	60.1	13.3		
PHF	.828	.931	.772	.940	.851	.823	.847	.862	.898	.897	.830	.921	.882	.985	.963	.975	.970

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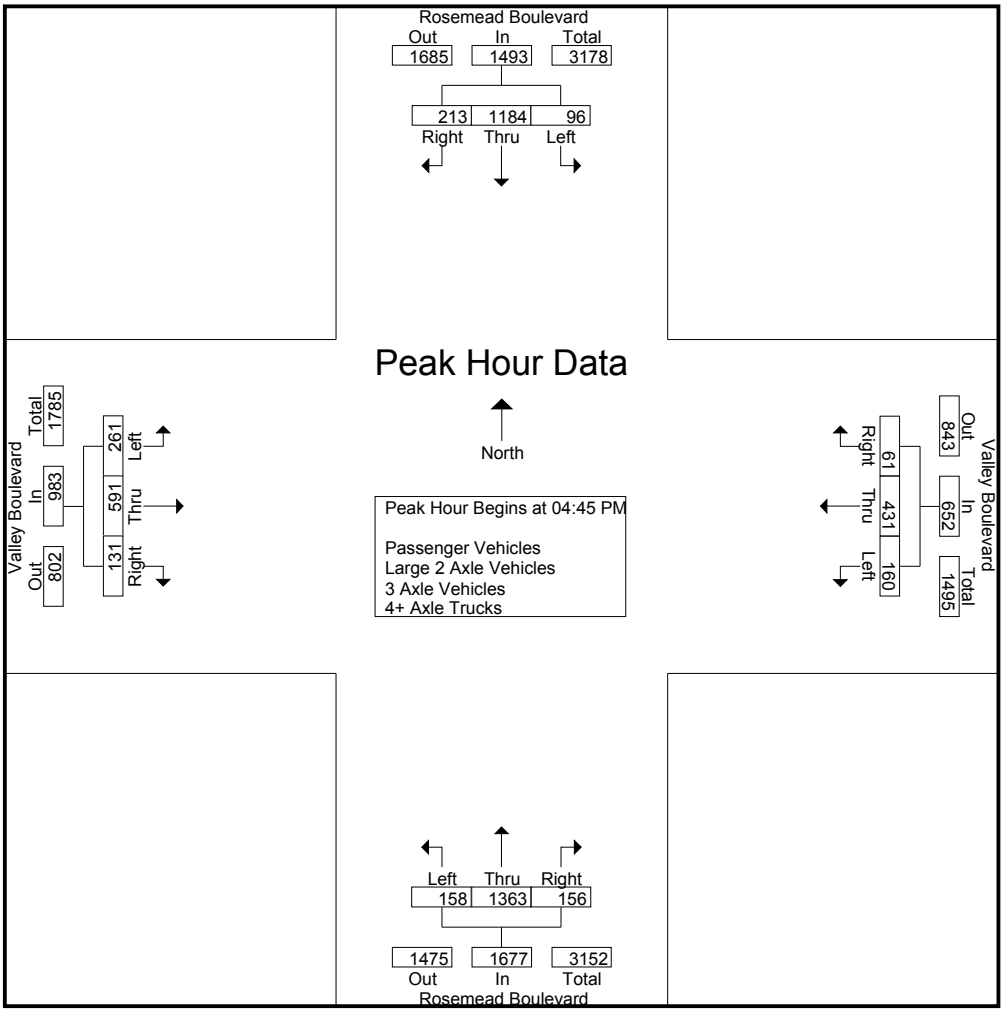
City of Rosemead
N/S: Rosemead Boulevard
E/W: Valley Boulevard
Weather: Sunny

File Name : RMDROVAPM
Site Code : 00000001
Start Date : 9/12/2012
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	28	287	42	357	40	**131**	18	**189**	38	365	**47**	450	**74**	145	33	**252**
+15 mins.	18	**318**	56	392	38	104	14	156	38	319	34	391	52	148	**34**	234
+30 mins.	**29**	287	49	365	35	106	15	156	38	**380**	37	**455**	71	**150**	31	252
+45 mins.	25	303	**69**	**397**	**46**	107	**24**	177	**39**	307	44	390	64	148	33	245
Total Volume	100	1195	216	1511	159	448	71	678	153	1371	162	1686	261	591	131	983
% App. Total	6.6	79.1	14.3		23.5	66.1	10.5		9.1	81.3	9.6		26.6	60.1	13.3	
PHF	.862	.939	.783	.952	.864	.855	.740	.897	.981	.902	.862	.926	.882	.985	.963	.975

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City of Rosemead
N/S: Rosemead Boulevard
E/W: Valley Boulevard
Weather: Sunny

File Name : RMDROVASAT
Site Code : 00000035
Start Date : 9/15/2012
Page No : 1

Groups Printed- Passenger vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Rosemead Boulevard Southbound				Valley Boulevard Westbound				Rosemead Boulevard Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	21	288	65	374	46	133	27	206	62	284	41	387	59	149	36	244	1211
12:15 PM	19	265	67	351	47	110	13	170	66	302	24	392	53	131	38	222	1135
12:30 PM	20	305	62	387	40	130	18	188	55	310	34	399	51	125	28	204	1178
12:45 PM	20	277	60	357	46	122	13	181	60	318	41	419	63	154	42	259	1216
Total	80	1135	254	1469	179	495	71	745	243	1214	140	1597	226	559	144	929	4740
01:00 PM	22	286	72	380	44	120	19	183	63	296	37	396	60	140	30	230	1189
01:15 PM	13	272	58	343	34	115	25	174	64	332	30	426	57	129	41	227	1170
01:30 PM	10	282	58	350	35	102	19	156	41	304	26	371	54	133	52	239	1116
01:45 PM	20	308	59	387	41	125	15	181	57	359	35	451	63	134	39	236	1255
Total	65	1148	247	1460	154	462	78	694	225	1291	128	1644	234	536	162	932	4730
Grand Total	145	2283	501	2929	333	957	149	1439	468	2505	268	3241	460	1095	306	1861	9470
Apprch %	5	77.9	17.1		23.1	66.5	10.4		14.4	77.3	8.3		24.7	58.8	16.4		
Total %	1.5	24.1	5.3	30.9	3.5	10.1	1.6	15.2	4.9	26.5	2.8	34.2	4.9	11.6	3.2	19.7	
Passenger vehicles	144	2252	496	2892	329	950	149	1428	465	2471	260	3196	455	1084	302	1841	9357
% Passenger vehicles	99.3	98.6	99	98.7	98.8	99.3	100	99.2	99.4	98.6	97	98.6	98.9	99	98.7	98.9	98.8
Large 2 Axle Vehicles	1	22	5	28	3	7	0	10	3	26	7	36	5	10	3	18	92
% Large 2 Axle Vehicles	0.7	1	1	1	0.9	0.7	0	0.7	0.6	1	2.6	1.1	1.1	0.9	1	1	1
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	4	0	4	0	1	0	1	7
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.1	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	7	0	7	1	0	0	1	0	4	1	5	0	0	1	1	14
% 4+ Axle Trucks	0	0.3	0	0.2	0.3	0	0	0.1	0	0.2	0.4	0.2	0	0	0.3	0.1	0.1

	Rosemead Boulevard Southbound				Valley Boulevard Westbound				Rosemead Boulevard Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	20	**305**	62	**387**	40	**130**	18	**188**	55	310	34	399	51	125	28	204	1178
12:45 PM	20	277	60	357	**46**	122	13	181	60	318	**41**	419	**63**	**154**	**42**	**259**	**1216**
01:00 PM	**22**	286	**72**	380	44	120	19	183	63	296	37	396	60	140	30	230	1189
01:15 PM	13	272	58	343	34	115	**25**	174	**64**	**332**	30	**426**	57	129	41	227	1170
Total Volume	75	1140	252	1467	164	487	75	726	242	1256	142	1640	231	548	141	920	4753
% App. Total	5.1	77.7	17.2		22.6	67.1	10.3		14.8	76.6	8.7		25.1	59.6	15.3		
PHF	.852	.934	.875	.948	.891	.937	.750	.965	.945	.946	.866	.962	.917	.890	.839	.888	.977

Counts Unlimited Inc.
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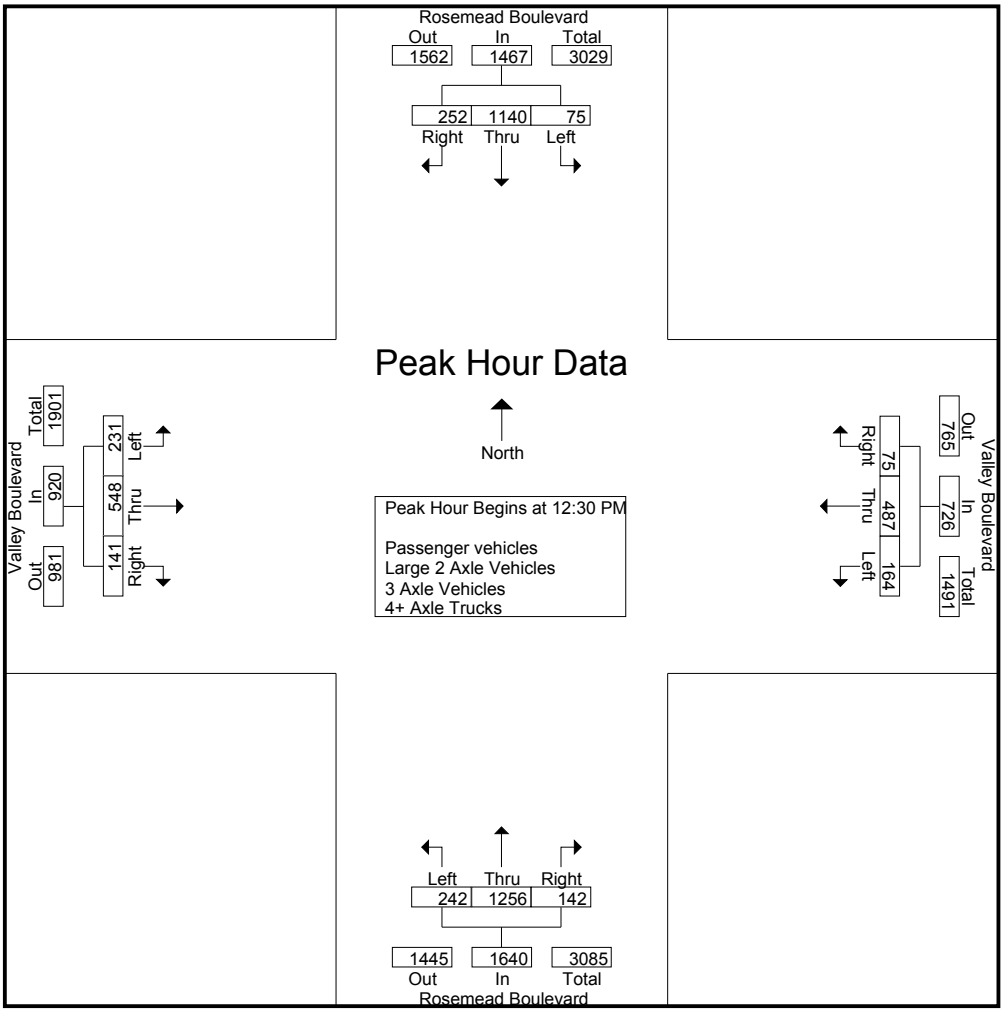
City of Rosemead
N/S: Rosemead Boulevard
E/W: Valley Boulevard
Weather: Sunny

File Name : RMDROVASAT
Site Code : 00000035
Start Date : 9/15/2012
Page No : 2



Peak Hour Analysis From 12:30 PM to 01:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:30 PM				12:30 PM				12:30 PM				12:30 PM			
+0 mins.	20	**305**	62	**387**	40	**130**	18	**188**	55	310	34	399	51	125	28	204
+15 mins.	20	277	60	357	**46**	122	13	181	60	318	**41**	419	**63**	**154**	**42**	**259**
+30 mins.	**22**	286	**72**	380	44	120	19	183	63	296	37	396	60	140	30	230
+45 mins.	13	272	58	343	34	115	**25**	174	**64**	**332**	30	**426**	57	129	41	227
Total Volume	75	1140	252	1467	164	487	75	726	242	1256	142	1640	231	548	141	920
% App. Total	5.1	77.7	17.2		22.6	67.1	10.3		14.8	76.6	8.7		25.1	59.6	15.3	
PHF	.852	.934	.875	.948	.891	.937	.750	.965	.945	.946	.866	.962	.917	.890	.839	.888

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City of Temple City
N/S: Arden Drive
E/W: Lwer Azusa Road
Weather: Sunny

File Name : TPYARLAAM
Site Code : 00000035
Start Date : 9/13/2012
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	24	12	39	20	230	6	256	23	17	8	48	2	73	12	87	430
07:15 AM	5	31	12	48	19	262	9	290	28	17	12	57	3	77	21	101	496
07:30 AM	10	33	14	57	37	249	7	293	34	17	17	68	5	105	41	151	569
07:45 AM	13	48	17	78	38	282	12	332	36	24	15	75	7	136	49	192	677
Total	31	136	55	222	114	1023	34	1171	121	75	52	248	17	391	123	531	2172
08:00 AM	4	28	16	48	29	311	18	358	36	17	22	75	5	128	23	156	637
08:15 AM	8	24	8	40	19	284	8	311	19	18	8	45	2	118	33	153	549
08:30 AM	5	22	14	41	20	233	8	261	21	9	14	44	1	132	19	152	498
08:45 AM	10	24	13	47	18	284	14	316	25	11	9	45	3	160	22	185	593
Total	27	98	51	176	86	1112	48	1246	101	55	53	209	11	538	97	646	2277
Grand Total	58	234	106	398	200	2135	82	2417	222	130	105	457	28	929	220	1177	4449
Apprch %	14.6	58.8	26.6		8.3	88.3	3.4		48.6	28.4	23		2.4	78.9	18.7		
Total %	1.3	5.3	2.4	8.9	4.5	48	1.8	54.3	5	2.9	2.4	10.3	0.6	20.9	4.9	26.5	
Passenger Vehicles	58	232	104	394	196	2095	80	2371	219	128	102	449	28	884	216	1128	4342
% Passenger Vehicles	100	99.1	98.1	99	98	98.1	97.6	98.1	98.6	98.5	97.1	98.2	100	95.2	98.2	95.8	97.6
Large 2 Axle Vehicles	0	2	2	4	4	31	2	37	1	2	2	5	0	32	4	36	82
% Large 2 Axle Vehicles	0	0.9	1.9	1	2	1.5	2.4	1.5	0.5	1.5	1.9	1.1	0	3.4	1.8	3.1	1.8
3 Axle Vehicles	0	0	0	0	0	2	0	2	1	0	1	2	0	5	0	5	9
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0.5	0	1	0.4	0	0.5	0	0.4	0.2
4+ Axle Trucks	0	0	0	0	0	7	0	7	1	0	0	1	0	8	0	8	16
% 4+ Axle Trucks	0	0	0	0	0	0.3	0	0.3	0.5	0	0	0.2	0	0.9	0	0.7	0.4

	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	10	33	14	57	37	249	7	293	34	17	17	68	5	105	41	151	569
07:45 AM	**13**	**48**	**17**	**78**	**38**	282	12	332	**36**	**24**	15	**75**	**7**	**136**	**49**	**192**	**677**
08:00 AM	4	28	16	48	29	**311**	**18**	**358**	36	17	**22**	75	5	128	23	156	637
08:15 AM	8	24	8	40	19	284	8	311	19	18	8	45	2	118	33	153	549
Total Volume	35	133	55	223	123	1126	45	1294	125	76	62	263	19	487	146	652	2432
% App. Total	15.7	59.6	24.7		9.5	87	3.5		47.5	28.9	23.6		2.9	74.7	22.4		
PHF	.673	.693	.809	.715	.809	.905	.625	.904	.868	.792	.705	.877	.679	.895	.745	.849	.898

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City of Temple City
N/S: Arden Drive
E/W: Lwer Azusa Road
Weather: Sunny

File Name : TPYARLAAM
Site Code : 00000035
Start Date : 9/13/2012
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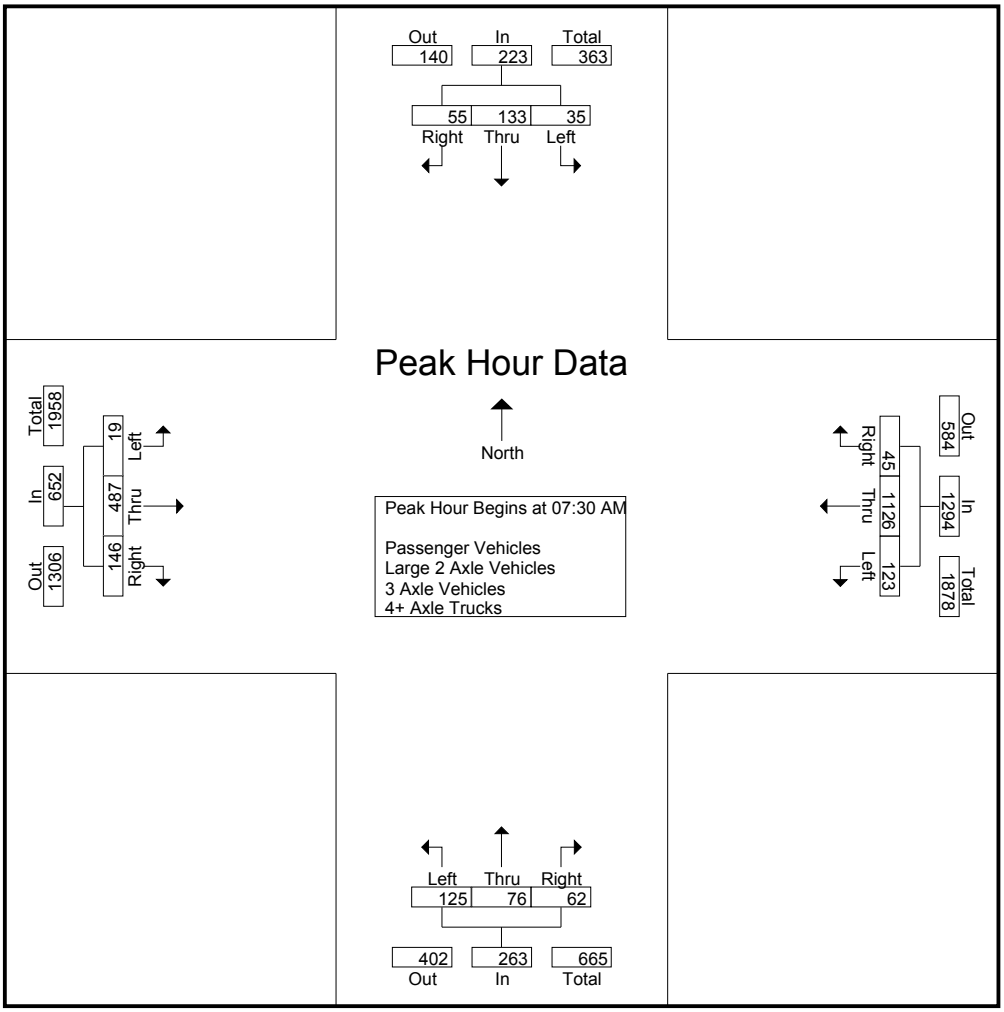

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	10	33	14	57	37	249	7	293	34	17	17	68	5	105	41	151
+15 mins.	**13**	**48**	**17**	**78**	**38**	282	12	332	**36**	**24**	15	**75**	**7**	**136**	**49**	**192**
+30 mins.	4	28	16	48	29	**311**	**18**	**358**	36	17	**22**	75	5	128	23	156
+45 mins.	8	24	8	40	19	284	8	311	19	18	8	45	2	118	33	153
Total Volume	35	133	55	223	123	1126	45	1294	125	76	62	263	19	487	146	652
% App. Total	15.7	59.6	24.7		9.5	87	3.5		47.5	28.9	23.6		2.9	74.7	22.4	
PHF	.673	.693	.809	.715	.809	.905	.625	.904	.868	.792	.705	.877	.679	.895	.745	.849

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File Name : TPYARLAPM
Site Code : 00000035
Start Date : 9/13/2012
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Arden Drive Southbound				Lower Azusa Road Westbound				Arden Drive Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	9	2	18	22	133	9	164	43	3	11	57	10	223	62	295	534
04:15 PM	7	13	6	26	20	148	12	180	59	4	17	80	8	262	62	332	618
04:30 PM	10	11	7	28	18	148	4	170	33	25	15	73	6	200	37	243	514
04:45 PM	10	18	5	33	22	132	10	164	22	18	15	55	13	244	34	291	543
Total	34	51	20	105	82	561	35	678	157	50	58	265	37	929	195	1161	2209
05:00 PM	8	21	7	36	25	151	6	182	32	31	13	76	7	231	37	275	569
05:15 PM	10	24	8	42	16	189	9	214	29	27	18	74	9	219	39	267	597
05:30 PM	12	24	9	45	19	153	15	187	19	38	13	70	13	223	24	260	562
05:45 PM	10	10	14	34	19	168	17	204	29	30	20	79	18	269	33	320	637
Total	40	79	38	157	79	661	47	787	109	126	64	299	47	942	133	1122	2365
Grand Total	74	130	58	262	161	1222	82	1465	266	176	122	564	84	1871	328	2283	4574
Apprch %	28.2	49.6	22.1		11	83.4	5.6		47.2	31.2	21.6		3.7	82	14.4		
Total %	1.6	2.8	1.3	5.7	3.5	26.7	1.8	32	5.8	3.8	2.7	12.3	1.8	40.9	7.2	49.9	
Passenger Vehicles	73	128	56	257	158	1198	81	1437	259	175	120	554	84	1845	323	2252	4500
% Passenger Vehicles	98.6	98.5	96.6	98.1	98.1	98	98.8	98.1	97.4	99.4	98.4	98.2	100	98.6	98.5	98.6	98.4
Large 2 Axle Vehicles	1	2	2	5	3	18	1	22	7	1	2	10	0	19	4	23	60
% Large 2 Axle Vehicles	1.4	1.5	3.4	1.9	1.9	1.5	1.2	1.5	2.6	0.6	1.6	1.8	0	1	1.2	1	1.3
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0	0
4+ Axle Trucks	0	0	0	0	0	5	0	5	0	0	0	0	0	6	1	7	12
% 4+ Axle Trucks	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0	0.3	0.3	0.3	0.3

	Arden Drive Southbound				Lower Azusa Road Westbound				Arden Drive Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	8	21	7	36	**25**	151	6	182	**32**	31	13	76	7	231	37	275	569
05:15 PM	10	**24**	8	42	16	**189**	9	**214**	29	27	18	74	9	219	**39**	267	597
05:30 PM	**12**	24	9	**45**	19	153	15	187	19	**38**	13	70	13	223	24	260	562
05:45 PM	10	10	**14**	34	19	168	**17**	204	29	30	**20**	**79**	**18**	**269**	33	**320**	**637**
Total Volume	40	79	38	157	79	661	47	787	109	126	64	299	47	942	133	1122	2365
% App. Total	25.5	50.3	24.2		10	84	6		36.5	42.1	21.4		4.2	84	11.9		
PHF	.833	.823	.679	.872	.790	.874	.691	.919	.852	.829	.800	.946	.653	.875	.853	.877	.928

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Start Date : 9/13/2012
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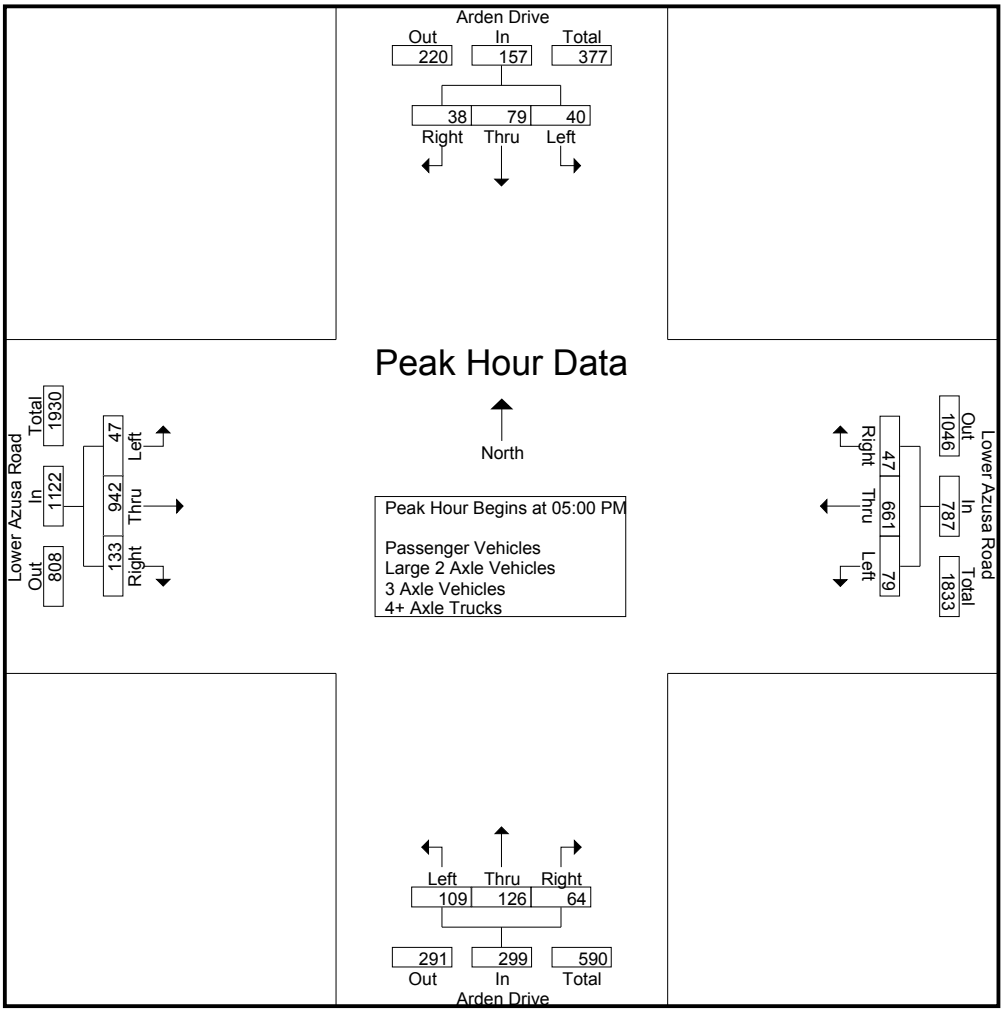

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	8	21	7	36	**25**	151	6	182	**32**	31	13	76	7	231	37	275
+15 mins.	10	**24**	8	42	16	**189**	9	**214**	29	27	18	74	9	219	**39**	267
+30 mins.	**12**	24	9	**45**	19	153	15	187	19	**38**	13	70	13	223	24	260
+45 mins.	10	10	**14**	34	19	168	**17**	204	29	30	**20**	**79**	**18**	**269**	33	**320**
Total Volume	40	79	38	157	79	661	47	787	109	126	64	299	47	942	133	1122
% App. Total	25.5	50.3	24.2		10	84	6		36.5	42.1	21.4		4.2	84	11.9	
PHF	.833	.823	.679	.872	.790	.874	.691	.919	.852	.829	.800	.946	.653	.875	.853	.877

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City of Temple City
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File Name : TPYARLASAT
Site Code : 00000066
Start Date : 9/15/2012
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Arden Drive Southbound				Lower Azusa Road Westbound				Arden Drive Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	8	11	8	27	20	204	8	232	18	8	7	33	3	211	16	230	522
12:15 PM	10	7	6	23	9	193	12	214	23	12	9	44	8	197	21	226	507
12:30 PM	7	7	6	20	12	175	7	194	16	15	7	38	6	182	16	204	456
12:45 PM	9	15	5	29	16	189	7	212	17	8	7	32	5	218	14	237	510
Total	34	40	25	99	57	761	34	852	74	43	30	147	22	808	67	897	1995
01:00 PM	9	7	8	24	10	166	12	188	14	9	9	32	5	193	11	209	453
01:15 PM	10	13	9	32	11	184	3	198	20	11	11	42	3	191	20	214	486
01:30 PM	8	15	8	31	11	167	5	183	18	8	8	34	4	159	15	178	426
01:45 PM	12	12	3	27	19	188	9	216	10	10	11	31	4	195	15	214	488
Total	39	47	28	114	51	705	29	785	62	38	39	139	16	738	61	815	1853
Grand Total	73	87	53	213	108	1466	63	1637	136	81	69	286	38	1546	128	1712	3848
Apprch %	34.3	40.8	24.9		6.6	89.6	3.8		47.6	28.3	24.1		2.2	90.3	7.5		
Total %	1.9	2.3	1.4	5.5	2.8	38.1	1.6	42.5	3.5	2.1	1.8	7.4	1	40.2	3.3	44.5	
Passenger Vehicles	73	87	49	209	107	1451	61	1619	136	81	69	286	37	1528	127	1692	3806
% Passenger Vehicles	100	100	92.5	98.1	99.1	99	96.8	98.9	100	100	100	100	97.4	98.8	99.2	98.8	98.9
Large 2 Axle Vehicles	0	0	4	4	1	11	2	14	0	0	0	0	1	6	1	8	26
% Large 2 Axle Vehicles	0	0	7.5	1.9	0.9	0.8	3.2	0.9	0	0	0	0	2.6	0.4	0.8	0.5	0.7
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.2	0.1
4+ Axle Trucks	0	0	0	0	0	3	0	3	0	0	0	0	0	9	0	9	12
% 4+ Axle Trucks	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.6	0	0.5	0.3

	Arden Drive Southbound				Lower Azusa Road Westbound				Arden Drive Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	8	11	**8**	27	**20**	**204**	8	**232**	18	8	7	33	3	211	16	230	**522**
12:15 PM	**10**	7	6	23	9	193	**12**	214	**23**	12	**9**	**44**	**8**	197	**21**	226	507
12:30 PM	7	7	6	20	12	175	7	194	16	**15**	7	38	6	182	16	204	456
12:45 PM	9	**15**	5	**29**	16	189	7	212	17	8	7	32	5	**218**	14	**237**	510
Total Volume	34	40	25	99	57	761	34	852	74	43	30	147	22	808	67	897	1995
% App. Total	34.3	40.4	25.3		6.7	89.3	4		50.3	29.3	20.4		2.5	90.1	7.5		
PHF	.850	.667	.781	.853	.713	.933	.708	.918	.804	.717	.833	.835	.688	.927	.798	.946	.955

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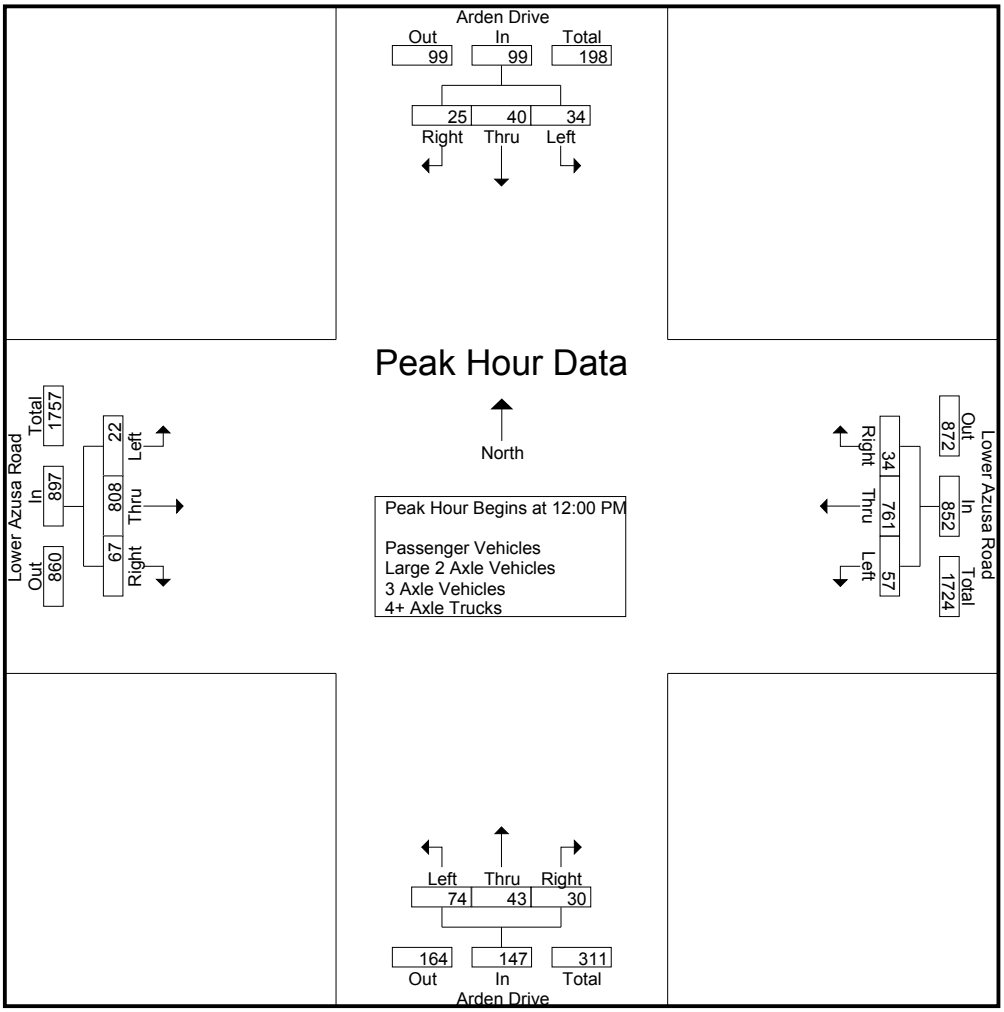

Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:00 PM				12:00 PM				12:00 PM			
+0 mins.	8	11	**8**	27	**20**	**204**	8	**232**	18	8	7	33	3	211	16	230
+15 mins.	**10**	7	6	23	9	193	**12**	214	**23**	12	**9**	**44**	**8**	197	**21**	226
+30 mins.	7	7	6	20	12	175	7	194	16	**15**	7	38	6	182	16	204
+45 mins.	9	**15**	5	**29**	16	189	7	212	17	8	7	32	5	**218**	14	**237**
Total Volume	34	40	25	99	57	761	34	852	74	43	30	147	22	808	67	897
% App. Total	34.3	40.4	25.3		6.7	89.3	4		50.3	29.3	20.4		2.5	90.1	7.5	
PHF	.850	.667	.781	.853	.713	.933	.708	.918	.804	.717	.833	.835	.688	.927	.798	.946

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City of Temple City
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E/W: Lower Azusa Road
Weather: Sunny

File Name : TPYARLAAM
Site Code : 00003333
Start Date : 6/6/2013
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Groups Printed- Total Volume

	Halowell Avenue Southbound					Lower Azusa Road Westbound				Arden Way Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	0	2	19	204	0	223	1	1	25	27	1	90	4	95	347
07:15 AM	1	1	2	0	4	18	211	0	229	7	2	24	33	1	85	1	87	353
07:30 AM	1	0	2	0	3	20	253	0	273	2	0	28	30	0	96	4	100	406
07:45 AM	0	0	4	0	4	16	270	0	286	5	0	39	44	2	127	2	131	465
Total	2	1	10	0	13	73	938	0	1011	15	3	116	134	4	398	11	413	1571
08:00 AM	2	0	6	0	8	25	251	0	276	2	0	27	29	2	142	3	147	460
08:15 AM	1	0	7	0	8	27	271	2	300	5	2	35	42	1	154	3	158	508
08:30 AM	3	0	4	0	7	19	256	0	275	4	1	29	34	3	142	9	154	470
08:45 AM	0	0	4	0	4	17	267	1	285	4	1	33	38	2	171	4	177	504
Total	6	0	21	0	27	88	1045	3	1136	15	4	124	143	8	609	19	636	1942
Grand Total	8	1	31	0	40	161	1983	3	2147	30	7	240	277	12	1007	30	1049	3513
Apprch %	20	2.5	77.5	0		7.5	92.4	0.1		10.8	2.5	86.6		1.1	96	2.9		
Total %	0.2	0	0.9	0	1.1	4.6	56.4	0.1	61.1	0.9	0.2	6.8	7.9	0.3	28.7	0.9	29.9	

	Halowell Avenue Southbound					Lower Azusa Road Westbound				Arden Way Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00 AM																		
08:00 AM	2	0	6	0	**8**	25	251	0	276	2	0	27	29	2	142	3	147	460
08:15 AM	1	0	**7**	0	8	**27**	**271**	**2**	**300**	**5**	**2**	**35**	**42**	1	154	3	158	**508**
08:30 AM	**3**	0	4	0	7	19	256	0	275	4	1	29	34	**3**	142	**9**	154	470
08:45 AM	0	0	4	0	4	17	267	1	285	4	1	33	38	2	**171**	4	**177**	504
Total Volume	6	0	21	0	27	88	1045	3	1136	15	4	124	143	8	609	19	636	1942
% App. Total	22.2	0	77.8	0		7.7	92	0.3		10.5	2.8	86.7		1.3	95.8	3		
PHF	.500	.000	.750	.000	.844	.815	.964	.375	.947	.750	.500	.886	.851	.667	.890	.528	.898	.956

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Weather: Sunny

File Name : TPYARLAAM
Site Code : 00003333
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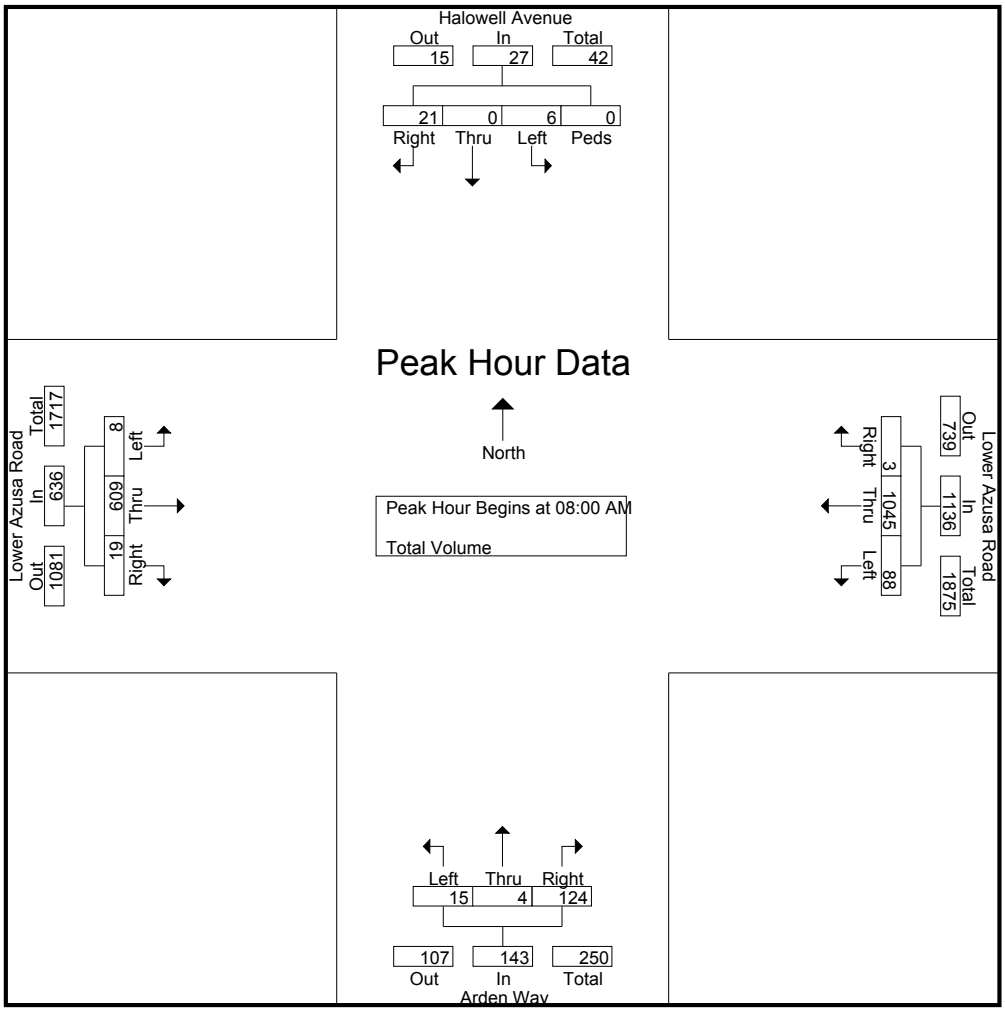

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					07:45 AM				07:45 AM				08:00 AM			
+0 mins.	0	0	4	0	4	16	270	0	286	**5**	0	**39**	**44**	2	142	3	147
+15 mins.	2	0	6	0	**8**	25	251	0	276	2	0	27	29	1	154	3	158
+30 mins.	1	0	**7**	0	8	**27**	**271**	**2**	**300**	5	**2**	35	42	**3**	142	**9**	154
+45 mins.	**3**	0	4	0	7	19	256	0	275	4	1	29	34	2	**171**	4	**177**
Total Volume	6	0	21	0	27	87	1048	2	1137	16	3	130	149	8	609	19	636
% App. Total	22.2	0	77.8	0		7.7	92.2	0.2		10.7	2	87.2		1.3	95.8	3	
PHF	.500	.000	.750	.000	.844	.806	.967	.250	.948	.800	.375	.833	.847	.667	.890	.528	.898

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Groups Printed- Total Volume

	Halowell Avenue Southbound					Lower Azusa Road Westbound				Arden Way Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	2	0	4	25	146	0	171	4	0	47	51	2	210	6	218	444
04:15 PM	0	0	1	0	1	27	154	3	184	2	0	59	61	0	223	14	237	483
04:30 PM	0	0	0	0	0	18	158	1	177	3	0	46	49	1	258	6	265	491
04:45 PM	1	1	2	0	4	18	164	0	182	2	0	48	50	3	252	8	263	499
Total	3	1	5	0	9	88	622	4	714	11	0	200	211	6	943	34	983	1917
05:00 PM	3	0	2	0	5	27	177	0	204	0	0	54	54	3	259	8	270	533
05:15 PM	1	0	3	0	4	9	193	0	202	5	1	62	68	2	278	5	285	559
05:30 PM	1	0	1	0	2	18	184	0	202	2	0	64	66	4	278	4	286	556
05:45 PM	1	0	6	0	7	22	190	0	212	2	0	78	80	1	271	7	279	578
Total	6	0	12	0	18	76	744	0	820	9	1	258	268	10	1086	24	1120	2226
Grand Total	9	1	17	0	27	164	1366	4	1534	20	1	458	479	16	2029	58	2103	4143
Apprch %	33.3	3.7	63	0		10.7	89	0.3		4.2	0.2	95.6		0.8	96.5	2.8		
Total %	0.2	0	0.4	0	0.7	4	33	0.1	37	0.5	0	11.1	11.6	0.4	49	1.4	50.8	

	Halowell Avenue Southbound					Lower Azusa Road Westbound				Arden Way Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 05:00 PM																		
05:00 PM	**3**	0	2	0	5	**27**	177	0	204	0	0	54	54	3	259	**8**	270	533
05:15 PM	1	0	3	0	4	9	**193**	0	202	**5**	**1**	62	68	2	**278**	5	285	559
05:30 PM	1	0	1	0	2	18	184	0	202	2	0	64	66	**4**	278	4	**286**	556
05:45 PM	1	0	**6**	0	**7**	22	190	0	**212**	2	0	**78**	**80**	1	271	7	279	**578**
Total Volume	6	0	12	0	18	76	744	0	820	9	1	258	268	10	1086	24	1120	2226
% App. Total	33.3	0	66.7	0		9.3	90.7	0		3.4	0.4	96.3		0.9	97	2.1		
PHF	.500	.000	.500	.000	.643	.704	.964	.000	.967	.450	.250	.827	.838	.625	.977	.750	.979	.963

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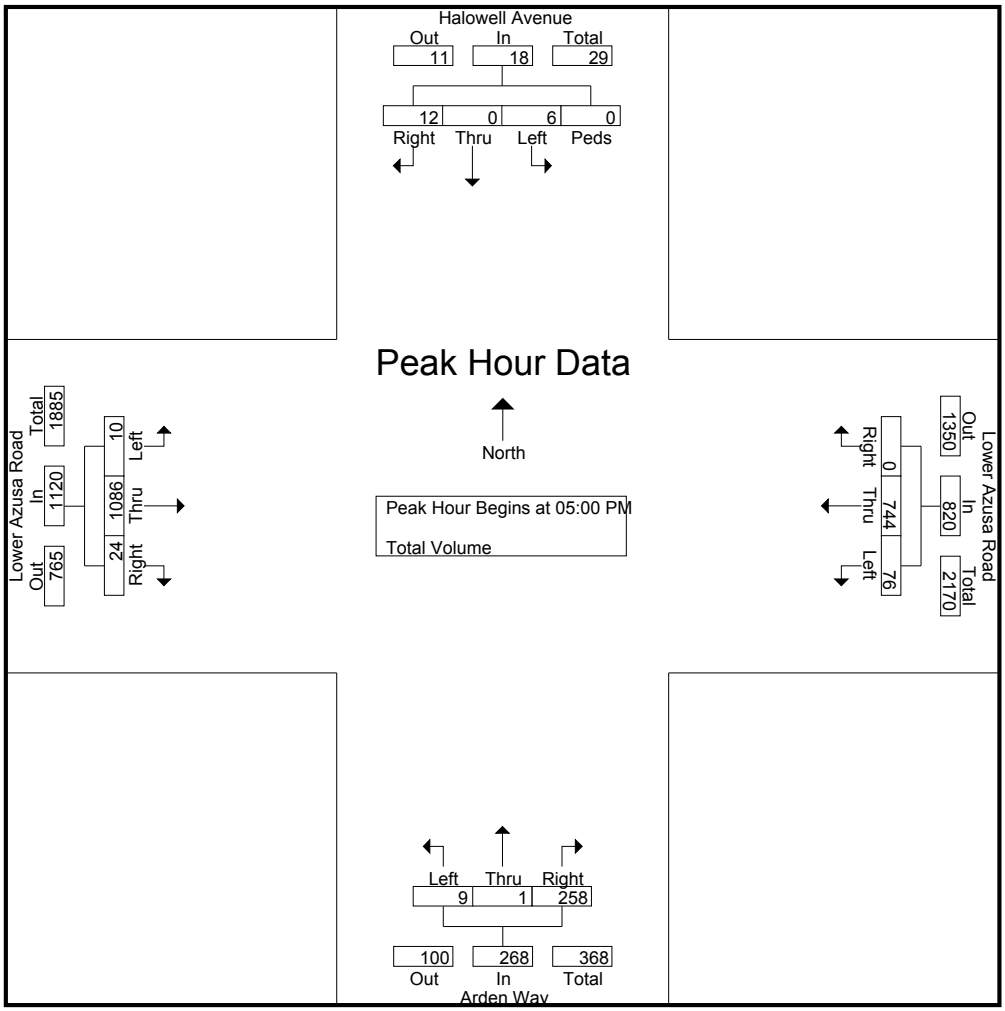
City of Temple City
N/S: Arden Way
E/W: Lower Azusa Road
Weather: Sunny

File Name : TPYARLAPM
Site Code : 00003333
Start Date : 6/6/2013
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM				05:00 PM				05:00 PM			
+0 mins.	**3**	0	2	0	5	**27**	177	0	204	0	0	54	54	3	259	**8**	270
+15 mins.	1	0	3	0	4	9	**193**	0	202	**5**	**1**	62	68	2	**278**	5	285
+30 mins.	1	0	1	0	2	18	184	0	202	2	0	64	66	**4**	278	4	**286**
+45 mins.	1	0	**6**	0	**7**	22	190	0	**212**	2	0	**78**	**80**	1	271	7	279
Total Volume	6	0	12	0	18	76	744	0	820	9	1	258	268	10	1086	24	1120
% App. Total	33.3	0	66.7	0		9.3	90.7	0		3.4	0.4	96.3		0.9	97	2.1	
PHF	.500	.000	.500	.000	.643	.704	.964	.000	.967	.450	.250	.827	.838	.625	.977	.750	.979

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City of Temple City
N/S: Arden Way
E/W: Lower Azusa Road
Weather: Sunny

File Name : TPYARLASAT
Site Code : 00003333
Start Date : 6/8/2013
Page No : 1

Groups Printed- Total Volume

	Halowell Avenue Southbound					Lower Azusa Road Westbound				Arden Way Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	2	0	4	0	6	9	224	0	233	2	0	43	45	3	175	9	187	471
12:15 PM	2	0	2	0	4	16	200	2	218	4	0	35	39	6	214	9	229	490
12:30 PM	0	0	6	0	6	12	167	7	186	7	1	40	48	3	224	9	236	476
12:45 PM	5	0	3	0	8	13	196	2	211	2	0	52	54	3	186	6	195	468
Total	9	0	15	0	24	50	787	11	848	15	1	170	186	15	799	33	847	1905
01:00 PM	4	0	3	0	7	19	197	6	222	2	2	57	61	2	196	8	206	496
01:15 PM	3	0	6	0	9	13	189	4	206	6	1	45	52	2	212	13	227	494
01:30 PM	4	0	6	0	10	10	187	4	201	3	0	38	41	3	195	5	203	455
01:45 PM	3	0	2	0	5	19	180	2	201	3	0	38	41	3	229	7	239	486
Total	14	0	17	0	31	61	753	16	830	14	3	178	195	10	832	33	875	1931
Grand Total	23	0	32	0	55	111	1540	27	1678	29	4	348	381	25	1631	66	1722	3836
Apprch %	41.8	0	58.2	0		6.6	91.8	1.6		7.6	1	91.3		1.5	94.7	3.8		
Total %	0.6	0	0.8	0	1.4	2.9	40.1	0.7	43.7	0.8	0.1	9.1	9.9	0.7	42.5	1.7	44.9	

	Halowell Avenue Southbound					Lower Azusa Road Westbound				Arden Way Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 12:30 PM																		
12:30 PM	0	0	**6**	0	6	12	167	**7**	186	**7**	1	40	48	**3**	**224**	9	**236**	476
12:45 PM	**5**	0	3	0	8	13	196	2	211	2	0	52	54	3	186	6	195	468
01:00 PM	4	0	3	0	7	**19**	**197**	6	**222**	2	**2**	**57**	**61**	2	196	8	206	**496**
01:15 PM	3	0	6	0	**9**	13	189	4	206	6	1	45	52	2	212	**13**	227	494
Total Volume	12	0	18	0	30	57	749	19	825	17	4	194	215	10	818	36	864	1934
% App. Total	40	0	60	0		6.9	90.8	2.3		7.9	1.9	90.2		1.2	94.7	4.2		
PHF	.600	.000	.750	.000	.833	.750	.951	.679	.929	.607	.500	.851	.881	.833	.913	.692	.915	.975

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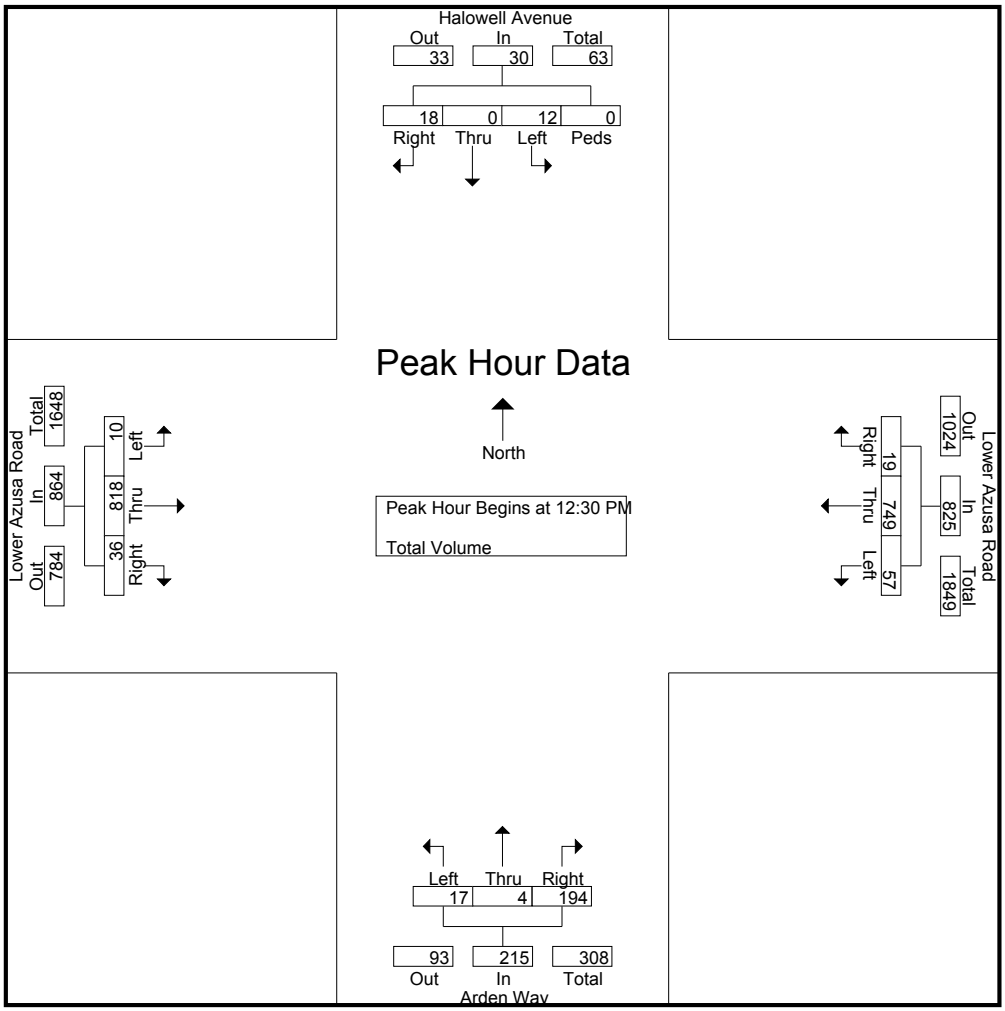
City of Temple City
N/S: Arden Way
E/W: Lower Azusa Road
Weather: Sunny

File Name : TPYARLASAT
Site Code : 00003333
Start Date : 6/8/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM					12:00 PM				12:30 PM				01:00 PM			
+0 mins.	**5**	0	3	0	8	9	**224**	0	**233**	**7**	1	40	48	2	196	8	206
+15 mins.	4	0	3	0	7	**16**	200	2	218	2	0	52	54	2	212	**13**	227
+30 mins.	3	0	**6**	0	9	12	167	**7**	186	2	**2**	**57**	**61**	**3**	195	5	203
+45 mins.	4	0	6	0	**10**	13	196	2	211	6	1	45	52	3	**229**	7	**239**
Total Volume	16	0	18	0	34	50	787	11	848	17	4	194	215	10	832	33	875
% App. Total	47.1	0	52.9	0		5.9	92.8	1.3		7.9	1.9	90.2		1.1	95.1	3.8	
PHF	.800	.000	.750	.000	.850	.781	.878	.393	.910	.607	.500	.851	.881	.833	.908	.635	.915

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City of El Monte
N/S: Santa Anita Avenue
E/W: Lower Azusa Road
Weather: Sunny

File Name : ELMSALAAM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Santa Anita Avenue Southbound				Lower Azusa Road Westbound				Santa Anita Avenue Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	38	168	21	227	50	221	55	326	33	90	25	148	8	85	20	113	814
07:15 AM	55	163	18	236	54	227	69	350	34	151	30	215	21	81	21	123	924
07:30 AM	47	216	28	291	54	215	78	347	24	202	32	258	35	101	25	161	1057
07:45 AM	56	196	27	279	51	196	97	344	34	180	17	231	38	123	21	182	1036
Total	196	743	94	1033	209	859	299	1367	125	623	104	852	102	390	87	579	3831
08:00 AM	68	229	28	325	53	250	69	372	25	166	23	214	21	114	37	172	1083
08:15 AM	49	175	23	247	49	232	80	361	49	162	17	228	12	120	34	166	1002
08:30 AM	64	200	21	285	38	188	66	292	32	142	19	193	13	112	23	148	918
08:45 AM	48	175	34	257	30	189	51	270	47	177	29	253	16	110	25	151	931
Total	229	779	106	1114	170	859	266	1295	153	647	88	888	62	456	119	637	3934
Grand Total	425	1522	200	2147	379	1718	565	2662	278	1270	192	1740	164	846	206	1216	7765
Apprch %	19.8	70.9	9.3		14.2	64.5	21.2		16	73	11		13.5	69.6	16.9		
Total %	5.5	19.6	2.6	27.6	4.9	22.1	7.3	34.3	3.6	16.4	2.5	22.4	2.1	10.9	2.7	15.7	

	Santa Anita Avenue Southbound				Lower Azusa Road Westbound				Santa Anita Avenue Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	47	216	**28**	291	**54**	215	78	347	24	**202**	**32**	**258**	35	101	25	161	1057
07:45 AM	56	196	27	279	51	196	**97**	344	34	180	17	231	**38**	**123**	21	**182**	1036
08:00 AM	**68**	**229**	28	**325**	53	**250**	69	**372**	25	166	23	214	21	114	**37**	172	**1083**
08:15 AM	49	175	23	247	49	232	80	361	**49**	162	17	228	12	120	34	166	1002
Total Volume	220	816	106	1142	207	893	324	1424	132	710	89	931	106	458	117	681	4178
% App. Total	19.3	71.5	9.3		14.5	62.7	22.8		14.2	76.3	9.6		15.6	67.3	17.2		
PHF	.809	.891	.946	.878	.958	.893	.835	.957	.673	.879	.695	.902	.697	.931	.791	.935	.964

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City of El Monte
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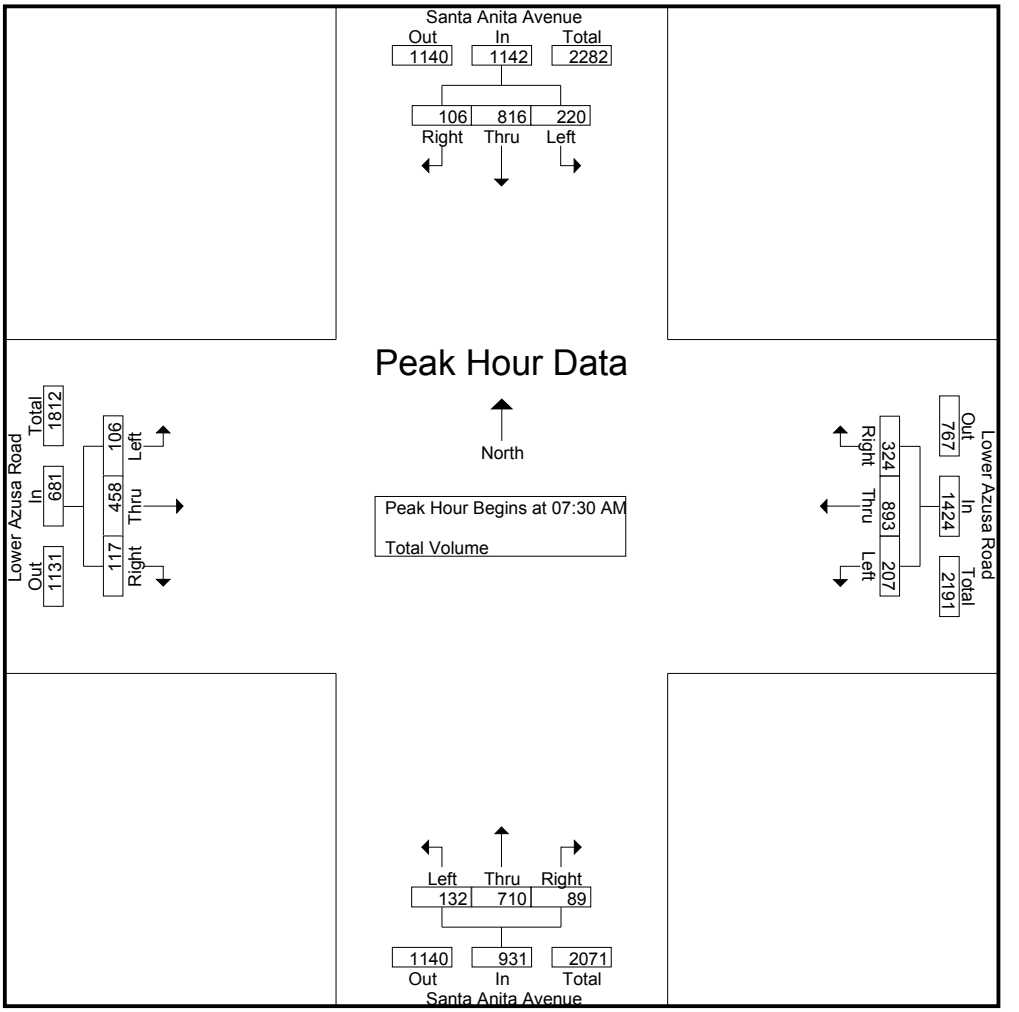
Weather: Sunny

File Name : ELMSALAAM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	47	216	**28**	291	**54**	215	78	347	24	**202**	**32**	**258**	35	101	25	161
+15 mins.	56	196	27	279	51	196	**97**	344	34	180	17	231	**38**	**123**	21	**182**
+30 mins.	**68**	**229**	28	**325**	53	**250**	69	**372**	25	166	23	214	21	114	**37**	172
+45 mins.	49	175	23	247	49	232	80	361	**49**	162	17	228	12	120	34	166
Total Volume	220	816	106	1142	207	893	324	1424	132	710	89	931	106	458	117	681
% App. Total	19.3	71.5	9.3		14.5	62.7	22.8		14.2	76.3	9.6		15.6	67.3	17.2	
PHF	.809	.891	.946	.878	.958	.893	.835	.957	.673	.879	.695	.902	.697	.931	.791	.935

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City of El Monte
N/S: Santa Anita Avenue
E/W: Lower Azusa Road
Weather: Sunny

File Name : ELMSALAPM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Santa Anita Avenue Southbound				Lower Azusa Road Westbound				Santa Anita Avenue Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	75	198	27	300	40	112	54	206	49	182	69	300	7	153	26	186	992
04:15 PM	80	198	20	298	38	129	56	223	49	207	55	311	14	160	30	204	1036
04:30 PM	78	187	24	289	27	110	56	193	54	200	64	318	14	158	32	204	1004
04:45 PM	79	180	22	281	44	112	59	215	41	223	53	317	19	151	21	191	1004
Total	312	763	93	1168	149	463	225	837	193	812	241	1246	54	622	109	785	4036
05:00 PM	68	245	35	348	35	147	66	248	37	238	66	341	15	163	16	194	1131
05:15 PM	77	233	21	331	49	153	60	262	40	233	53	326	12	164	20	196	1115
05:30 PM	86	242	26	354	41	142	66	249	41	218	40	299	14	168	26	208	1110
05:45 PM	82	231	24	337	30	155	77	262	42	228	39	309	12	177	21	210	1118
Total	313	951	106	1370	155	597	269	1021	160	917	198	1275	53	672	83	808	4474
Grand Total	625	1714	199	2538	304	1060	494	1858	353	1729	439	2521	107	1294	192	1593	8510
Apprch %	24.6	67.5	7.8		16.4	57.1	26.6		14	68.6	17.4		6.7	81.2	12.1		
Total %	7.3	20.1	2.3	29.8	3.6	12.5	5.8	21.8	4.1	20.3	5.2	29.6	1.3	15.2	2.3	18.7	

	Santa Anita Avenue Southbound				Lower Azusa Road Westbound				Santa Anita Avenue Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	68	**245**	**35**	348	35	147	66	248	37	**238**	**66**	**341**	**15**	163	16	194	**1131**
05:15 PM	77	233	21	331	**49**	153	60	**262**	40	233	53	326	12	164	20	196	1115
05:30 PM	**86**	242	26	**354**	41	142	66	249	41	218	40	299	14	168	**26**	208	1110
05:45 PM	82	231	24	337	30	**155**	**77**	262	**42**	228	39	309	12	**177**	21	**210**	1118
Total Volume	313	951	106	1370	155	597	269	1021	160	917	198	1275	53	672	83	808	4474
% App. Total	22.8	69.4	7.7		15.2	58.5	26.3		12.5	71.9	15.5		6.6	83.2	10.3		
PHF	.910	.970	.757	.968	.791	.963	.873	.974	.952	.963	.750	.935	.883	.949	.798	.962	.989

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City of El Monte
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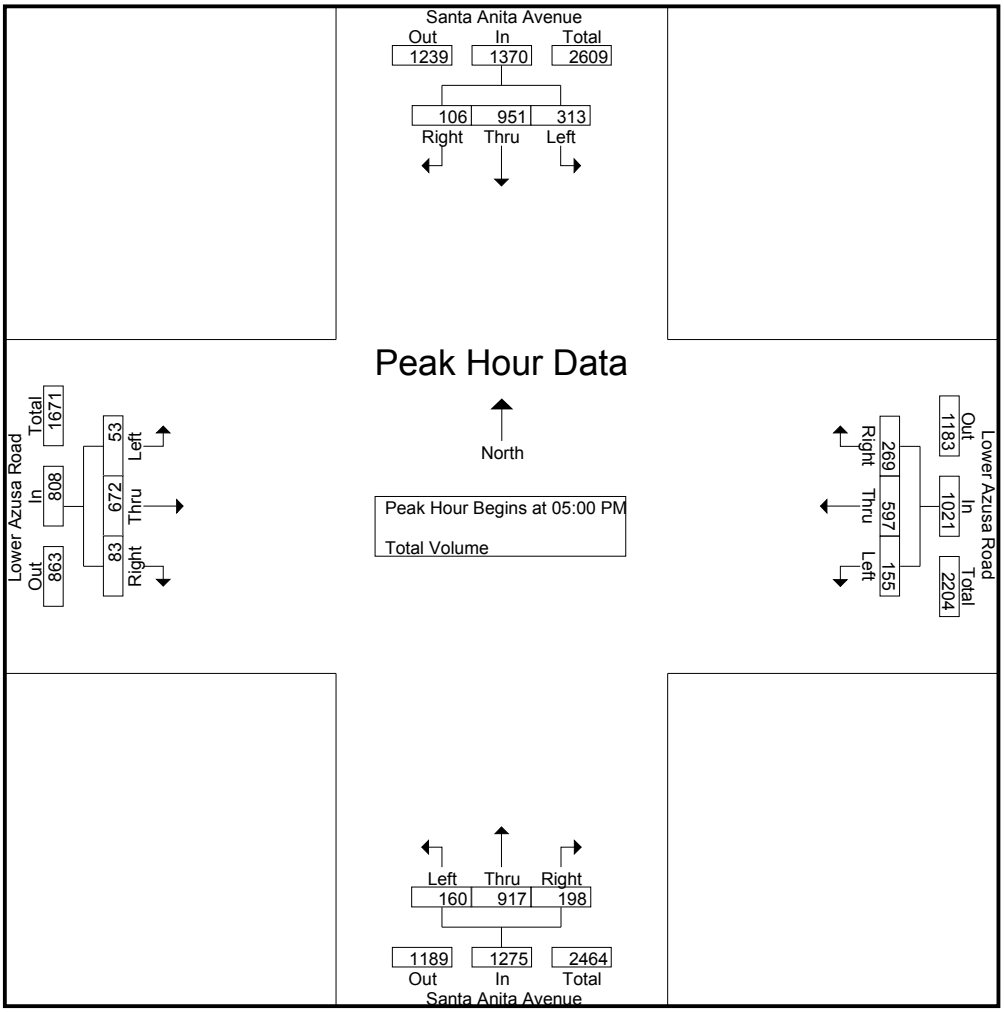
Weather: Sunny

File Name : ELMSALAPM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:30 PM				05:00 PM			
+0 mins.	68	**245**	**35**	348	35	147	66	248	**54**	200	64	318	**15**	163	16	194
+15 mins.	77	233	21	331	**49**	153	60	**262**	41	223	53	317	12	164	20	196
+30 mins.	**86**	242	26	**354**	41	142	66	249	37	**238**	**66**	**341**	14	168	**26**	208
+45 mins.	82	231	24	337	30	**155**	**77**	262	40	233	53	326	12	**177**	21	**210**
Total Volume	313	951	106	1370	155	597	269	1021	172	894	236	1302	53	672	83	808
% App. Total	22.8	69.4	7.7		15.2	58.5	26.3		13.2	68.7	18.1		6.6	83.2	10.3	
PHF	.910	.970	.757	.968	.791	.963	.873	.974	.796	.939	.894	.955	.883	.949	.798	.962

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City of El Monte
N/S: Santa Anita Avenue
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Weather: Sunny

File Name : ELMSALASAT
Site Code : 00000035
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Santa Anita Avenue Southbound				Lower Azusa Road Westbound				Santa Anita Avenue Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	62	144	37	243	32	150	42	224	56	158	31	245	18	151	40	209	921
12:15 PM	59	171	34	264	40	148	56	244	54	149	34	237	25	161	36	222	967
12:30 PM	61	168	32	261	37	142	46	225	48	156	36	240	25	137	34	196	922
12:45 PM	59	155	37	251	31	158	65	254	57	176	32	265	28	157	42	227	997
Total	241	638	140	1019	140	598	209	947	215	639	133	987	96	606	152	854	3807
01:00 PM	62	159	28	249	34	133	70	237	58	173	34	265	38	153	33	224	975
01:15 PM	63	154	31	248	33	150	51	234	50	144	38	232	29	143	33	205	919
01:30 PM	60	180	30	270	35	127	60	222	38	142	45	225	29	147	30	206	923
01:45 PM	63	155	29	247	40	158	56	254	49	159	27	235	31	162	21	214	950
Total	248	648	118	1014	142	568	237	947	195	618	144	957	127	605	117	849	3767
Grand Total	489	1286	258	2033	282	1166	446	1894	410	1257	277	1944	223	1211	269	1703	7574
Apprch %	24.1	63.3	12.7		14.9	61.6	23.5		21.1	64.7	14.2		13.1	71.1	15.8		
Total %	6.5	17	3.4	26.8	3.7	15.4	5.9	25	5.4	16.6	3.7	25.7	2.9	16	3.6	22.5	

	Santa Anita Avenue Southbound				Lower Azusa Road Westbound				Santa Anita Avenue Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	59	**171**	34	**264**	**40**	148	56	244	54	149	34	237	25	**161**	36	222	967
12:30 PM	61	168	32	261	37	142	46	225	48	156	**36**	240	25	137	34	196	922
12:45 PM	59	155	**37**	251	31	**158**	65	**254**	57	**176**	32	**265**	28	157	**42**	**227**	**997**
01:00 PM	**62**	159	28	249	34	133	**70**	237	**58**	173	34	265	**38**	153	33	224	975
Total Volume	241	653	131	1025	142	581	237	960	217	654	136	1007	116	608	145	869	3861
% App. Total	23.5	63.7	12.8		14.8	60.5	24.7		21.5	64.9	13.5		13.3	70	16.7		
PHF	.972	.955	.885	.971	.888	.919	.846	.945	.935	.929	.944	.950	.763	.944	.863	.957	.968

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City of El Monte
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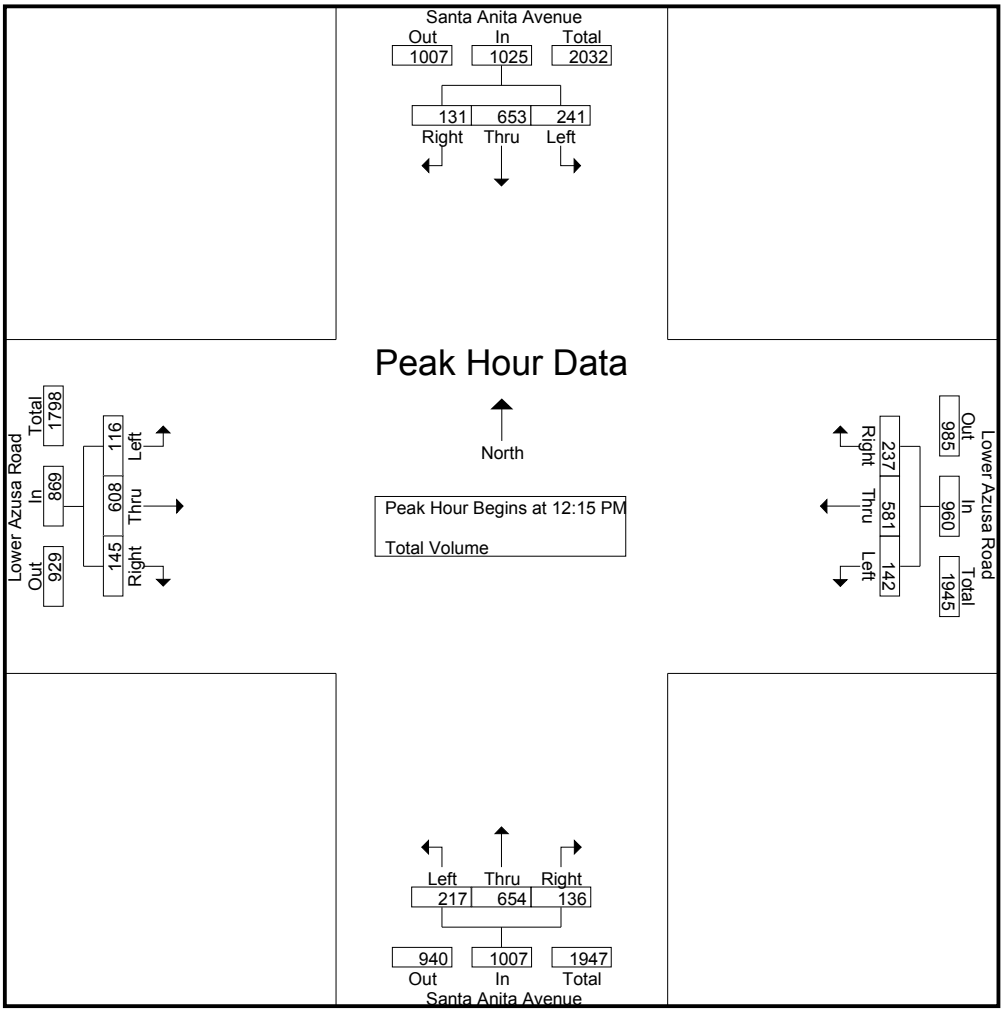
E/W: Lower Azusa Road
Weather: Sunny

File Name : ELMSALASAT
Site Code : 00000035
Start Date : 9/15/2012
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:15 PM				12:15 PM				12:15 PM				12:15 PM			
+0 mins.	59	**171**	34	**264**	**40**	148	56	244	54	149	34	237	25	**161**	36	222
+15 mins.	61	168	32	261	37	142	46	225	48	156	**36**	240	25	137	34	196
+30 mins.	59	155	**37**	251	31	**158**	65	**254**	57	**176**	32	**265**	28	157	**42**	**227**
+45 mins.	**62**	159	28	249	34	133	**70**	237	**58**	173	34	265	**38**	153	33	224
Total Volume	241	653	131	1025	142	581	237	960	217	654	136	1007	116	608	145	869
% App. Total	23.5	63.7	12.8		14.8	60.5	24.7		21.5	64.9	13.5		13.3	70	16.7	
PHF	.972	.955	.885	.971	.888	.919	.846	.945	.935	.929	.944	.950	.763	.944	.863	.957

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City of El Monte
N/S: Peck Road
E/W: Lower Azusa Road
Weather: Sunny

File Name : ELMPELAAM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Lower Azusa Road Westbound				Peck Road Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	105	48	168	32	240	18	290	47	102	14	163	31	96	30	157	778
07:15 AM	27	130	47	204	47	276	14	337	50	132	18	200	25	106	37	168	909
07:30 AM	31	199	67	297	42	254	11	307	50	223	21	294	34	128	48	210	1108
07:45 AM	48	200	60	308	54	241	17	312	48	220	14	282	46	144	50	240	1142
Total	121	634	222	977	175	1011	60	1246	195	677	67	939	136	474	165	775	3937
08:00 AM	16	154	70	240	33	243	21	297	43	129	31	203	44	119	35	198	938
08:15 AM	18	123	38	179	40	190	21	251	56	174	16	246	38	110	32	180	856
08:30 AM	24	127	46	197	37	172	28	237	46	117	25	188	42	96	42	180	802
08:45 AM	14	120	27	161	34	165	20	219	51	125	17	193	57	89	34	180	753
Total	72	524	181	777	144	770	90	1004	196	545	89	830	181	414	143	738	3349
Grand Total	193	1158	403	1754	319	1781	150	2250	391	1222	156	1769	317	888	308	1513	7286
Apprch %	11	66	23		14.2	79.2	6.7		22.1	69.1	8.8		21	58.7	20.4		
Total %	2.6	15.9	5.5	24.1	4.4	24.4	2.1	30.9	5.4	16.8	2.1	24.3	4.4	12.2	4.2	20.8	

	Peck Road Southbound				Lower Azusa Road Westbound				Peck Road Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	27	130	47	204	47	**276**	14	**337**	**50**	132	18	200	25	106	37	168	909
07:30 AM	31	199	67	297	42	254	11	307	50	**223**	21	**294**	34	128	48	210	1108
07:45 AM	**48**	**200**	60	**308**	**54**	241	17	312	48	220	14	282	**46**	**144**	**50**	**240**	**1142**
08:00 AM	16	154	**70**	240	33	243	**21**	297	43	129	**31**	203	44	119	35	198	938
Total Volume	122	683	244	1049	176	1014	63	1253	191	704	84	979	149	497	170	816	4097
% App. Total	11.6	65.1	23.3		14	80.9	5		19.5	71.9	8.6		18.3	60.9	20.8		
PHF	.635	.854	.871	.851	.815	.918	.750	.930	.955	.789	.677	.832	.810	.863	.850	.850	.897

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City of El Monte
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E/W: Lower Azusa Road
Weather: Sunny

File Name : ELMPELAAM
Site Code : 00000014
Start Date : 9/13/2012
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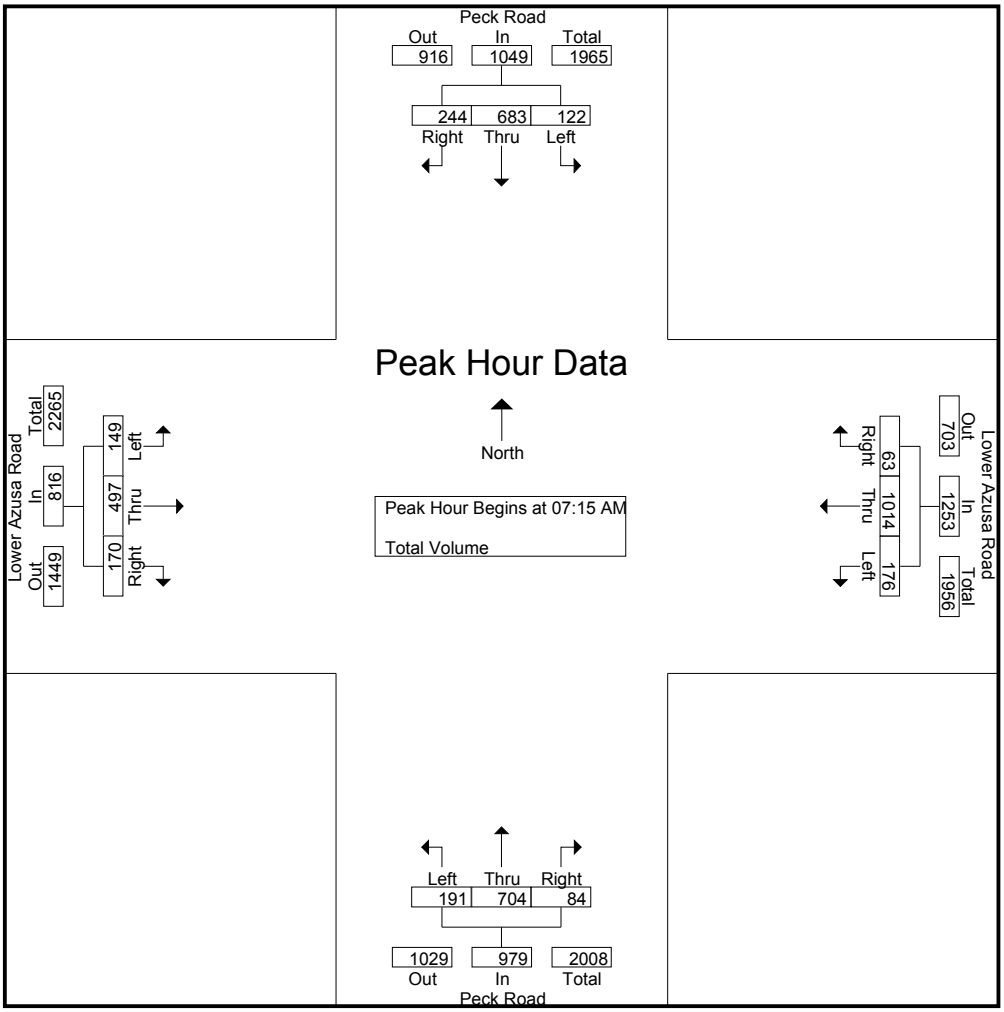

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	27	130	47	204	47	**276**	14	**337**	50	**223**	21	**294**	34	128	48	210
+15 mins.	31	199	67	297	42	254	11	307	48	220	14	282	**46**	**144**	**50**	**240**
+30 mins.	**48**	**200**	60	**308**	**54**	241	17	312	43	129	**31**	203	44	119	35	198
+45 mins.	16	154	**70**	240	33	243	**21**	297	**56**	174	16	246	38	110	32	180
Total Volume	122	683	244	1049	176	1014	63	1253	197	746	82	1025	162	501	165	828
% App. Total	11.6	65.1	23.3		14	80.9	5		19.2	72.8	8		19.6	60.5	19.9	
PHF	.635	.854	.871	.851	.815	.918	.750	.930	.879	.836	.661	.872	.880	.870	.825	.863

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City of El Monte
N/S: Peck Road
E/W: Lower Azusa Road
Weather: Sunny

File Name : ELMPELAPM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Lower Azusa Road Westbound				Peck Road Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	59	161	37	257	23	134	41	198	41	115	21	177	48	164	41	253	885
04:15 PM	45	185	31	261	51	161	33	245	35	114	18	167	63	185	46	294	967
04:30 PM	69	184	39	292	42	136	40	218	41	116	6	163	49	187	46	282	955
04:45 PM	42	167	35	244	37	179	41	257	44	132	16	192	57	169	53	279	972
Total	215	697	142	1054	153	610	155	918	161	477	61	699	217	705	186	1108	3779
05:00 PM	61	193	29	283	53	151	43	247	44	138	32	214	64	200	59	323	1067
05:15 PM	52	183	34	269	50	151	38	239	41	132	23	196	57	195	58	310	1014
05:30 PM	54	174	38	266	34	155	37	226	42	135	22	199	60	189	51	300	991
05:45 PM	48	177	44	269	41	144	41	226	43	159	17	219	69	197	56	322	1036
Total	215	727	145	1087	178	601	159	938	170	564	94	828	250	781	224	1255	4108
Grand Total	430	1424	287	2141	331	1211	314	1856	331	1041	155	1527	467	1486	410	2363	7887
Apprch %	20.1	66.5	13.4		17.8	65.2	16.9		21.7	68.2	10.2		19.8	62.9	17.4		
Total %	5.5	18.1	3.6	27.1	4.2	15.4	4	23.5	4.2	13.2	2	19.4	5.9	18.8	5.2	30	

	Peck Road Southbound				Lower Azusa Road Westbound				Peck Road Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**61**	**193**	29	**283**	**53**	151	**43**	**247**	**44**	138	**32**	214	64	**200**	**59**	**323**	**1067**
05:15 PM	52	183	34	269	50	151	38	239	41	132	23	196	57	195	58	310	1014
05:30 PM	54	174	38	266	34	**155**	37	226	42	135	22	199	60	189	51	300	991
05:45 PM	48	177	**44**	269	41	144	41	226	43	**159**	17	**219**	**69**	197	56	322	1036
Total Volume	215	727	145	1087	178	601	159	938	170	564	94	828	250	781	224	1255	4108
% App. Total	19.8	66.9	13.3		19	64.1	17		20.5	68.1	11.4		19.9	62.2	17.8		
PHF	.881	.942	.824	.960	.840	.969	.924	.949	.966	.887	.734	.945	.906	.976	.949	.971	.963

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City of El Monte
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Weather: Sunny

File Name : ELMPELAPM
Site Code : 00000014
Start Date : 9/13/2012
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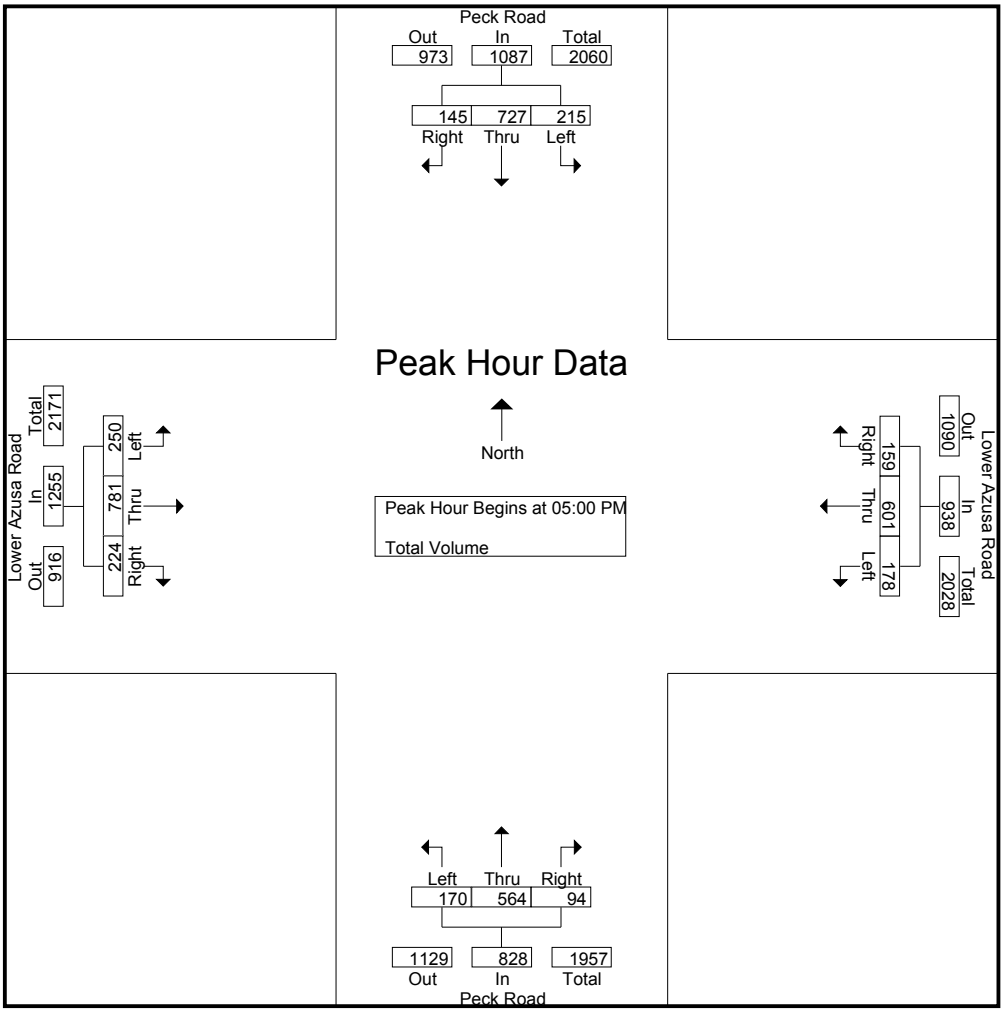

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	**69**	184	**39**	**292**	37	**179**	41	**257**	**44**	138	**32**	214	64	**200**	**59**	**323**
+15 mins.	42	167	35	244	**53**	151	**43**	247	41	132	23	196	57	195	58	310
+30 mins.	61	**193**	29	283	50	151	38	239	42	135	22	199	60	189	51	300
+45 mins.	52	183	34	269	34	155	37	226	43	**159**	17	**219**	**69**	197	56	322
Total Volume	224	727	137	1088	174	636	159	969	170	564	94	828	250	781	224	1255
% App. Total	20.6	66.8	12.6		18	65.6	16.4		20.5	68.1	11.4		19.9	62.2	17.8	
PHF	.812	.942	.878	.932	.821	.888	.924	.943	.966	.887	.734	.945	.906	.976	.949	.971

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City of El Monte
N/S: Peck Road
E/W: Lower Azusa Road
Weather: Sunny

File Name : ELMPELASAT
Site Code : 00000066
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Lower Azusa Road Westbound				Peck Road Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	30	125	31	186	42	133	20	195	58	149	29	236	49	131	54	234	851
12:15 PM	25	117	56	198	39	118	15	172	72	166	19	257	46	126	51	223	850
12:30 PM	31	147	29	207	35	126	26	187	57	138	28	223	52	150	33	235	852
12:45 PM	27	112	36	175	41	137	13	191	67	136	33	236	61	124	45	230	832
Total	113	501	152	766	157	514	74	745	254	589	109	952	208	531	183	922	3385
01:00 PM	28	155	41	224	30	123	21	174	64	165	44	273	45	106	39	190	861
01:15 PM	23	137	33	193	48	123	7	178	60	174	34	268	44	143	50	237	876
01:30 PM	28	138	32	198	53	150	15	218	59	159	25	243	53	134	45	232	891
01:45 PM	25	117	37	179	42	116	25	183	58	174	38	270	50	139	52	241	873
Total	104	547	143	794	173	512	68	753	241	672	141	1054	192	522	186	900	3501
Grand Total	217	1048	295	1560	330	1026	142	1498	495	1261	250	2006	400	1053	369	1822	6886
Apprch %	13.9	67.2	18.9		22	68.5	9.5		24.7	62.9	12.5		22	57.8	20.3		
Total %	3.2	15.2	4.3	22.7	4.8	14.9	2.1	21.8	7.2	18.3	3.6	29.1	5.8	15.3	5.4	26.5	

	Peck Road Southbound				Lower Azusa Road Westbound				Peck Road Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	**28**	**155**	**41**	**224**	30	123	21	174	**64**	165	**44**	**273**	45	106	39	190	861
01:15 PM	23	137	33	193	48	123	7	178	60	**174**	34	268	44	**143**	50	237	876
01:30 PM	28	138	32	198	**53**	**150**	15	**218**	59	159	25	243	**53**	134	45	232	**891**
01:45 PM	25	117	37	179	42	116	**25**	183	58	174	38	270	50	139	**52**	**241**	873
Total Volume	104	547	143	794	173	512	68	753	241	672	141	1054	192	522	186	900	3501
% App. Total	13.1	68.9	18		23	68	9		22.9	63.8	13.4		21.3	58	20.7		
PHF	.929	.882	.872	.886	.816	.853	.680	.864	.941	.966	.801	.965	.906	.913	.894	.934	.982

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City of El Monte
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Weather: Sunny

File Name : ELMPELASAT
Site Code : 00000066
Start Date : 9/15/2012
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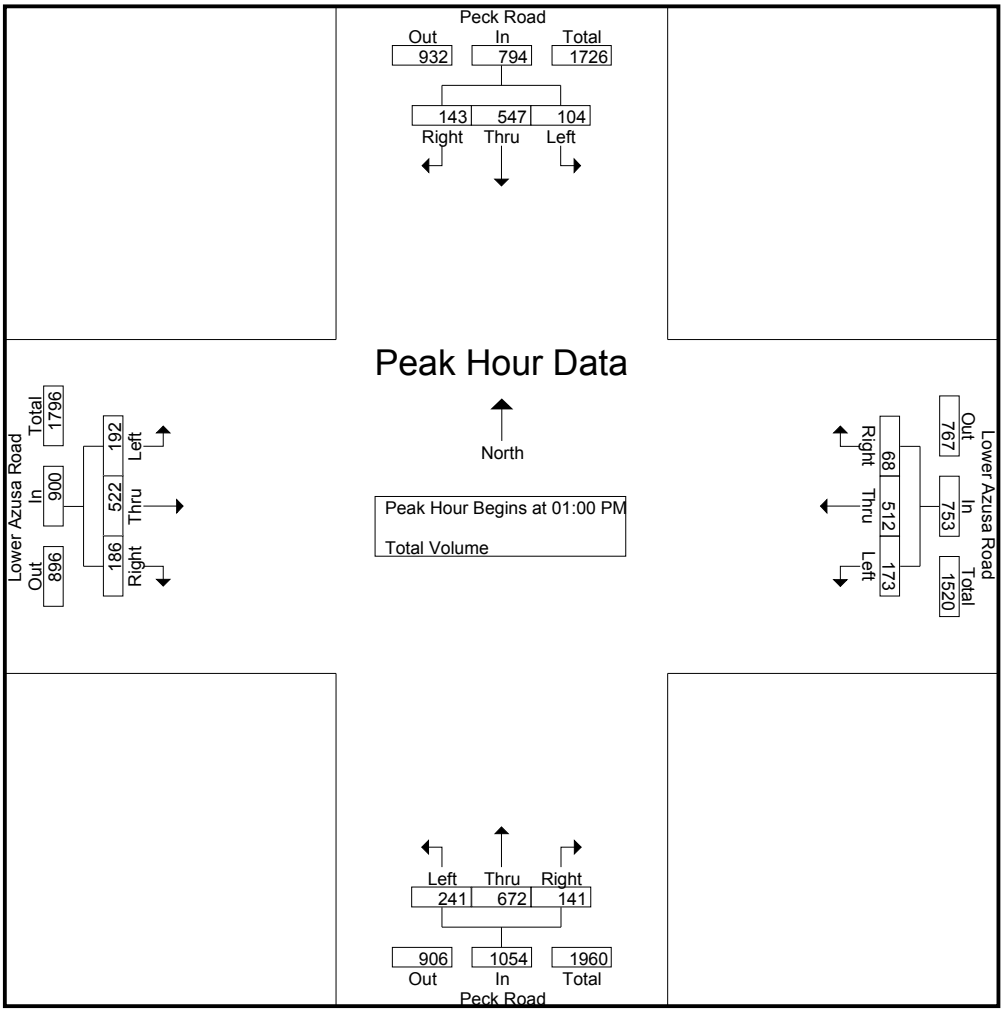

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:15 PM				12:45 PM				01:00 PM				12:00 PM			
+0 mins.	25	117	**56**	198	41	137	13	191	**64**	165	**44**	**273**	49	131	**54**	234
+15 mins.	**31**	147	29	207	30	123	**21**	174	60	**174**	34	268	46	126	51	223
+30 mins.	27	112	36	175	48	123	7	178	59	159	25	243	52	**150**	33	**235**
+45 mins.	28	**155**	41	**224**	**53**	**150**	15	**218**	58	174	38	270	**61**	124	45	230
Total Volume	111	531	162	804	172	533	56	761	241	672	141	1054	208	531	183	922
% App. Total	13.8	66	20.1		22.6	70	7.4		22.9	63.8	13.4		22.6	57.6	19.8	
PHF	.895	.856	.723	.897	.811	.888	.667	.873	.941	.966	.801	.965	.852	.885	.847	.981

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City of Temple City
N/S: Baldwin Avenue
E/W: Lower Azusa Road
Weather: Sunny

File Name : TPYBALAAM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Baldwin Avenue Southbound				Lower Azusa Road Westbound				Baldwin Avenue Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	23	116	26	165	37	197	35	269	16	70	19	105	14	56	10	80	619
07:15 AM	19	142	28	189	42	271	33	346	13	68	24	105	14	68	20	102	742
07:30 AM	21	149	37	207	45	255	18	318	21	112	46	179	19	98	18	135	839
07:45 AM	23	188	41	252	51	239	38	328	19	118	47	184	24	124	36	184	948
Total	86	595	132	813	175	962	124	1261	69	368	136	573	71	346	84	501	3148
08:00 AM	32	182	56	270	46	250	52	348	22	104	29	155	22	116	36	174	947
08:15 AM	36	227	59	322	59	267	31	357	35	137	38	210	19	109	29	157	1046
08:30 AM	21	174	56	251	34	253	28	315	18	104	36	158	27	128	22	177	901
08:45 AM	40	174	39	253	51	239	35	325	26	134	30	190	25	109	32	166	934
Total	129	757	210	1096	190	1009	146	1345	101	479	133	713	93	462	119	674	3828
Grand Total	215	1352	342	1909	365	1971	270	2606	170	847	269	1286	164	808	203	1175	6976
Apprch %	11.3	70.8	17.9		14	75.6	10.4		13.2	65.9	20.9		14	68.8	17.3		
Total %	3.1	19.4	4.9	27.4	5.2	28.3	3.9	37.4	2.4	12.1	3.9	18.4	2.4	11.6	2.9	16.8	

	Baldwin Avenue Southbound				Lower Azusa Road Westbound				Baldwin Avenue Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	23	188	41	252	51	239	38	328	19	118	**47**	184	24	124	**36**	**184**	948
08:00 AM	32	182	56	270	46	250	**52**	348	22	104	29	155	22	116	36	174	947
08:15 AM	**36**	**227**	**59**	**322**	**59**	**267**	31	**357**	**35**	**137**	38	**210**	19	109	29	157	**1046**
08:30 AM	21	174	56	251	34	253	28	315	18	104	36	158	**27**	**128**	22	177	901
Total Volume	112	771	212	1095	190	1009	149	1348	94	463	150	707	92	477	123	692	3842
% App. Total	10.2	70.4	19.4		14.1	74.9	11.1		13.3	65.5	21.2		13.3	68.9	17.8		
PHF	.778	.849	.898	.850	.805	.945	.716	.944	.671	.845	.798	.842	.852	.932	.854	.940	.918

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City of Temple City
N/S: Baldwin Avenue
E/W: Lower Azusa Road
Weather: Sunny

File Name : TPYBALAAM
Site Code : 00000014
Start Date : 9/13/2012
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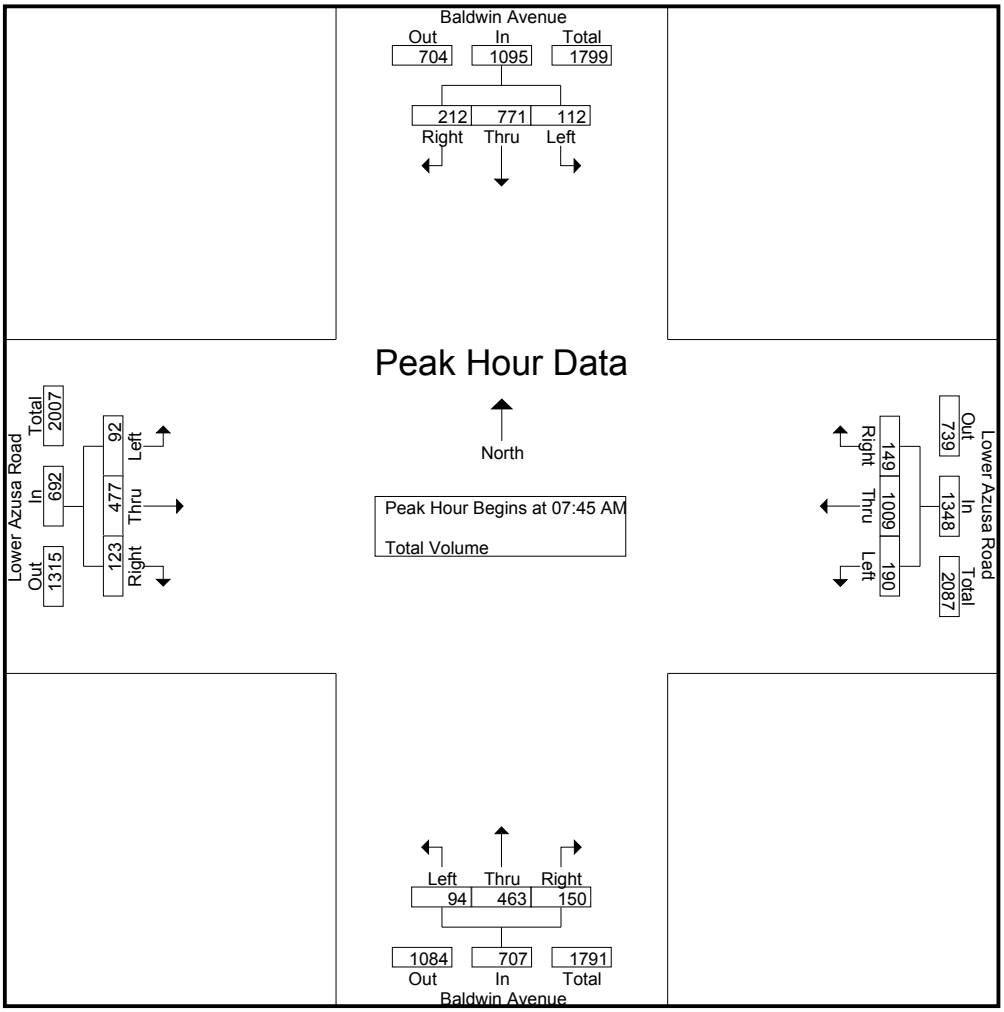

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	32	182	56	270	45	255	18	318	21	112	46	179	24	124	**36**	**184**
+15 mins.	36	**227**	**59**	**322**	51	239	38	328	19	118	**47**	184	22	116	36	174
+30 mins.	21	174	56	251	46	250	**52**	348	22	104	29	155	19	109	29	157
+45 mins.	**40**	174	39	253	**59**	**267**	31	**357**	**35**	**137**	38	**210**	**27**	**128**	22	177
Total Volume	129	757	210	1096	201	1011	139	1351	97	471	160	728	92	477	123	692
% App. Total	11.8	69.1	19.2		14.9	74.8	10.3		13.3	64.7	22		13.3	68.9	17.8	
PHF	.806	.834	.890	.851	.852	.947	.668	.946	.693	.859	.851	.867	.852	.932	.854	.940

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City of Temple City
N/S: Baldwin Avenue
E/W: Lower Azusa Road
Weather: Sunny

File Name : TPYBALAPM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Baldwin Avenue Southbound				Lower Azusa Road Westbound				Baldwin Avenue Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	103	30	164	47	113	27	187	23	184	105	312	31	188	21	240	903
04:15 PM	34	137	37	208	48	131	25	204	21	182	107	310	32	189	21	242	964
04:30 PM	41	123	43	207	34	128	38	200	20	148	65	233	46	131	26	203	843
04:45 PM	36	106	46	188	21	108	42	171	25	208	63	296	41	200	26	267	922
Total	142	469	156	767	150	480	132	762	89	722	340	1151	150	708	94	952	3632
05:00 PM	40	134	39	213	29	160	39	228	20	192	64	276	61	161	17	239	956
05:15 PM	36	125	32	193	33	188	30	251	24	223	57	304	50	179	16	245	993
05:30 PM	45	118	21	184	27	128	36	191	14	213	64	291	48	183	10	241	907
05:45 PM	50	115	39	204	33	137	43	213	22	219	70	311	55	201	13	269	997
Total	171	492	131	794	122	613	148	883	80	847	255	1182	214	724	56	994	3853
Grand Total	313	961	287	1561	272	1093	280	1645	169	1569	595	2333	364	1432	150	1946	7485
Apprch %	20.1	61.6	18.4		16.5	66.4	17		7.2	67.3	25.5		18.7	73.6	7.7		
Total %	4.2	12.8	3.8	20.9	3.6	14.6	3.7	22	2.3	21	7.9	31.2	4.9	19.1	2	26	

	Baldwin Avenue Southbound				Lower Azusa Road Westbound				Baldwin Avenue Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	40	**134**	**39**	**213**	29	160	39	228	20	192	64	276	**61**	161	**17**	239	956
05:15 PM	36	125	32	193	**33**	**188**	30	**251**	**24**	**223**	57	304	50	179	16	245	993
05:30 PM	45	118	21	184	27	128	36	191	14	213	64	291	48	183	10	241	907
05:45 PM	**50**	115	39	204	33	137	**43**	213	22	219	**70**	**311**	55	**201**	13	**269**	**997**
Total Volume	171	492	131	794	122	613	148	883	80	847	255	1182	214	724	56	994	3853
% App. Total	21.5	62	16.5		13.8	69.4	16.8		6.8	71.7	21.6		21.5	72.8	5.6		
PHF	.855	.918	.840	.932	.924	.815	.860	.879	.833	.950	.911	.950	.877	.900	.824	.924	.966

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City of Temple City
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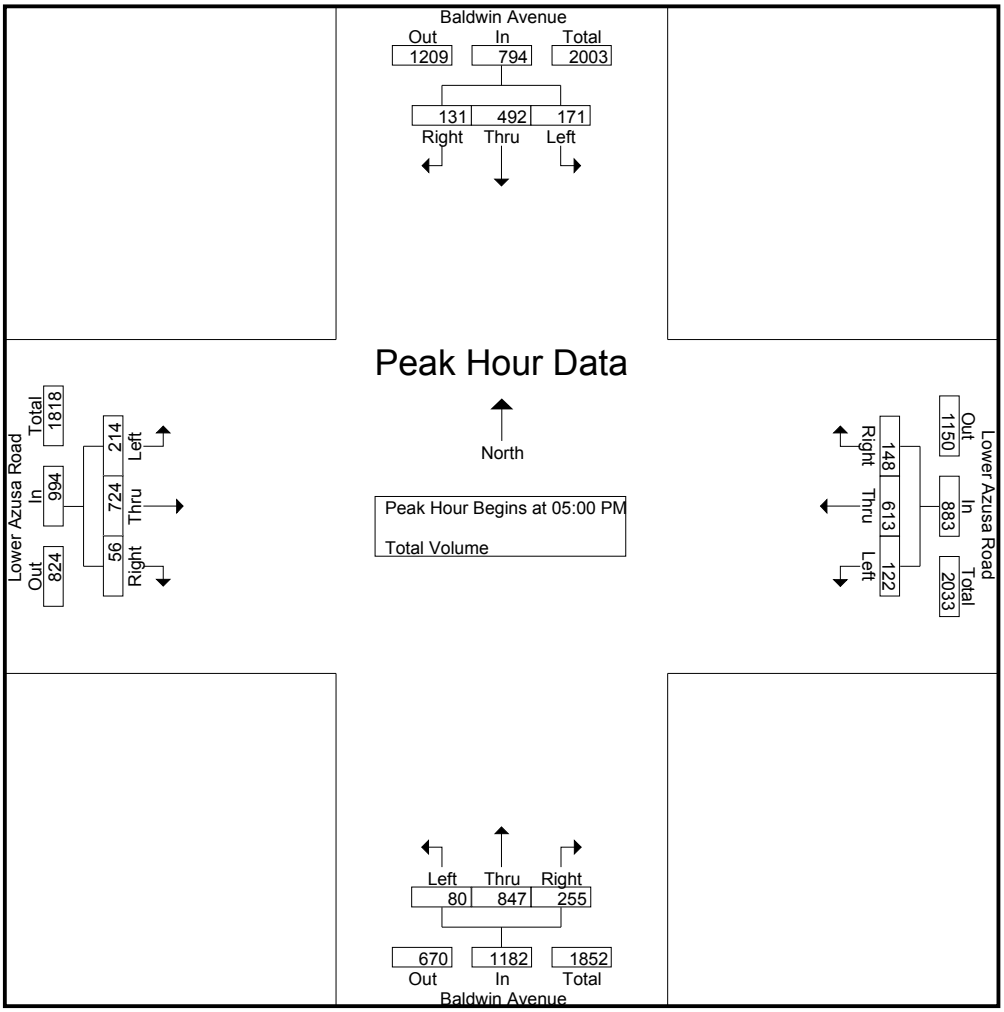
Weather: Sunny

File Name : TPYBALAPM
Site Code : 00000014
Start Date : 9/13/2012
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	34	**137**	37	208	29	160	39	228	20	192	64	276	**61**	161	**17**	239
+15 mins.	**41**	123	43	207	**33**	**188**	30	**251**	**24**	**223**	57	304	50	179	16	245
+30 mins.	36	106	**46**	188	27	128	36	191	14	213	64	291	48	183	10	241
+45 mins.	40	134	39	**213**	33	137	**43**	213	22	219	**70**	**311**	55	**201**	13	**269**
Total Volume	151	500	165	816	122	613	148	883	80	847	255	1182	214	724	56	994
% App. Total	18.5	61.3	20.2		13.8	69.4	16.8		6.8	71.7	21.6		21.5	72.8	5.6	
PHF	.921	.912	.897	.958	.924	.815	.860	.879	.833	.950	.911	.950	.877	.900	.824	.924

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City of Temple City
N/S: Baldwin Avenue
E/W: Lower Azusa Road
Sunny: Sunny

File Name : TPYBALASAT
Site Code : 00000066
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Baldwin Avenue Southbound				Lower Azusa Road Westbound				Baldwin Avenue Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	41	126	47	214	43	161	32	236	17	167	47	231	49	151	31	231	912
12:15 PM	27	145	45	217	26	148	50	224	24	161	42	227	42	153	30	225	893
12:30 PM	37	145	38	220	29	140	33	202	23	160	33	216	33	136	26	195	833
12:45 PM	44	157	41	242	35	124	35	194	20	187	43	250	45	150	25	220	906
Total	149	573	171	893	133	573	150	856	84	675	165	924	169	590	112	871	3544
01:00 PM	42	127	40	209	29	148	35	212	26	138	34	198	40	132	26	198	817
01:15 PM	44	153	38	235	27	145	35	207	23	157	34	214	45	149	26	220	876
01:30 PM	28	130	37	195	34	132	34	200	23	156	26	205	47	117	35	199	799
01:45 PM	38	126	29	193	30	133	36	199	15	158	29	202	35	158	28	221	815
Total	152	536	144	832	120	558	140	818	87	609	123	819	167	556	115	838	3307
Grand Total	301	1109	315	1725	253	1131	290	1674	171	1284	288	1743	336	1146	227	1709	6851
Apprch %	17.4	64.3	18.3		15.1	67.6	17.3		9.8	73.7	16.5		19.7	67.1	13.3		
Total %	4.4	16.2	4.6	25.2	3.7	16.5	4.2	24.4	2.5	18.7	4.2	25.4	4.9	16.7	3.3	24.9	

	Baldwin Avenue Southbound				Lower Azusa Road Westbound				Baldwin Avenue Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	41	126	**47**	214	**43**	**161**	32	**236**	17	167	**47**	231	**49**	151	**31**	**231**	**912**
12:15 PM	27	145	45	217	26	148	**50**	224	**24**	161	42	227	42	**153**	30	225	893
12:30 PM	37	145	38	220	29	140	33	202	23	160	33	216	33	136	26	195	833
12:45 PM	**44**	**157**	41	**242**	35	124	35	194	20	**187**	43	**250**	45	150	25	220	906
Total Volume	149	573	171	893	133	573	150	856	84	675	165	924	169	590	112	871	3544
% App. Total	16.7	64.2	19.1		15.5	66.9	17.5		9.1	73.1	17.9		19.4	67.7	12.9		
PHF	.847	.912	.910	.923	.773	.890	.750	.907	.875	.902	.878	.924	.862	.964	.903	.943	.971

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City of Temple City
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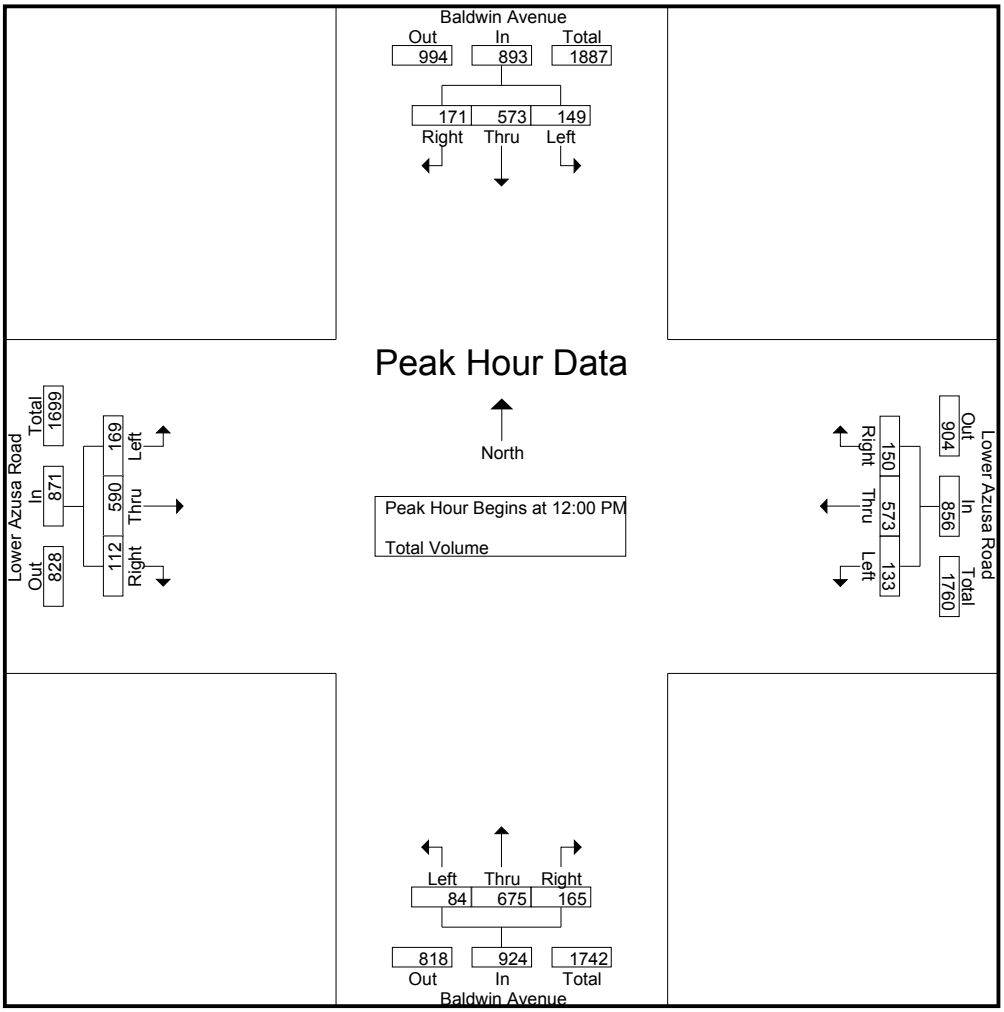
Sunny: Sunny

File Name : TPYBALASAT
Site Code : 00000066
Start Date : 9/15/2012
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:30 PM				12:00 PM				12:00 PM				12:00 PM			
+0 mins.	37	145	38	220	**43**	**161**	32	**236**	17	167	**47**	231	**49**	151	**31**	**231**
+15 mins.	**44**	**157**	**41**	**242**	26	148	**50**	224	**24**	161	42	227	42	**153**	30	225
+30 mins.	42	127	40	209	29	140	33	202	23	160	33	216	33	136	26	195
+45 mins.	44	153	38	235	35	124	35	194	20	**187**	43	**250**	45	150	25	220
Total Volume	167	582	157	906	133	573	150	856	84	675	165	924	169	590	112	871
% App. Total	18.4	64.2	17.3		15.5	66.9	17.5		9.1	73.1	17.9		19.4	67.7	12.9	
PHF	.949	.927	.957	.936	.773	.890	.750	.907	.875	.902	.878	.924	.862	.964	.903	.943

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City of Temple City
N/S: Temple City Boulevard
E/W: Lower Azusa Road
Weather: Sunny

File Name : TPYTCLAAM
Site Code : 00003333
Start Date : 6/18/2013
Page No : 1

Groups Printed- Total Volume

	Temple City Boulevard Southbound				Lower Azusa Road Westbound				Temple City Boulevard Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	136	8	156	41	109	25	175	13	82	3	98	6	49	8	63	492
07:15 AM	10	146	9	165	74	150	16	240	10	114	5	129	13	61	14	88	622
07:30 AM	33	173	8	214	52	141	39	232	15	146	6	167	25	80	9	114	727
07:45 AM	31	212	18	261	70	159	43	272	14	142	14	170	22	77	16	115	818
Total	86	667	43	796	237	559	123	919	52	484	28	564	66	267	47	380	2659
08:00 AM	33	196	15	244	67	160	33	260	22	140	7	169	23	105	20	148	821
08:15 AM	54	215	24	293	65	160	31	256	12	91	11	114	12	78	18	108	771
08:30 AM	53	214	19	286	75	164	30	269	13	126	5	144	32	121	11	164	863
08:45 AM	36	172	25	233	93	167	41	301	15	112	10	137	30	91	6	127	798
Total	176	797	83	1056	300	651	135	1086	62	469	33	564	97	395	55	547	3253
Grand Total	262	1464	126	1852	537	1210	258	2005	114	953	61	1128	163	662	102	927	5912
Apprch %	14.1	79	6.8		26.8	60.3	12.9		10.1	84.5	5.4		17.6	71.4	11		
Total %	4.4	24.8	2.1	31.3	9.1	20.5	4.4	33.9	1.9	16.1	1	19.1	2.8	11.2	1.7	15.7	

	Temple City Boulevard Southbound				Lower Azusa Road Westbound				Temple City Boulevard Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	31	212	18	261	70	159	**43**	**272**	14	**142**	**14**	**170**	22	77	16	115	818
08:00 AM	33	196	15	244	67	160	33	260	**22**	140	7	169	23	105	**20**	148	821
08:15 AM	**54**	**215**	**24**	**293**	65	160	31	256	12	91	11	114	12	78	18	108	771
08:30 AM	53	214	19	286	**75**	**164**	30	269	13	126	5	144	**32**	**121**	11	**164**	**863**
Total Volume	171	837	76	1084	277	643	137	1057	61	499	37	597	89	381	65	535	3273
% App. Total	15.8	77.2	7		26.2	60.8	13		10.2	83.6	6.2		16.6	71.2	12.1		
PHF	.792	.973	.792	.925	.923	.980	.797	.972	.693	.879	.661	.878	.695	.787	.813	.816	.948

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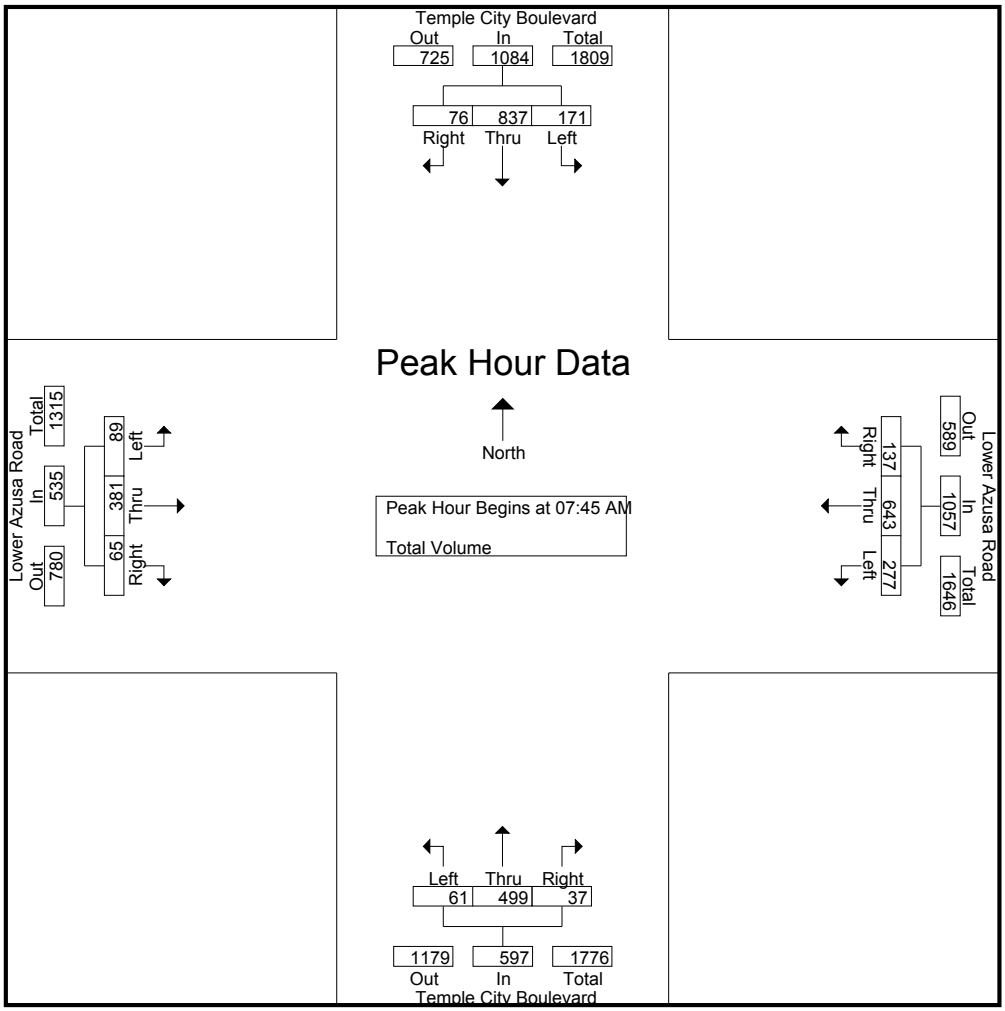
City of Temple City
N/S: Temple City Boulevard
E/W: Lower Azusa Road
Weather: Sunny

File Name : TPYTCLAAM
Site Code : 00003333
Start Date : 6/18/2013
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				07:15 AM				08:00 AM			
+0 mins.	31	212	18	261	67	160	33	260	10	114	5	129	23	105	**20**	148
+15 mins.	33	196	15	244	65	160	31	256	15	**146**	6	167	12	78	18	108
+30 mins.	**54**	**215**	**24**	**293**	75	164	30	269	14	142	**14**	**170**	**32**	**121**	11	**164**
+45 mins.	53	214	19	286	**93**	**167**	**41**	**301**	**22**	140	7	169	30	91	6	127
Total Volume	171	837	76	1084	300	651	135	1086	61	542	32	635	97	395	55	547
% App. Total	15.8	77.2	7		27.6	59.9	12.4		9.6	85.4	5		17.7	72.2	10.1	
PHF	.792	.973	.792	.925	.806	.975	.823	.902	.693	.928	.571	.934	.758	.816	.688	.834

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City of Temple City
N/S: Temple City Boulevard
E/W: Lower Azusa Road
Weather: Sunny

File Name : TPYTCLAPM
Site Code : 00003333
Start Date : 6/18/2013
Page No : 1

Groups Printed- Total Volume

	Temple City Boulevard Southbound				Lower Azusa Road Westbound				Temple City Boulevard Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	57	109	6	172	61	85	25	171	13	135	21	169	32	107	8	147	659
04:15 PM	48	87	4	139	44	88	22	154	3	118	7	128	22	106	7	135	556
04:30 PM	51	121	5	177	67	94	23	184	13	138	8	159	32	124	9	165	685
04:45 PM	51	139	14	204	58	106	30	194	13	129	9	151	29	132	7	168	717
Total	207	456	29	692	230	373	100	703	42	520	45	607	115	469	31	615	2617
05:00 PM	45	99	15	159	77	110	38	225	16	164	11	191	47	203	10	260	835
05:15 PM	53	147	10	210	60	129	29	218	22	203	15	240	47	188	6	241	909
05:30 PM	55	133	12	200	70	117	40	227	22	189	7	218	61	183	9	253	898
05:45 PM	47	117	9	173	63	132	36	231	25	191	7	223	43	164	5	212	839
Total	200	496	46	742	270	488	143	901	85	747	40	872	198	738	30	966	3481
Grand Total	407	952	75	1434	500	861	243	1604	127	1267	85	1479	313	1207	61	1581	6098
Apprch %	28.4	66.4	5.2		31.2	53.7	15.1		8.6	85.7	5.7		19.8	76.3	3.9		
Total %	6.7	15.6	1.2	23.5	8.2	14.1	4	26.3	2.1	20.8	1.4	24.3	5.1	19.8	1	25.9	

	Temple City Boulevard Southbound				Lower Azusa Road Westbound				Temple City Boulevard Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	45	99	**15**	159	**77**	110	38	225	16	164	11	191	47	**203**	**10**	**260**	835
05:15 PM	53	**147**	10	**210**	60	129	29	218	22	**203**	**15**	**240**	47	188	6	241	**909**
05:30 PM	**55**	133	12	200	70	117	**40**	227	22	189	7	218	**61**	183	9	253	898
05:45 PM	47	117	9	173	63	**132**	36	**231**	**25**	191	7	223	43	164	5	212	839
Total Volume	200	496	46	742	270	488	143	901	85	747	40	872	198	738	30	966	3481
% App. Total	27	66.8	6.2		30	54.2	15.9		9.7	85.7	4.6		20.5	76.4	3.1		
PHF	.909	.844	.767	.883	.877	.924	.894	.975	.850	.920	.667	.908	.811	.909	.750	.929	.957

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City of Temple City
N/S: Temple City Boulevard
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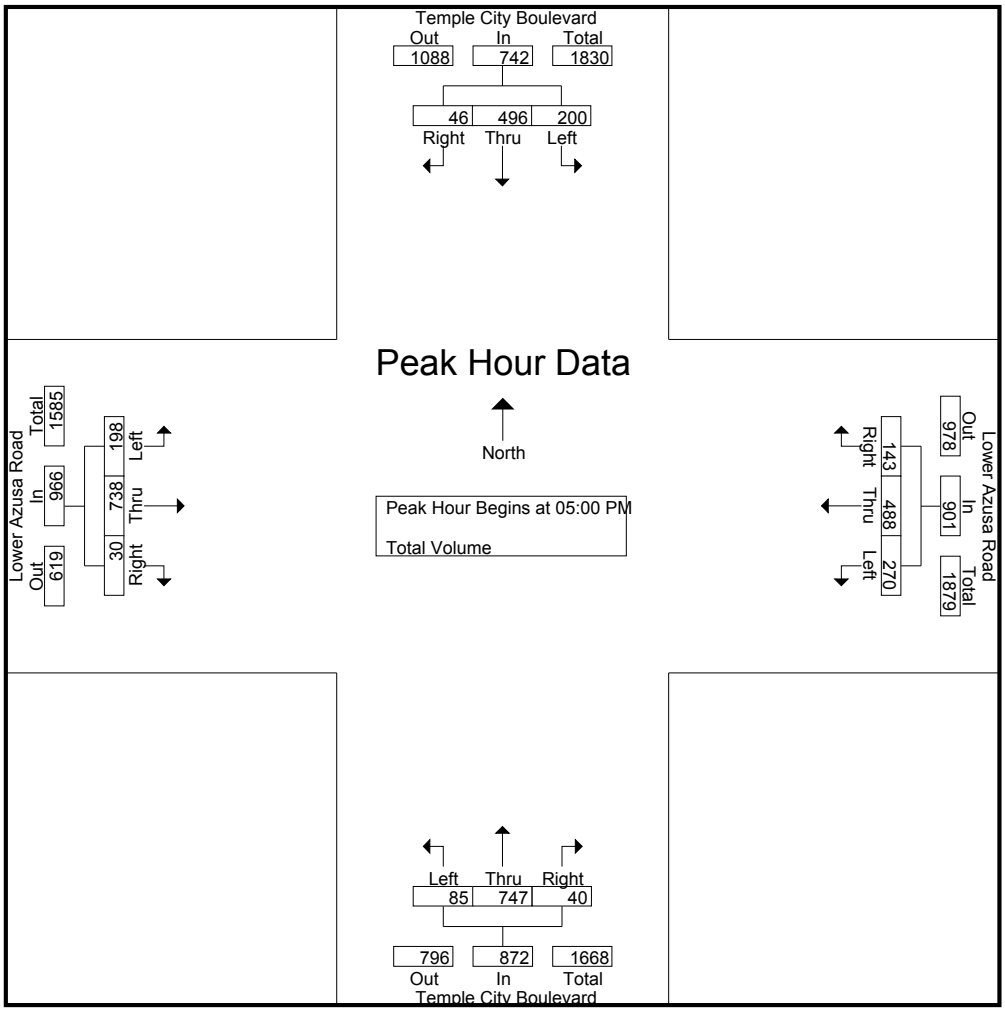
Weather: Sunny

File Name : TPYTCLAPM
Site Code : 00003333
Start Date : 6/18/2013
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	51	139	14	204	**77**	110	38	225	16	164	11	191	47	**203**	**10**	**260**
+15 mins.	45	99	**15**	159	60	129	29	218	22	**203**	**15**	**240**	47	188	6	241
+30 mins.	53	**147**	10	**210**	70	117	**40**	227	22	189	7	218	**61**	183	9	253
+45 mins.	**55**	133	12	200	63	**132**	36	**231**	**25**	191	7	223	43	164	5	212
Total Volume	204	518	51	773	270	488	143	901	85	747	40	872	198	738	30	966
% App. Total	26.4	67	6.6		30	54.2	15.9		9.7	85.7	4.6		20.5	76.4	3.1	
PHF	.927	.881	.850	.920	.877	.924	.894	.975	.850	.920	.667	.908	.811	.909	.750	.929

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City of Temple City
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Weather: Sunny

File Name : TPYTCLASAT
Site Code : 00003333
Start Date : 6/15/2013
Page No : 1

Groups Printed- Total Volume

	Temple City Boulevard Southbound				Lower Azusa Road Westbound				Temple City Boulevard Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	44	150	15	209	80	134	24	238	19	112	18	149	31	98	7	136	732
12:15 PM	43	131	16	190	77	137	33	247	13	130	15	158	29	136	7	172	767
12:30 PM	38	142	15	195	88	127	35	250	13	137	13	163	26	98	11	135	743
12:45 PM	46	133	19	198	69	130	34	233	12	114	11	137	44	130	10	184	752
Total	171	556	65	792	314	528	126	968	57	493	57	607	130	462	35	627	2994
01:00 PM	64	174	20	258	76	128	43	247	10	156	15	181	29	100	4	133	819
01:15 PM	52	167	19	238	83	133	30	246	12	135	12	159	29	122	6	157	800
01:30 PM	36	162	12	210	76	115	29	220	13	136	13	162	23	116	9	148	740
01:45 PM	41	130	9	180	88	112	29	229	12	129	13	154	34	105	12	151	714
Total	193	633	60	886	323	488	131	942	47	556	53	656	115	443	31	589	3073
Grand Total	364	1189	125	1678	637	1016	257	1910	104	1049	110	1263	245	905	66	1216	6067
Apprch %	21.7	70.9	7.4		33.4	53.2	13.5		8.2	83.1	8.7		20.1	74.4	5.4		
Total %	6	19.6	2.1	27.7	10.5	16.7	4.2	31.5	1.7	17.3	1.8	20.8	4	14.9	1.1	20	

	Temple City Boulevard Southbound				Lower Azusa Road Westbound				Temple City Boulevard Northbound				Lower Azusa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	38	142	15	195	**88**	127	35	**250**	**13**	137	13	163	26	98	**11**	135	743
12:45 PM	46	133	19	198	69	130	34	233	12	114	11	137	**44**	**130**	10	**184**	752
01:00 PM	**64**	**174**	**20**	**258**	76	128	**43**	247	10	**156**	**15**	**181**	29	100	4	133	**819**
01:15 PM	52	167	19	238	83	**133**	30	246	12	135	12	159	29	122	6	157	800
Total Volume	200	616	73	889	316	518	142	976	47	542	51	640	128	450	31	609	3114
% App. Total	22.5	69.3	8.2		32.4	53.1	14.5		7.3	84.7	8		21	73.9	5.1		
PHF	.781	.885	.913	.861	.898	.974	.826	.976	.904	.869	.850	.884	.727	.865	.705	.827	.951

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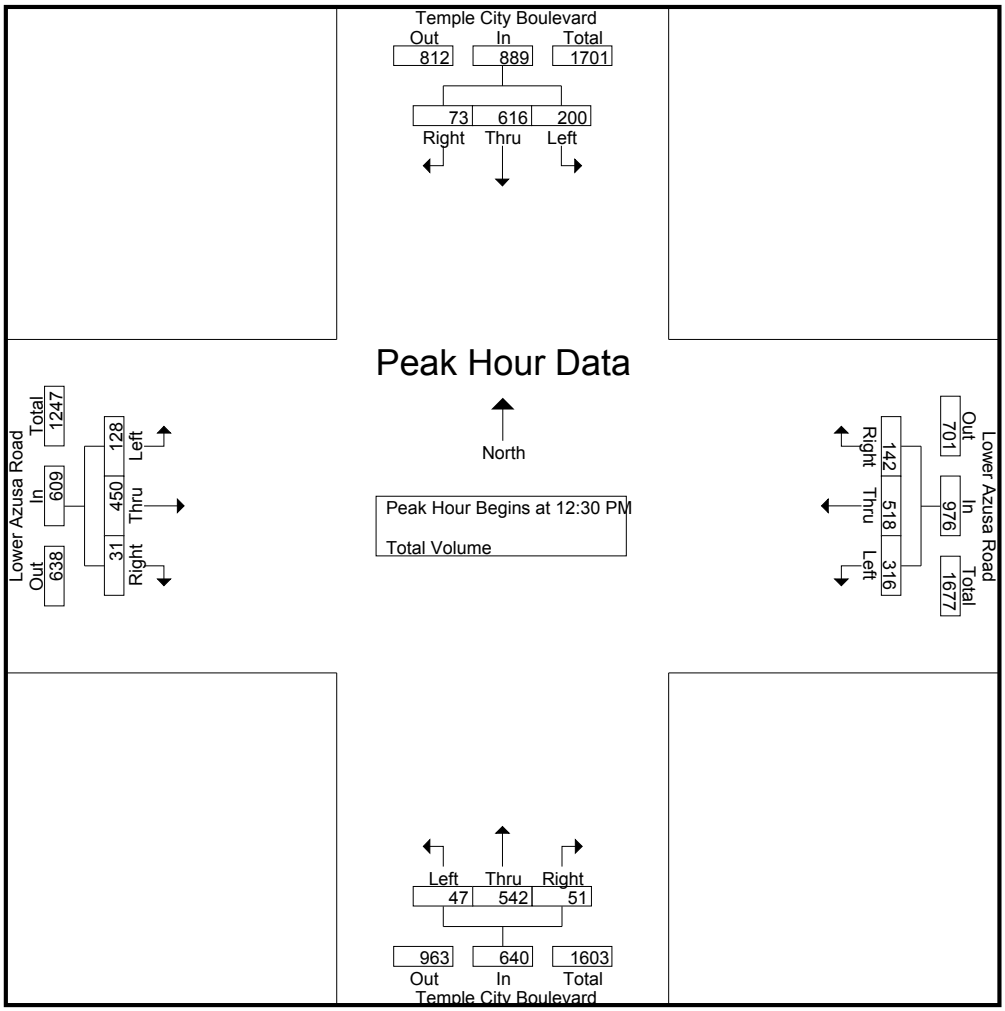
City of Temple City
N/S: Temple City Boulevard
E/W: Lower Azusa Road
Weather: Sunny

File Name : TPYTCLASAT
Site Code : 00003333
Start Date : 6/15/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM				12:15 PM				01:00 PM				12:00 PM			
+0 mins.	46	133	19	198	77	**137**	33	247	10	**156**	**15**	**181**	31	98	7	136
+15 mins.	**64**	**174**	**20**	**258**	**88**	127	35	**250**	12	135	12	159	29	**136**	7	172
+30 mins.	52	167	19	238	69	130	34	233	**13**	136	13	162	26	98	**11**	135
+45 mins.	36	162	12	210	76	128	**43**	247	12	129	13	154	**44**	130	10	**184**
Total Volume	198	636	70	904	310	522	145	977	47	556	53	656	130	462	35	627
% App. Total	21.9	70.4	7.7		31.7	53.4	14.8		7.2	84.8	8.1		20.7	73.7	5.6	
PHF	.773	.914	.875	.876	.881	.953	.843	.977	.904	.891	.883	.906	.739	.849	.795	.852

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City of Temple City
N/S: Rosemead Boulevard
E/W: Lower Azusa Road
Weather: Sunny

File Name : TPYROLAAM
Site Code : 00002222
Start Date : 6/18/2013
Page No : 1

Groups Printed- Total Volume

	Rosemead Boulevard Southbound				Lower Azusa Road Westbound				Rosemead Boulevard Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	196	0	210	85	0	33	118	3	147	57	207	1	1	1	3	538
07:15 AM	14	171	1	186	141	1	37	179	2	204	79	285	1	1	1	3	653
07:30 AM	20	179	0	199	107	1	36	144	6	204	93	303	1	1	2	4	650
07:45 AM	16	207	0	223	131	2	49	182	2	167	109	278	2	0	1	3	686
Total	64	753	1	818	464	4	155	623	13	722	338	1073	5	3	5	13	2527
08:00 AM	30	195	0	225	150	0	29	179	2	155	104	261	0	1	1	2	667
08:15 AM	17	189	1	207	161	0	50	211	2	167	76	245	0	1	0	1	664
08:30 AM	25	241	0	266	159	0	27	186	2	149	83	234	0	0	0	0	686
08:45 AM	27	189	0	216	176	2	32	210	5	196	73	274	0	0	0	0	700
Total	99	814	1	914	646	2	138	786	11	667	336	1014	0	2	1	3	2717
Grand Total	163	1567	2	1732	1110	6	293	1409	24	1389	674	2087	5	5	6	16	5244
Apprch %	9.4	90.5	0.1		78.8	0.4	20.8		1.1	66.6	32.3		31.2	31.2	37.5		
Total %	3.1	29.9	0	33	21.2	0.1	5.6	26.9	0.5	26.5	12.9	39.8	0.1	0.1	0.1	0.3	

	Rosemead Boulevard Southbound				Lower Azusa Road Westbound				Rosemead Boulevard Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**30**	195	0	225	150	0	29	179	2	155	**104**	261	0	**1**	**1**	**2**	667
08:15 AM	17	189	**1**	207	161	0	**50**	**211**	2	167	76	245	0	1	0	1	664
08:30 AM	25	**241**	0	**266**	159	0	27	186	2	149	83	234	0	0	0	0	686
08:45 AM	27	189	0	216	**176**	**2**	32	210	**5**	**196**	73	**274**	0	0	0	0	**700**
Total Volume	99	814	1	914	646	2	138	786	11	667	336	1014	0	2	1	3	2717
% App. Total	10.8	89.1	0.1		82.2	0.3	17.6		1.1	65.8	33.1		0	66.7	33.3		
PHF	.825	.844	.250	.859	.918	.250	.690	.931	.550	.851	.808	.925	.000	.500	.250	.375	.970

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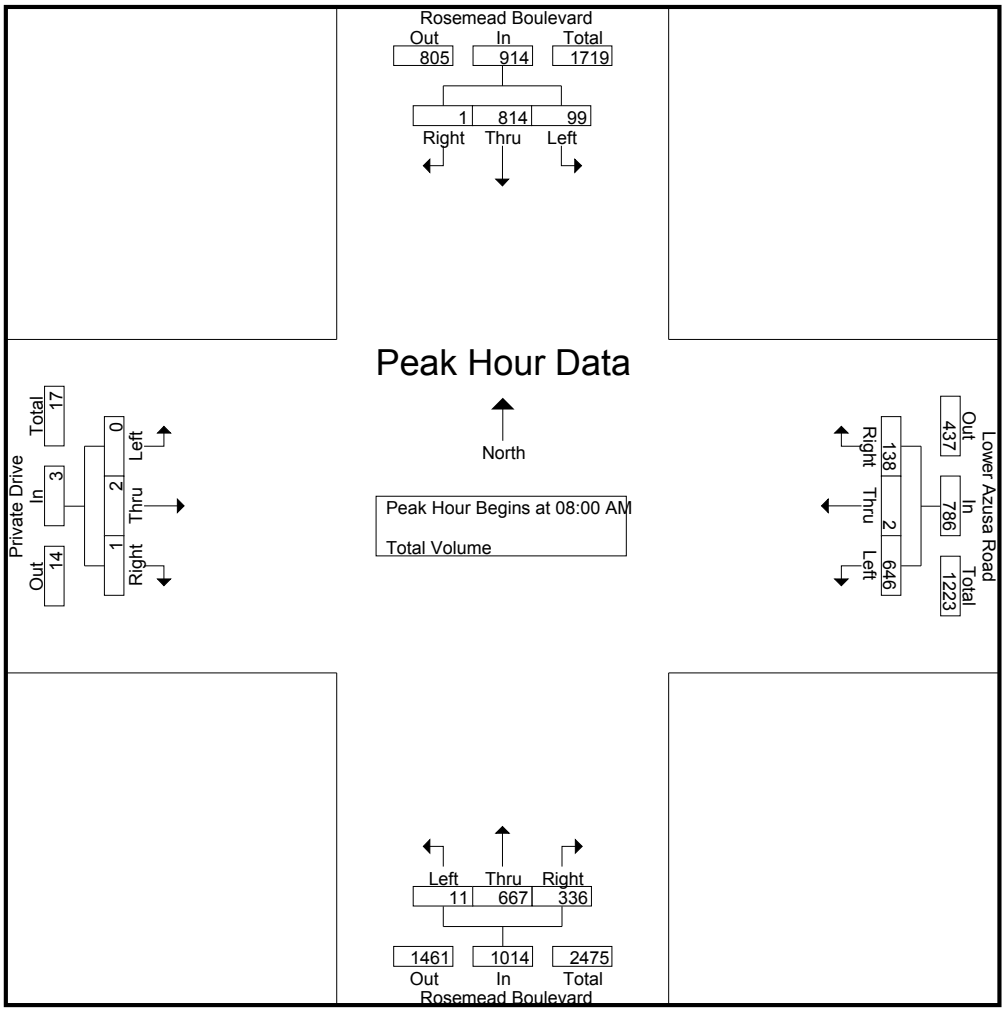
City of Temple City
N/S: Rosemead Boulevard
E/W: Lower Azusa Road
Weather: Sunny

File Name : TPYROLAAM
Site Code : 00002222
Start Date : 6/18/2013
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				07:15 AM				07:00 AM			
+0 mins.	16	207	0	223	150	0	29	179	2	**204**	79	285	1	**1**	1	3
+15 mins.	**30**	195	0	225	161	0	**50**	**211**	**6**	204	93	**303**	1	1	1	3
+30 mins.	17	189	**1**	207	159	0	27	186	2	167	**109**	278	1	1	**2**	**4**
+45 mins.	25	**241**	0	**266**	**176**	**2**	32	210	2	155	104	261	**2**	0	1	3
Total Volume	88	832	1	921	646	2	138	786	12	730	385	1127	5	3	5	13
% App. Total	9.6	90.3	0.1		82.2	0.3	17.6		1.1	64.8	34.2		38.5	23.1	38.5	
PHF	.733	.863	.250	.866	.918	.250	.690	.931	.500	.895	.883	.930	.625	.750	.625	.813

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City of Temple City
N/S: Rosemead Boulevard
E/W: Lower Azusa Road
Weather: Sunny

File Name : TCYROLAPM
Site Code : 00002222
Start Date : 6/18/2013
Page No : 1

Groups Printed- Total Volume

	Rosemead Boulevard Southbound				Lower Azusa Road Westbound				Rosemead Boulevard Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	35	212	0	247	84	0	24	108	3	183	99	285	1	3	4	8	648
04:15 PM	31	185	0	216	79	0	22	101	0	182	111	293	2	0	4	6	616
04:30 PM	33	219	0	252	82	1	21	104	4	192	121	317	0	4	1	5	678
04:45 PM	45	187	0	232	93	0	27	120	1	214	150	365	1	2	2	5	722
Total	144	803	0	947	338	1	94	433	8	771	481	1260	4	9	11	24	2664
05:00 PM	50	195	1	246	77	0	20	97	2	203	152	357	1	5	1	7	707
05:15 PM	48	199	0	247	104	0	29	133	1	201	166	368	0	0	1	1	749
05:30 PM	61	217	0	278	78	0	29	107	5	202	179	386	0	1	1	2	773
05:45 PM	48	219	0	267	107	0	33	140	3	209	154	366	2	1	1	4	777
Total	207	830	1	1038	366	0	111	477	11	815	651	1477	3	7	4	14	3006
Grand Total	351	1633	1	1985	704	1	205	910	19	1586	1132	2737	7	16	15	38	5670
Apprch %	17.7	82.3	0.1		77.4	0.1	22.5		0.7	57.9	41.4		18.4	42.1	39.5		
Total %	6.2	28.8	0	35	12.4	0	3.6	16	0.3	28	20	48.3	0.1	0.3	0.3	0.7	

	Rosemead Boulevard Southbound				Lower Azusa Road Westbound				Rosemead Boulevard Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	50	195	**1**	246	77	0	20	97	2	203	152	357	1	**5**	**1**	**7**	707
05:15 PM	48	199	0	247	104	0	29	133	1	201	166	368	0	0	1	1	749
05:30 PM	**61**	217	0	**278**	78	0	29	107	**5**	202	**179**	**386**	0	1	1	2	773
05:45 PM	48	**219**	0	267	**107**	0	**33**	**140**	3	**209**	154	366	**2**	1	1	4	**777**
Total Volume	207	830	1	1038	366	0	111	477	11	815	651	1477	3	7	4	14	3006
% App. Total	19.9	80	0.1		76.7	0	23.3		0.7	55.2	44.1		21.4	50	28.6		
PHF	.848	.947	.250	.933	.855	.000	.841	.852	.550	.975	.909	.957	.375	.350	1.00	.500	.967

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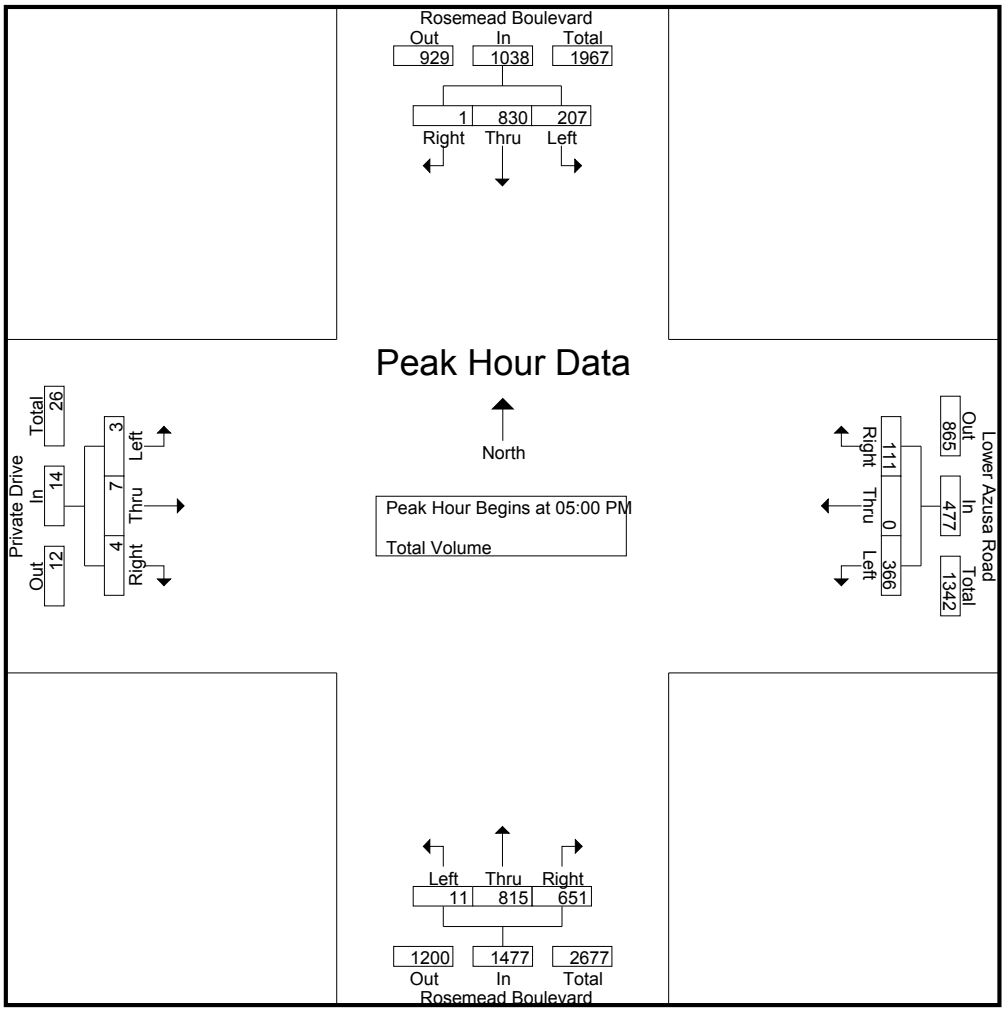
City of Temple City
N/S: Rosemead Boulevard
E/W: Lower Azusa Road
Weather: Sunny

File Name : TCYROLAPM
Site Code : 00002222
Start Date : 6/18/2013
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	50	195	**1**	246	77	0	20	97	2	203	152	357	1	3	**4**	**8**
+15 mins.	48	199	0	247	104	0	29	133	1	201	166	368	**2**	0	4	6
+30 mins.	**61**	217	0	**278**	78	0	29	107	**5**	202	**179**	**386**	0	**4**	1	5
+45 mins.	48	**219**	0	267	**107**	0	**33**	**140**	3	**209**	154	366	1	2	2	5
Total Volume	207	830	1	1038	366	0	111	477	11	815	651	1477	4	9	11	24
% App. Total	19.9	80	0.1		76.7	0	23.3		0.7	55.2	44.1		16.7	37.5	45.8	
PHF	.848	.947	.250	.933	.855	.000	.841	.852	.550	.975	.909	.957	.500	.563	.688	.750

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City of Temple City
N/S: Rosemead Boulevard
E/W: Lower Azusa Road
Weather: Sunny

File Name : TPYROLASAT
Site Code : 00002222
Start Date : 6/15/2013
Page No : 1

Groups Printed- Total Volume

	Rosemead Boulevard Southbound				Lower Azusa Road Westbound				Rosemead Boulevard Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	29	193	0	222	133	2	32	167	7	187	122	316	2	1	0	3	708
12:15 PM	28	215	1	244	86	0	28	114	3	210	114	327	1	0	1	2	687
12:30 PM	27	191	2	220	128	0	30	158	3	204	119	326	0	2	0	2	706
12:45 PM	17	194	0	211	111	0	18	129	4	226	136	366	1	0	0	1	707
Total	101	793	3	897	458	2	108	568	17	827	491	1335	4	3	1	8	2808
01:00 PM	28	236	0	264	129	0	22	151	1	220	132	353	0	0	0	0	768
01:15 PM	20	221	0	241	116	0	24	140	7	214	123	344	0	1	1	2	727
01:30 PM	23	232	1	256	108	0	18	126	4	203	122	329	0	0	1	1	712
01:45 PM	27	204	1	232	86	0	23	109	9	248	109	366	0	1	1	2	709
Total	98	893	2	993	439	0	87	526	21	885	486	1392	0	2	3	5	2916
Grand Total	199	1686	5	1890	897	2	195	1094	38	1712	977	2727	4	5	4	13	5724
Apprch %	10.5	89.2	0.3		82	0.2	17.8		1.4	62.8	35.8		30.8	38.5	30.8		
Total %	3.5	29.5	0.1	33	15.7	0	3.4	19.1	0.7	29.9	17.1	47.6	0.1	0.1	0.1	0.2	

	Rosemead Boulevard Southbound				Lower Azusa Road Westbound				Rosemead Boulevard Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	**28**	**236**	0	**264**	**129**	0	22	**151**	1	220	**132**	353	0	0	0	0	**768**
01:15 PM	20	221	0	241	116	0	**24**	140	7	214	123	344	0	**1**	**1**	**2**	727
01:30 PM	23	232	**1**	256	108	0	18	126	4	203	122	329	0	0	1	1	712
01:45 PM	27	204	1	232	86	0	23	109	**9**	**248**	109	**366**	0	1	1	2	709
Total Volume	98	893	2	993	439	0	87	526	21	885	486	1392	0	2	3	5	2916
% App. Total	9.9	89.9	0.2		83.5	0	16.5		1.5	63.6	34.9		0	40	60		
PHF	.875	.946	.500	.940	.851	.000	.906	.871	.583	.892	.920	.951	.000	.500	.750	.625	.949

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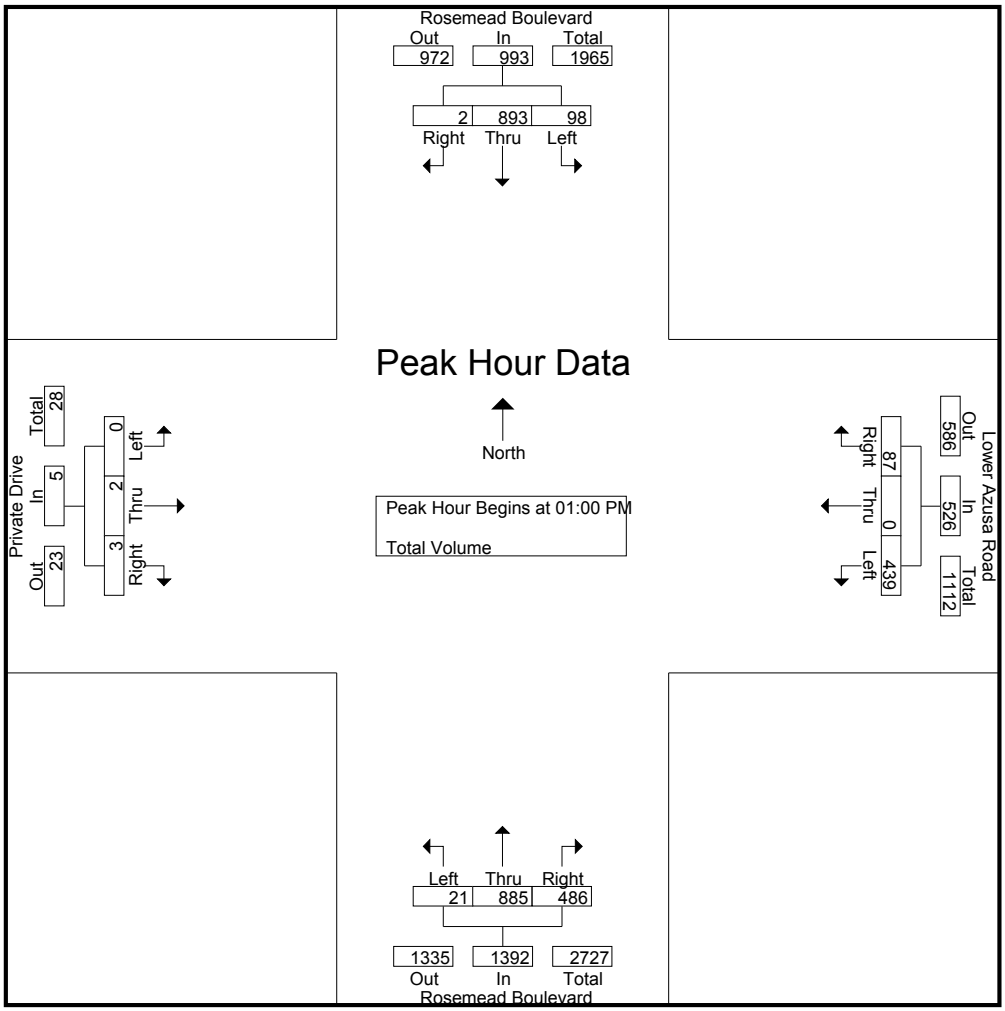
City of Temple City
N/S: Rosemead Boulevard
E/W: Lower Azusa Road
Weather: Sunny

File Name : TPYROLASAT
Site Code : 00002222
Start Date : 6/15/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:00 PM				12:30 PM				12:45 PM				12:00 PM			
+0 mins.	**28**	**236**	0	**264**	128	0	**30**	**158**	4	**226**	**136**	**366**	**2**	1	0	**3**
+15 mins.	20	221	0	241	111	0	18	129	1	220	132	353	1	0	**1**	2
+30 mins.	23	232	**1**	256	**129**	0	22	151	**7**	214	123	344	0	**2**	0	2
+45 mins.	27	204	1	232	116	0	24	140	4	203	122	329	1	0	0	1
Total Volume	98	893	2	993	484	0	94	578	16	863	513	1392	4	3	1	8
% App. Total	9.9	89.9	0.2		83.7	0	16.3		1.1	62	36.9		50	37.5	12.5	
PHF	.875	.946	.500	.940	.938	.000	.783	.915	.571	.955	.943	.951	.500	.375	.250	.667

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City of South El Monte
N/S: Rosemead Boulevard
E/W: Garvey Avenue
Weather: Sunny

File Name : SEMROGAAM
Site Code : 00000001
Start Date : 9/12/2012
Page No : 1

Groups Printed- Total Volume

	Rosemead Boulevard Southbound				Garvey Avenue Westbound				Rosemead Boulevard Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	53	288	23	364	51	187	67	305	21	225	8	254	33	71	16	120	1043
07:15 AM	52	343	33	428	55	173	101	329	25	347	7	379	41	69	14	124	1260
07:30 AM	88	386	55	529	65	195	118	378	31	321	12	364	48	83	19	150	1421
07:45 AM	117	385	65	567	45	176	113	334	40	391	6	437	43	95	24	162	1500
Total	310	1402	176	1888	216	731	399	1346	117	1284	33	1434	165	318	73	556	5224
08:00 AM	120	376	65	561	56	262	71	389	51	363	6	420	41	113	27	181	1551
08:15 AM	111	455	61	627	37	232	57	326	50	392	12	454	46	117	27	190	1597
08:30 AM	123	420	72	615	36	186	79	301	54	306	19	379	39	115	30	184	1479
08:45 AM	107	358	57	522	35	231	79	345	57	343	18	418	60	131	43	234	1519
Total	461	1609	255	2325	164	911	286	1361	212	1404	55	1671	186	476	127	789	6146
Grand Total	771	3011	431	4213	380	1642	685	2707	329	2688	88	3105	351	794	200	1345	11370
Apprch %	18.3	71.5	10.2		14	60.7	25.3		10.6	86.6	2.8		26.1	59	14.9		
Total %	6.8	26.5	3.8	37.1	3.3	14.4	6	23.8	2.9	23.6	0.8	27.3	3.1	7	1.8	11.8	

	Rosemead Boulevard Southbound				Garvey Avenue Westbound				Rosemead Boulevard Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	120	376	65	561	**56**	**262**	71	**389**	51	363	6	420	41	113	27	181	1551
08:15 AM	111	**455**	61	**627**	37	232	57	326	50	**392**	12	**454**	46	117	27	190	**1597**
08:30 AM	**123**	420	**72**	615	36	186	**79**	301	54	306	**19**	379	39	115	30	184	1479
08:45 AM	107	358	57	522	35	231	79	345	**57**	343	18	418	**60**	**131**	**43**	**234**	1519
Total Volume	461	1609	255	2325	164	911	286	1361	212	1404	55	1671	186	476	127	789	6146
% App. Total	19.8	69.2	11		12	66.9	21		12.7	84	3.3		23.6	60.3	16.1		
PHF	.937	.884	.885	.927	.732	.869	.905	.875	.930	.895	.724	.920	.775	.908	.738	.843	.962

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City of South El Monte
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Weather: Sunny

File Name : SEMROGAAM
Site Code : 00000001
Start Date : 9/12/2012
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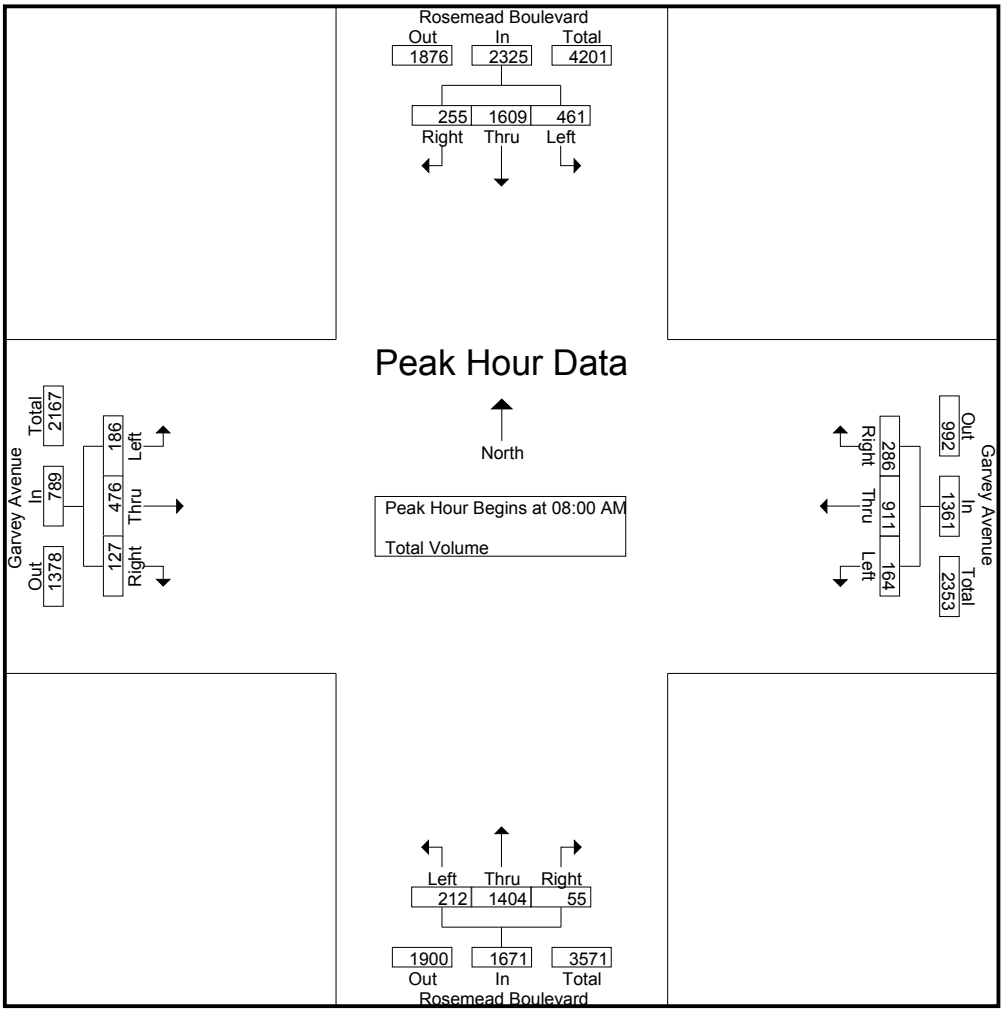

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:45 AM				08:00 AM			
+0 mins.	117	385	65	567	55	173	101	329	40	391	6	437	41	113	27	181
+15 mins.	120	376	65	561	**65**	195	**118**	378	51	363	6	420	46	117	27	190
+30 mins.	111	**455**	61	**627**	45	176	113	334	50	**392**	12	**454**	39	115	30	184
+45 mins.	**123**	420	**72**	615	56	**262**	71	**389**	**54**	306	**19**	379	**60**	**131**	**43**	**234**
Total Volume	471	1636	263	2370	221	806	403	1430	195	1452	43	1690	186	476	127	789
% App. Total	19.9	69	11.1		15.5	56.4	28.2		11.5	85.9	2.5		23.6	60.3	16.1	
PHF	.957	.899	.913	.945	.850	.769	.854	.919	.903	.926	.566	.931	.775	.908	.738	.843

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City of South El Monte
N/S: Rosemead Boulevard
E/W: Garvey Avenue
Weather: Sunny

File Name : SEMROGAPM
Site Code : 00000066
Start Date : 9/12/2012
Page No : 1

Groups Printed- Total Volume

	Rosemead Boulevard Southbound				Garvey Avenue Westbound				Rosemead Boulevard Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	136	387	39	562	24	92	69	185	45	292	25	362	65	191	31	287	1396
04:15 PM	126	358	35	519	48	89	76	213	44	291	26	361	42	158	25	225	1318
04:30 PM	115	420	41	576	46	91	78	215	58	269	22	349	41	178	21	240	1380
04:45 PM	106	441	47	594	31	91	81	203	76	371	36	483	49	156	20	225	1505
Total	483	1606	162	2251	149	363	304	816	223	1223	109	1555	197	683	97	977	5599
05:00 PM	136	447	47	630	32	101	95	228	63	294	35	392	48	182	14	244	1494
05:15 PM	119	402	41	562	45	116	73	234	59	304	36	399	42	172	34	248	1443
05:30 PM	112	386	48	546	48	132	72	252	68	311	14	393	45	186	28	259	1450
05:45 PM	111	390	43	544	40	115	54	209	74	315	30	419	35	140	22	197	1369
Total	478	1625	179	2282	165	464	294	923	264	1224	115	1603	170	680	98	948	5756
Grand Total	961	3231	341	4533	314	827	598	1739	487	2447	224	3158	367	1363	195	1925	11355
Apprch %	21.2	71.3	7.5		18.1	47.6	34.4		15.4	77.5	7.1		19.1	70.8	10.1		
Total %	8.5	28.5	3	39.9	2.8	7.3	5.3	15.3	4.3	21.5	2	27.8	3.2	12	1.7	17	

	Rosemead Boulevard Southbound				Garvey Avenue Westbound				Rosemead Boulevard Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	106	441	47	594	31	91	81	203	**76**	**371**	**36**	**483**	**49**	156	20	225	**1505**
05:00 PM	**136**	**447**	47	**630**	32	101	**95**	228	63	294	35	392	48	182	14	244	1494
05:15 PM	119	402	41	562	45	116	73	234	59	304	36	399	42	172	**34**	248	1443
05:30 PM	112	386	**48**	546	**48**	**132**	72	**252**	68	311	14	393	45	**186**	28	**259**	1450
Total Volume	473	1676	183	2332	156	440	321	917	266	1280	121	1667	184	696	96	976	5892
% App. Total	20.3	71.9	7.8		17	48	35		16	76.8	7.3		18.9	71.3	9.8		
PHF	.869	.937	.953	.925	.813	.833	.845	.910	.875	.863	.840	.863	.939	.935	.706	.942	.979

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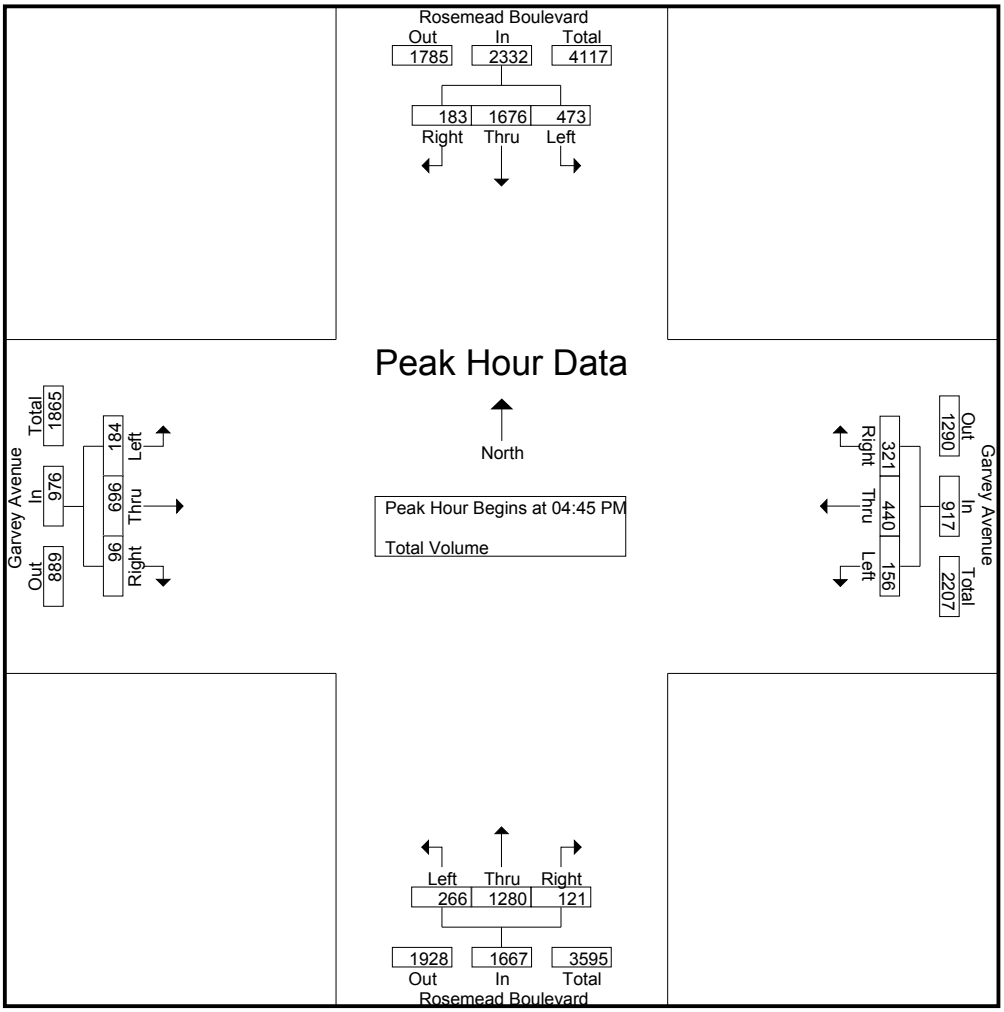
File Name : SEMROGAPM
Site Code : 00000066
Start Date : 9/12/2012
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:45 PM				04:00 PM			
+0 mins.	115	420	41	576	32	101	**95**	228	**76**	**371**	**36**	**483**	**65**	**191**	**31**	**287**
+15 mins.	106	441	**47**	594	45	116	73	234	63	294	35	392	42	158	25	225
+30 mins.	**136**	**447**	47	**630**	**48**	**132**	72	**252**	59	304	36	399	41	178	21	240
+45 mins.	119	402	41	562	40	115	54	209	68	311	14	393	49	156	20	225
Total Volume	476	1710	176	2362	165	464	294	923	266	1280	121	1667	197	683	97	977
% App. Total	20.2	72.4	7.5		17.9	50.3	31.9		16	76.8	7.3		20.2	69.9	9.9	
PHF	.875	.956	.936	.937	.859	.879	.774	.916	.875	.863	.840	.863	.758	.894	.782	.851

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City of South El Monte
N/S: Rosemead Boulevard
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Weather: Sunny

File Name : SEMROGASAT
Site Code : 00000001
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Rosemead Boulevard Southbound				Garvey Avenue Westbound				Rosemead Boulevard Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	142	271	57	470	47	103	98	248	58	227	30	315	52	130	44	226	1259
12:15 PM	135	247	82	464	51	123	109	283	73	343	48	464	54	124	23	201	1412
12:30 PM	118	256	50	424	50	103	95	248	72	269	40	381	53	158	28	239	1292
12:45 PM	125	257	46	428	50	124	102	276	66	231	47	344	73	145	53	271	1319
Total	520	1031	235	1786	198	453	404	1055	269	1070	165	1504	232	557	148	937	5282
01:00 PM	141	223	41	405	56	119	96	271	83	286	32	401	69	122	31	222	1299
01:15 PM	139	284	54	477	47	85	76	208	71	247	32	350	54	103	42	199	1234
01:30 PM	120	247	52	419	44	85	106	235	47	263	35	345	48	123	30	201	1200
01:45 PM	107	254	50	411	53	106	117	276	56	282	38	376	51	94	33	178	1241
Total	507	1008	197	1712	200	395	395	990	257	1078	137	1472	222	442	136	800	4974
Grand Total	1027	2039	432	3498	398	848	799	2045	526	2148	302	2976	454	999	284	1737	10256
Apprch %	29.4	58.3	12.3		19.5	41.5	39.1		17.7	72.2	10.1		26.1	57.5	16.4		
Total %	10	19.9	4.2	34.1	3.9	8.3	7.8	19.9	5.1	20.9	2.9	29	4.4	9.7	2.8	16.9	

	Rosemead Boulevard Southbound				Garvey Avenue Westbound				Rosemead Boulevard Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	135	247	**82**	**464**	51	123	**109**	**283**	73	**343**	**48**	**464**	54	124	23	201	**1412**
12:30 PM	118	256	50	424	50	103	95	248	72	269	40	381	53	**158**	28	239	1292
12:45 PM	125	**257**	46	428	50	**124**	102	276	66	231	47	344	**73**	145	**53**	**271**	1319
01:00 PM	**141**	223	41	405	**56**	119	96	271	**83**	286	32	401	69	122	31	222	1299
Total Volume	519	983	219	1721	207	469	402	1078	294	1129	167	1590	249	549	135	933	5322
% App. Total	30.2	57.1	12.7		19.2	43.5	37.3		18.5	71	10.5		26.7	58.8	14.5		
PHF	.920	.956	.668	.927	.924	.946	.922	.952	.886	.823	.870	.857	.853	.869	.637	.861	.942

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City of South El Monte
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File Name : SEMROGASAT
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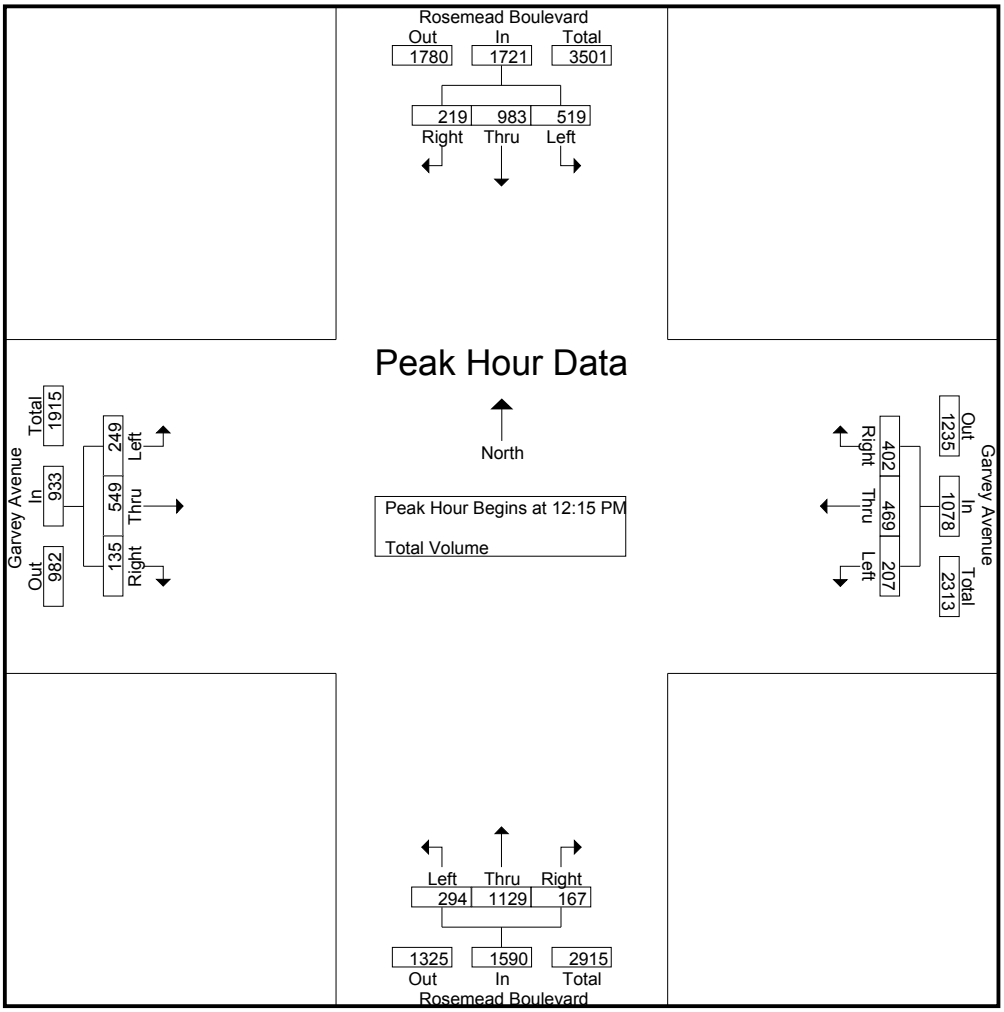

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:15 PM				12:15 PM				12:00 PM			
+0 mins.	**142**	**271**	57	**470**	51	123	**109**	**283**	73	**343**	**48**	**464**	52	130	44	226
+15 mins.	135	247	**82**	464	50	103	95	248	72	269	40	381	54	124	23	201
+30 mins.	118	256	50	424	50	**124**	102	276	66	231	47	344	53	**158**	28	239
+45 mins.	125	257	46	428	**56**	119	96	271	**83**	286	32	401	**73**	145	**53**	**271**
Total Volume	520	1031	235	1786	207	469	402	1078	294	1129	167	1590	232	557	148	937
% App. Total	29.1	57.7	13.2		19.2	43.5	37.3		18.5	71	10.5		24.8	59.4	15.8	
PHF	.915	.951	.716	.950	.924	.946	.922	.952	.886	.823	.870	.857	.795	.881	.698	.864

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City of El Monte
N/S: Santa Anita Avenue
E/W: Garvey Avenue
Sunny: Sunny

File Name : ELMSAGAAM
Site Code : 00000015
Start Date : 9/12/2012
Page No : 1

Groups Printed- Total Volume

	Santa Anita Avenue Southbound				Garvey Avenue Westbound				Santa Anita Avenue Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	26	177	61	264	21	215	38	274	15	91	14	120	39	90	7	136	794
07:15 AM	14	191	49	254	25	265	23	313	8	123	16	147	49	111	12	172	886
07:30 AM	17	205	55	277	28	315	18	361	21	191	14	226	50	135	12	197	1061
07:45 AM	19	221	58	298	31	285	25	341	15	140	18	173	70	145	14	229	1041
Total	76	794	223	1093	105	1080	104	1289	59	545	62	666	208	481	45	734	3782
08:00 AM	19	250	81	350	28	315	28	371	10	168	8	186	65	122	17	204	1111
08:15 AM	22	201	68	291	31	275	42	348	18	144	7	169	57	112	25	194	1002
08:30 AM	23	246	65	334	30	281	32	343	19	155	10	184	56	116	18	190	1051
08:45 AM	25	271	51	347	22	275	41	338	17	194	13	224	68	142	15	225	1134
Total	89	968	265	1322	111	1146	143	1400	64	661	38	763	246	492	75	813	4298
Grand Total	165	1762	488	2415	216	2226	247	2689	123	1206	100	1429	454	973	120	1547	8080
Apprch %	6.8	73	20.2		8	82.8	9.2		8.6	84.4	7		29.3	62.9	7.8		
Total %	2	21.8	6	29.9	2.7	27.5	3.1	33.3	1.5	14.9	1.2	17.7	5.6	12	1.5	19.1	

	Santa Anita Avenue Southbound				Garvey Avenue Westbound				Santa Anita Avenue Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	19	250	**81**	**350**	28	**315**	28	**371**	10	168	8	186	65	122	17	204	1111
08:15 AM	22	201	68	291	**31**	275	**42**	348	18	144	7	169	57	112	**25**	194	1002
08:30 AM	23	246	65	334	30	281	32	343	**19**	155	10	184	56	116	18	190	1051
08:45 AM	**25**	**271**	51	347	22	275	41	338	17	**194**	**13**	**224**	**68**	**142**	15	**225**	**1134**
Total Volume	89	968	265	1322	111	1146	143	1400	64	661	38	763	246	492	75	813	4298
% App. Total	6.7	73.2	20		7.9	81.9	10.2		8.4	86.6	5		30.3	60.5	9.2		
PHF	.890	.893	.818	.944	.895	.910	.851	.943	.842	.852	.731	.852	.904	.866	.750	.903	.948

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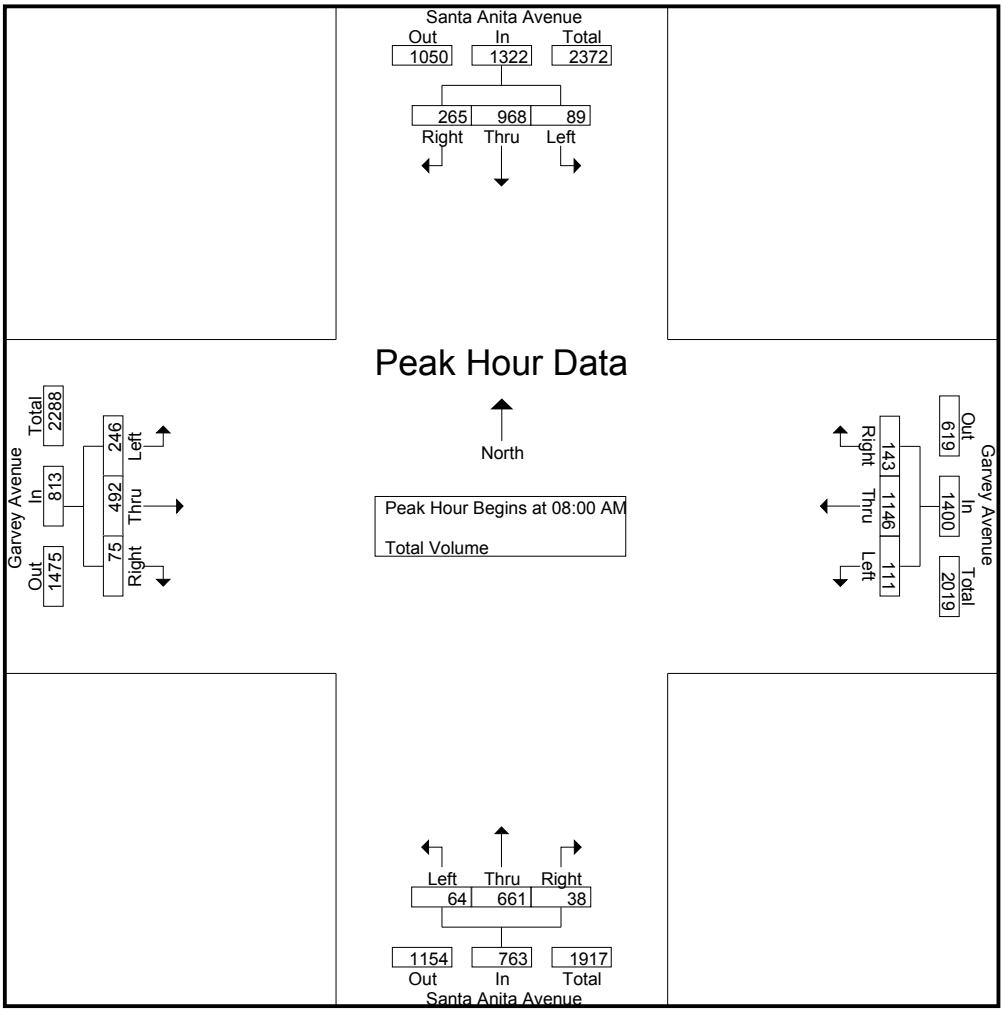

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				08:00 AM				07:30 AM			
+0 mins.	19	250	**81**	**350**	28	**315**	18	361	10	168	8	186	50	135	12	197
+15 mins.	22	201	68	291	**31**	285	25	341	18	144	7	169	**70**	**145**	14	**229**
+30 mins.	23	246	65	334	28	315	28	**371**	**19**	155	10	184	65	122	17	204
+45 mins.	**25**	**271**	51	347	31	275	**42**	348	17	**194**	**13**	**224**	57	112	**25**	194
Total Volume	89	968	265	1322	118	1190	113	1421	64	661	38	763	242	514	68	824
% App. Total	6.7	73.2	20		8.3	83.7	8		8.4	86.6	5		29.4	62.4	8.3	
PHF	.890	.893	.818	.944	.952	.944	.673	.958	.842	.852	.731	.852	.864	.886	.680	.900

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City of El Monte
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Groups Printed- Total Volume

	Santa Anita Avenue Southbound				Garvey Avenue Westbound				Santa Anita Avenue Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	45	246	70	361	20	131	28	179	22	184	33	239	80	231	10	321	1100
04:15 PM	23	232	61	316	14	172	23	209	15	181	31	227	70	241	19	330	1082
04:30 PM	30	253	45	328	23	178	23	224	18	219	23	260	76	256	14	346	1158
04:45 PM	19	209	63	291	19	161	13	193	8	169	20	197	62	262	20	344	1025
Total	117	940	239	1296	76	642	87	805	63	753	107	923	288	990	63	1341	4365
05:00 PM	25	272	56	353	19	151	11	181	15	228	23	266	66	241	22	329	1129
05:15 PM	24	257	44	325	26	185	14	225	16	254	9	279	69	241	20	330	1159
05:30 PM	18	248	39	305	18	141	12	171	13	242	22	277	71	218	22	311	1064
05:45 PM	27	194	45	266	23	129	2	154	17	158	16	191	28	228	12	268	879
Total	94	971	184	1249	86	606	39	731	61	882	70	1013	234	928	76	1238	4231
Grand Total	211	1911	423	2545	162	1248	126	1536	124	1635	177	1936	522	1918	139	2579	8596
Apprch %	8.3	75.1	16.6		10.5	81.2	8.2		6.4	84.5	9.1		20.2	74.4	5.4		
Total %	2.5	22.2	4.9	29.6	1.9	14.5	1.5	17.9	1.4	19	2.1	22.5	6.1	22.3	1.6	30	

	Santa Anita Avenue Southbound				Garvey Avenue Westbound				Santa Anita Avenue Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**30**	253	45	328	23	178	**23**	224	**18**	219	**23**	260	**76**	256	14	**346**	1158
04:45 PM	19	209	**63**	291	19	161	13	193	8	169	20	197	62	**262**	20	344	1025
05:00 PM	25	**272**	56	**353**	19	151	11	181	15	228	23	266	66	241	**22**	329	1129
05:15 PM	24	257	44	325	**26**	**185**	14	**225**	16	**254**	9	**279**	69	241	20	330	**1159**
Total Volume	98	991	208	1297	87	675	61	823	57	870	75	1002	273	1000	76	1349	4471
% App. Total	7.6	76.4	16		10.6	82	7.4		5.7	86.8	7.5		20.2	74.1	5.6		
PHF	.817	.911	.825	.919	.837	.912	.663	.914	.792	.856	.815	.898	.898	.954	.864	.975	.964

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City of El Monte
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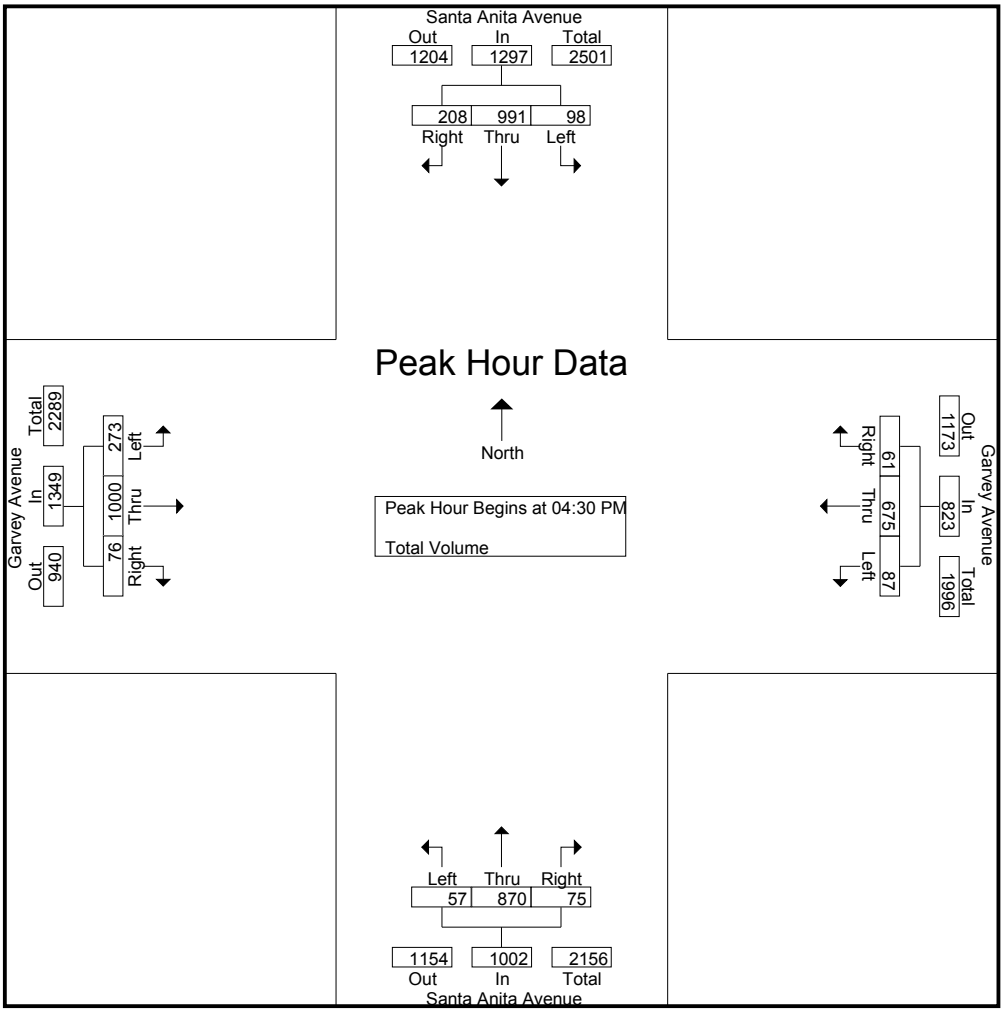

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:45 PM				04:15 PM			
+0 mins.	**30**	253	45	328	23	178	**23**	224	8	169	20	197	70	241	19	330
+15 mins.	19	209	**63**	291	19	161	13	193	15	228	**23**	266	**76**	256	14	**346**
+30 mins.	25	**272**	56	**353**	19	151	11	181	**16**	**254**	9	**279**	62	**262**	20	344
+45 mins.	24	257	44	325	**26**	**185**	14	**225**	13	242	22	277	66	241	**22**	329
Total Volume	98	991	208	1297	87	675	61	823	52	893	74	1019	274	1000	75	1349
% App. Total	7.6	76.4	16		10.6	82	7.4		5.1	87.6	7.3		20.3	74.1	5.6	
PHF	.817	.911	.825	.919	.837	.912	.663	.914	.813	.879	.804	.913	.901	.954	.852	.975

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City of El Monte
N/S: Santa Anita Avenue
E/W: Garvey Avenue
Weather: Sunny

File Name : ELMSAGASAT
Site Code : 00000015
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Santa Anita Avenue Southbound				Garvey Avenue Westbound				Santa Anita Avenue Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	32	120	54	206	18	172	35	225	18	103	0	121	60	170	15	245	797
12:15 PM	26	85	66	177	30	151	25	206	19	77	13	109	60	209	22	291	783
12:30 PM	26	134	52	212	18	170	18	206	16	110	15	141	64	182	15	261	820
12:45 PM	23	93	73	189	25	148	29	202	21	85	19	125	72	204	34	310	826
Total	107	432	245	784	91	641	107	839	74	375	47	496	256	765	86	1107	3226
01:00 PM	30	100	47	177	15	139	34	188	19	109	20	148	63	194	30	287	800
01:15 PM	26	78	47	151	17	142	29	188	11	92	19	122	53	217	19	289	750
01:30 PM	24	89	47	160	21	148	27	196	18	76	20	114	61	170	16	247	717
01:45 PM	20	95	49	164	21	164	24	209	17	76	15	108	73	192	21	286	767
Total	100	362	190	652	74	593	114	781	65	353	74	492	250	773	86	1109	3034
Grand Total	207	794	435	1436	165	1234	221	1620	139	728	121	988	506	1538	172	2216	6260
Apprch %	14.4	55.3	30.3		10.2	76.2	13.6		14.1	73.7	12.2		22.8	69.4	7.8		
Total %	3.3	12.7	6.9	22.9	2.6	19.7	3.5	25.9	2.2	11.6	1.9	15.8	8.1	24.6	2.7	35.4	

	Santa Anita Avenue Southbound				Garvey Avenue Westbound				Santa Anita Avenue Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	26	85	66	177	**30**	151	25	**206**	19	77	13	109	60	**209**	22	291	783
12:30 PM	26	**134**	52	**212**	18	**170**	18	206	16	**110**	15	141	64	182	15	261	820
12:45 PM	23	93	**73**	189	25	148	29	202	**21**	85	19	125	**72**	204	**34**	**310**	**826**
01:00 PM	**30**	100	47	177	15	139	**34**	188	19	109	**20**	**148**	63	194	30	287	800
Total Volume	105	412	238	755	88	608	106	802	75	381	67	523	259	789	101	1149	3229
% App. Total	13.9	54.6	31.5		11	75.8	13.2		14.3	72.8	12.8		22.5	68.7	8.8		
PHF	.875	.769	.815	.890	.733	.894	.779	.973	.893	.866	.838	.883	.899	.944	.743	.927	.977

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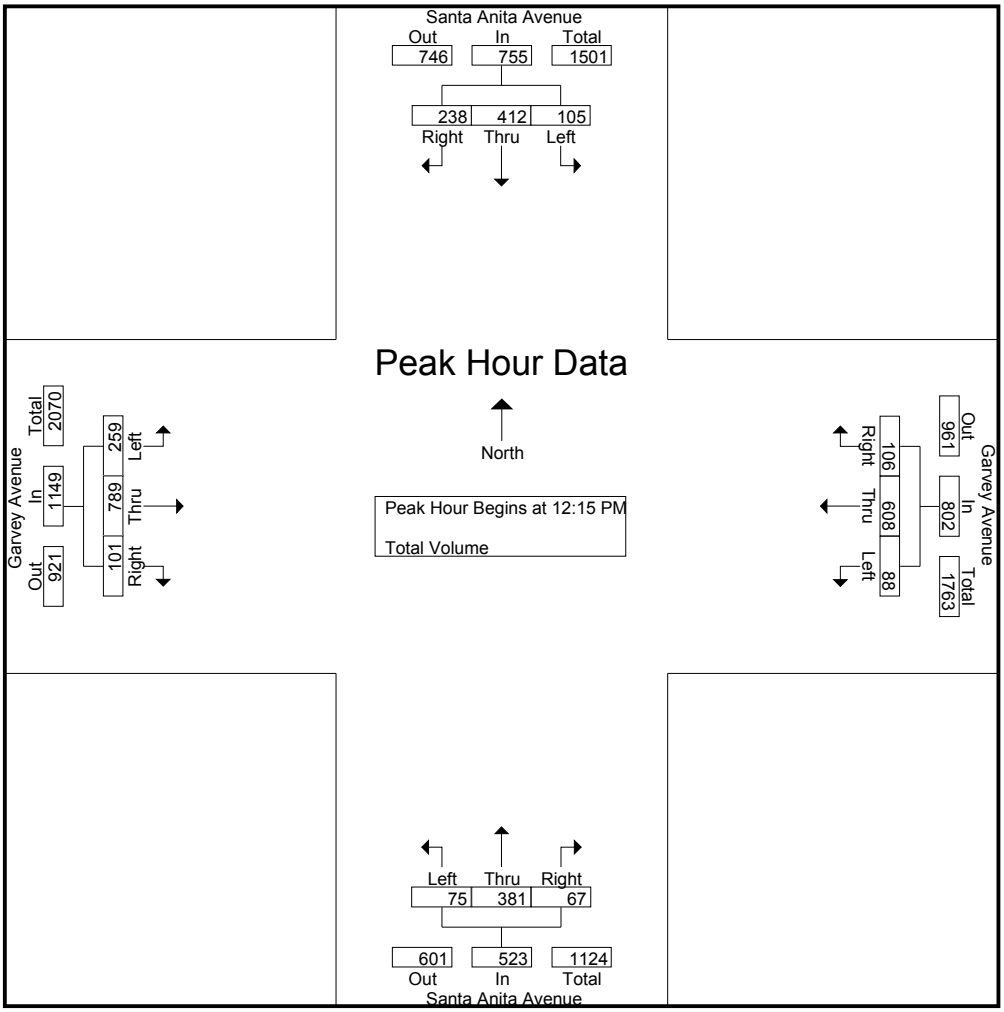
City of El Monte
N/S: Santa Anita Avenue
E/W: Garvey Avenue
Weather: Sunny

File Name : ELMSAGASAT
Site Code : 00000015
Start Date : 9/15/2012
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:00 PM				12:30 PM				12:15 PM			
+0 mins.	**32**	120	54	206	18	**172**	**35**	**225**	16	**110**	15	141	60	**209**	22	291
+15 mins.	26	85	66	177	**30**	151	25	206	**21**	85	19	125	64	182	15	261
+30 mins.	26	**134**	52	**212**	18	170	18	206	19	109	**20**	**148**	**72**	204	**34**	**310**
+45 mins.	23	93	**73**	189	25	148	29	202	11	92	19	122	63	194	30	287
Total Volume	107	432	245	784	91	641	107	839	67	396	73	536	259	789	101	1149
% App. Total	13.6	55.1	31.2		10.8	76.4	12.8		12.5	73.9	13.6		22.5	68.7	8.8	
PHF	.836	.806	.839	.925	.758	.932	.764	.932	.798	.900	.913	.905	.899	.944	.743	.927

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City of El Monte
N/S: Peck Road
E/W: Garvey Avenue
Weather: Sunny

File Name : ELMPEGAAM
Site Code : 00000007
Start Date : 9/12/2012
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Garvey Avenue Westbound				Peck Road Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	153	86	241	10	129	4	143	27	86	11	124	24	60	8	92	600
07:15 AM	6	147	113	266	12	172	3	187	31	112	10	153	29	80	21	130	736
07:30 AM	5	186	106	297	8	225	17	250	25	125	10	160	27	94	14	135	842
07:45 AM	18	207	136	361	18	181	16	215	25	146	12	183	35	94	17	146	905
Total	31	693	441	1165	48	707	40	795	108	469	43	620	115	328	60	503	3083
08:00 AM	3	206	151	360	11	201	3	215	34	113	13	160	36	87	22	145	880
08:15 AM	8	144	119	271	15	209	9	233	26	79	5	110	44	95	26	165	779
08:30 AM	4	145	113	262	10	194	6	210	21	89	10	120	34	72	17	123	715
08:45 AM	20	131	99	250	15	190	2	207	38	106	14	158	41	109	14	164	779
Total	35	626	482	1143	51	794	20	865	119	387	42	548	155	363	79	597	3153
Grand Total	66	1319	923	2308	99	1501	60	1660	227	856	85	1168	270	691	139	1100	6236
Apprch %	2.9	57.1	40		6	90.4	3.6		19.4	73.3	7.3		24.5	62.8	12.6		
Total %	1.1	21.2	14.8	37	1.6	24.1	1	26.6	3.6	13.7	1.4	18.7	4.3	11.1	2.2	17.6	

	Peck Road Southbound				Garvey Avenue Westbound				Peck Road Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	186	106	297	8	**225**	**17**	**250**	25	125	10	160	27	94	14	135	842
07:45 AM	**18**	**207**	136	**361**	**18**	181	16	215	25	**146**	12	**183**	35	94	17	146	**905**
08:00 AM	3	206	**151**	360	11	201	3	215	**34**	113	**13**	160	36	87	22	145	880
08:15 AM	8	144	119	271	15	209	9	233	26	79	5	110	**44**	**95**	**26**	**165**	779
Total Volume	34	743	512	1289	52	816	45	913	110	463	40	613	142	370	79	591	3406
% App. Total	2.6	57.6	39.7		5.7	89.4	4.9		17.9	75.5	6.5		24	62.6	13.4		
PHF	.472	.897	.848	.893	.722	.907	.662	.913	.809	.793	.769	.837	.807	.974	.760	.895	.941

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City of El Monte
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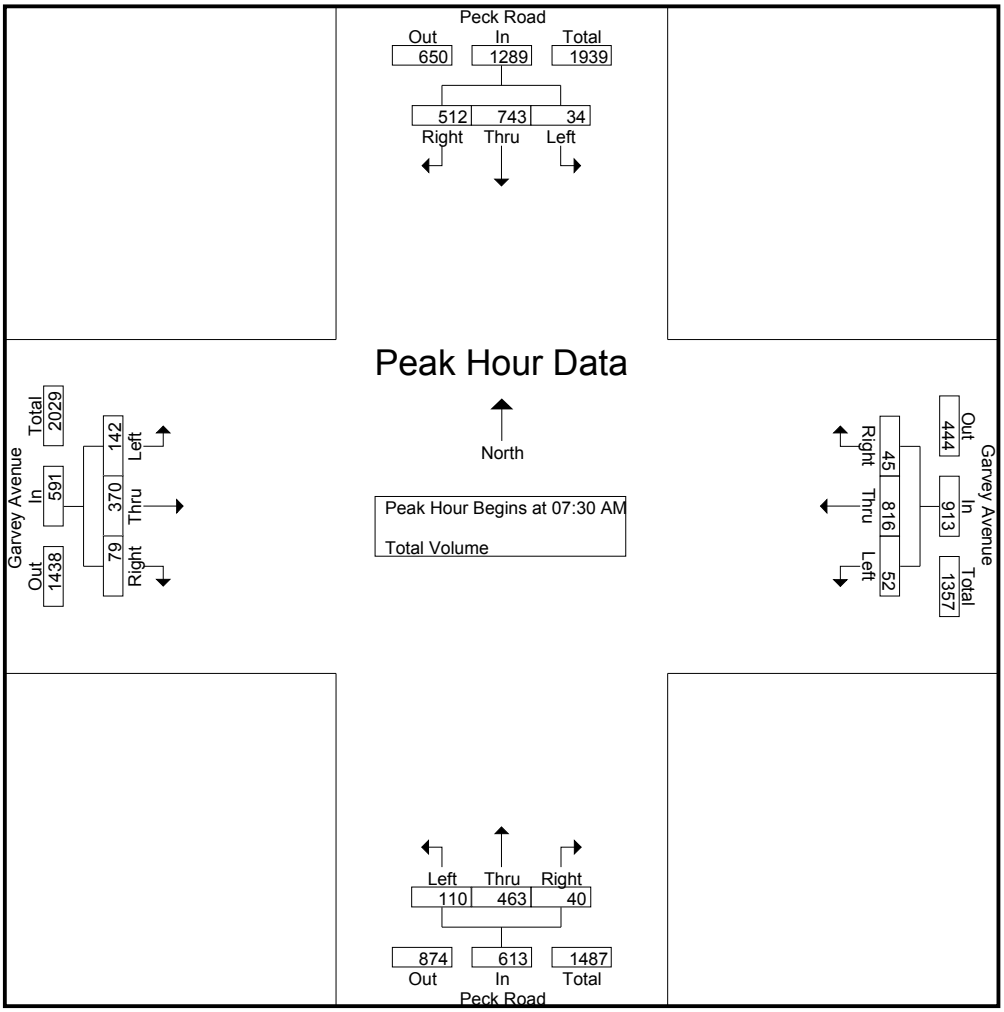
File Name : ELMPEGAAM
Site Code : 00000007
Start Date : 9/12/2012
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				08:00 AM			
+0 mins.	5	186	106	297	8	**225**	**17**	**250**	31	112	10	153	36	87	22	145
+15 mins.	**18**	**207**	136	**361**	**18**	181	16	215	25	125	10	160	**44**	95	**26**	**165**
+30 mins.	3	206	**151**	360	11	201	3	215	25	**146**	12	**183**	34	72	17	123
+45 mins.	8	144	119	271	15	209	9	233	**34**	113	**13**	160	41	**109**	14	164
Total Volume	34	743	512	1289	52	816	45	913	115	496	45	656	155	363	79	597
% App. Total	2.6	57.6	39.7		5.7	89.4	4.9		17.5	75.6	6.9		26	60.8	13.2	
PHF	.472	.897	.848	.893	.722	.907	.662	.913	.846	.849	.865	.896	.881	.833	.760	.905

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City of El Monte
N/S: Peck Road
E/W: Garvey Avenue
Weather: Sunny

File Name : ELMPEGAPM
Site Code : 00000007
Start Date : 9/12/2012
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Garvey Avenue Westbound				Peck Road Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	17	177	51	245	13	112	8	133	28	130	15	173	57	204	24	285	836
04:15 PM	15	138	51	204	11	103	10	124	26	117	16	159	57	201	31	289	776
04:30 PM	14	174	47	235	11	107	14	132	29	147	14	190	58	181	38	277	834
04:45 PM	18	155	33	206	12	113	10	135	31	145	14	190	65	181	24	270	801
Total	64	644	182	890	47	435	42	524	114	539	59	712	237	767	117	1121	3247
05:00 PM	16	203	43	262	17	111	7	135	36	140	16	192	62	217	31	310	899
05:15 PM	17	190	40	247	10	117	6	133	32	129	21	182	73	190	35	298	860
05:30 PM	18	181	39	238	13	110	8	131	36	144	21	201	60	200	31	291	861
05:45 PM	12	166	52	230	18	123	10	151	28	159	15	202	65	189	24	278	861
Total	63	740	174	977	58	461	31	550	132	572	73	777	260	796	121	1177	3481
Grand Total	127	1384	356	1867	105	896	73	1074	246	1111	132	1489	497	1563	238	2298	6728
Apprch %	6.8	74.1	19.1		9.8	83.4	6.8		16.5	74.6	8.9		21.6	68	10.4		
Total %	1.9	20.6	5.3	27.7	1.6	13.3	1.1	16	3.7	16.5	2	22.1	7.4	23.2	3.5	34.2	

	Peck Road Southbound				Garvey Avenue Westbound				Peck Road Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	16	**203**	43	**262**	17	111	7	135	**36**	140	16	192	62	**217**	31	**310**	**899**
05:15 PM	17	190	40	247	10	117	6	133	32	129	**21**	182	**73**	190	**35**	298	860
05:30 PM	**18**	181	39	238	13	110	8	131	36	144	21	201	60	200	31	291	861
05:45 PM	12	166	**52**	230	**18**	**123**	**10**	**151**	28	**159**	15	**202**	65	189	24	278	861
Total Volume	63	740	174	977	58	461	31	550	132	572	73	777	260	796	121	1177	3481
% App. Total	6.4	75.7	17.8		10.5	83.8	5.6		17	73.6	9.4		22.1	67.6	10.3		
PHF	.875	.911	.837	.932	.806	.937	.775	.911	.917	.899	.869	.962	.890	.917	.864	.949	.968

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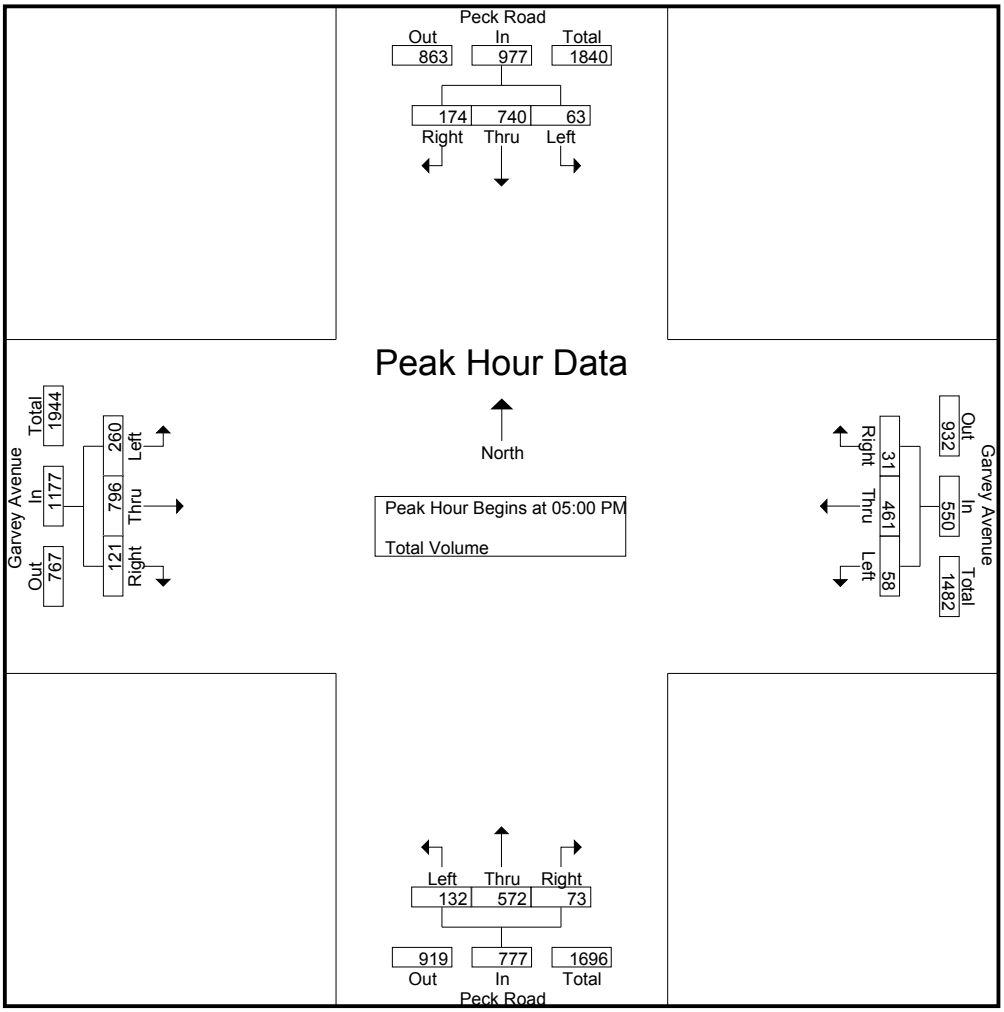
City of El Monte
N/S: Peck Road
E/W: Garvey Avenue
Weather: Sunny

File Name : ELMPEGAPM
Site Code : 00000007
Start Date : 9/12/2012
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	16	**203**	43	**262**	17	111	7	135	**36**	140	16	192	62	**217**	31	**310**
+15 mins.	17	190	40	247	10	117	6	133	32	129	**21**	182	**73**	190	**35**	298
+30 mins.	**18**	181	39	238	13	110	8	131	36	144	21	201	60	200	31	291
+45 mins.	12	166	**52**	230	**18**	**123**	**10**	**151**	28	**159**	15	**202**	65	189	24	278
Total Volume	63	740	174	977	58	461	31	550	132	572	73	777	260	796	121	1177
% App. Total	6.4	75.7	17.8		10.5	83.8	5.6		17	73.6	9.4		22.1	67.6	10.3	
PHF	.875	.911	.837	.932	.806	.937	.775	.911	.917	.899	.869	.962	.890	.917	.864	.949

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City of El Monte
N/S: Peck Road
E/W: Garvey Avenue
Weather: Sunny

File Name : ELMPEGASAT
Site Code : 00000001
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Peck Road Southbound				Garvey Avenue Westbound				Peck Road Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	14	107	60	181	24	128	16	168	34	107	19	160	50	133	28	211	720
12:15 PM	24	142	39	205	19	108	9	136	46	121	23	190	46	144	30	220	751
12:30 PM	14	121	49	184	16	127	19	162	33	132	15	180	62	139	28	229	755
12:45 PM	15	132	59	206	12	126	10	148	25	114	20	159	50	130	21	201	714
Total	67	502	207	776	71	489	54	614	138	474	77	689	208	546	107	861	2940
01:00 PM	15	123	52	190	16	115	9	140	36	122	26	184	52	198	22	272	786
01:15 PM	19	121	46	186	19	102	7	128	16	116	14	146	41	157	29	227	687
01:30 PM	16	144	63	223	13	126	16	155	25	112	11	148	43	157	19	219	745
01:45 PM	16	110	63	189	17	114	8	139	26	105	18	149	56	146	29	231	708
Total	66	498	224	788	65	457	40	562	103	455	69	627	192	658	99	949	2926
Grand Total	133	1000	431	1564	136	946	94	1176	241	929	146	1316	400	1204	206	1810	5866
Apprch %	8.5	63.9	27.6		11.6	80.4	8		18.3	70.6	11.1		22.1	66.5	11.4		
Total %	2.3	17	7.3	26.7	2.3	16.1	1.6	20	4.1	15.8	2.5	22.4	6.8	20.5	3.5	30.9	

	Peck Road Southbound				Garvey Avenue Westbound				Peck Road Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	**24**	**142**	39	205	**19**	108	9	136	**46**	121	23	**190**	46	144	**30**	220	751
12:30 PM	14	121	49	184	16	**127**	**19**	**162**	33	**132**	15	180	**62**	139	28	229	755
12:45 PM	15	132	**59**	**206**	12	126	10	148	25	114	20	159	50	130	21	201	714
01:00 PM	15	123	52	190	16	115	9	140	36	122	**26**	184	52	**198**	22	**272**	**786**
Total Volume	68	518	199	785	63	476	47	586	140	489	84	713	210	611	101	922	3006
% App. Total	8.7	66	25.4		10.8	81.2	8		19.6	68.6	11.8		22.8	66.3	11		
PHF	.708	.912	.843	.953	.829	.937	.618	.904	.761	.926	.808	.938	.847	.771	.842	.847	.956

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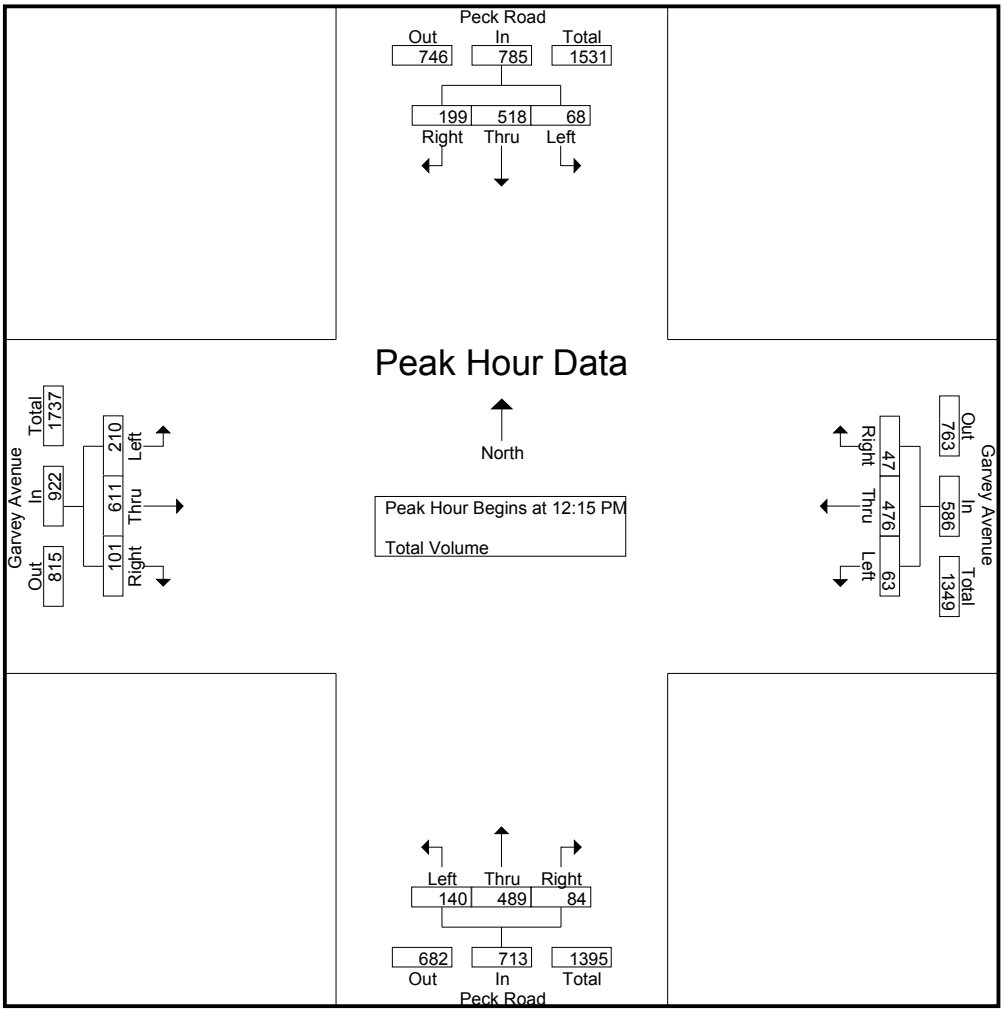
City of El Monte
N/S: Peck Road
E/W: Garvey Avenue
Weather: Sunny

File Name : ELMPEGASAT
Site Code : 00000001
Start Date : 9/15/2012
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45 PM				12:00 PM				12:15 PM				01:00 PM			
+0 mins.	15	132	59	206	**24**	**128**	16	**168**	**46**	121	23	**190**	52	**198**	22	**272**
+15 mins.	15	123	52	190	19	108	9	136	33	**132**	15	180	41	157	**29**	227
+30 mins.	**19**	121	46	186	16	127	**19**	162	25	114	20	159	43	157	19	219
+45 mins.	16	**144**	**63**	**223**	12	126	10	148	36	122	**26**	184	**56**	146	29	231
Total Volume	65	520	220	805	71	489	54	614	140	489	84	713	192	658	99	949
% App. Total	8.1	64.6	27.3		11.6	79.6	8.8		19.6	68.6	11.8		20.2	69.3	10.4	
PHF	.855	.903	.873	.902	.740	.955	.711	.914	.761	.926	.808	.938	.857	.831	.853	.872

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City of El Monte
N/S: Valley Boulevard
E/W: Garvey Avenue
Weather: Sunny

File Name : ELMVAGAAM
Site Code : 00000014
Start Date : 9/12/2012
Page No : 1

Groups Printed- Total Volume

	Valley Boulevard Southbound				Garvey Avenue Westbound				Valley Boulevard Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	21	67	1	89	16	86	33	135	58	183	7	248	4	37	45	86	558
07:15 AM	17	111	0	128	30	123	23	176	78	237	7	322	6	53	60	119	745
07:30 AM	12	124	2	138	24	130	39	193	79	269	8	356	2	56	64	122	809
07:45 AM	18	124	4	146	24	113	38	175	70	215	2	287	4	75	73	152	760
Total	68	426	7	501	94	452	133	679	285	904	24	1213	16	221	242	479	2872
08:00 AM	26	130	4	160	19	129	63	211	67	290	4	361	8	47	64	119	851
08:15 AM	19	157	4	180	17	156	60	233	66	251	5	322	10	43	57	110	845
08:30 AM	20	157	4	181	17	144	71	232	67	212	9	288	4	42	60	106	807
08:45 AM	28	128	5	161	10	109	47	166	76	228	11	315	8	51	76	135	777
Total	93	572	17	682	63	538	241	842	276	981	29	1286	30	183	257	470	3280
Grand Total	161	998	24	1183	157	990	374	1521	561	1885	53	2499	46	404	499	949	6152
Apprch %	13.6	84.4	2		10.3	65.1	24.6		22.4	75.4	2.1		4.8	42.6	52.6		
Total %	2.6	16.2	0.4	19.2	2.6	16.1	6.1	24.7	9.1	30.6	0.9	40.6	0.7	6.6	8.1	15.4	

	Valley Boulevard Southbound				Garvey Avenue Westbound				Valley Boulevard Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	26	130	4	160	**19**	129	63	211	67	**290**	4	**361**	8	47	64	119	**851**
08:15 AM	19	**157**	4	180	17	**156**	60	**233**	66	251	5	322	**10**	43	57	110	845
08:30 AM	20	157	4	**181**	17	144	**71**	232	67	212	9	288	4	42	60	106	807
08:45 AM	**28**	128	**5**	161	10	109	47	166	**76**	228	**11**	315	8	**51**	**76**	**135**	777
Total Volume	93	572	17	682	63	538	241	842	276	981	29	1286	30	183	257	470	3280
% App. Total	13.6	83.9	2.5		7.5	63.9	28.6		21.5	76.3	2.3		6.4	38.9	54.7		
PHF	.830	.911	.850	.942	.829	.862	.849	.903	.908	.846	.659	.891	.750	.897	.845	.870	.964

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City of El Monte
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Weather: Sunny

File Name : ELMVAGAAM
Site Code : 00000014
Start Date : 9/12/2012
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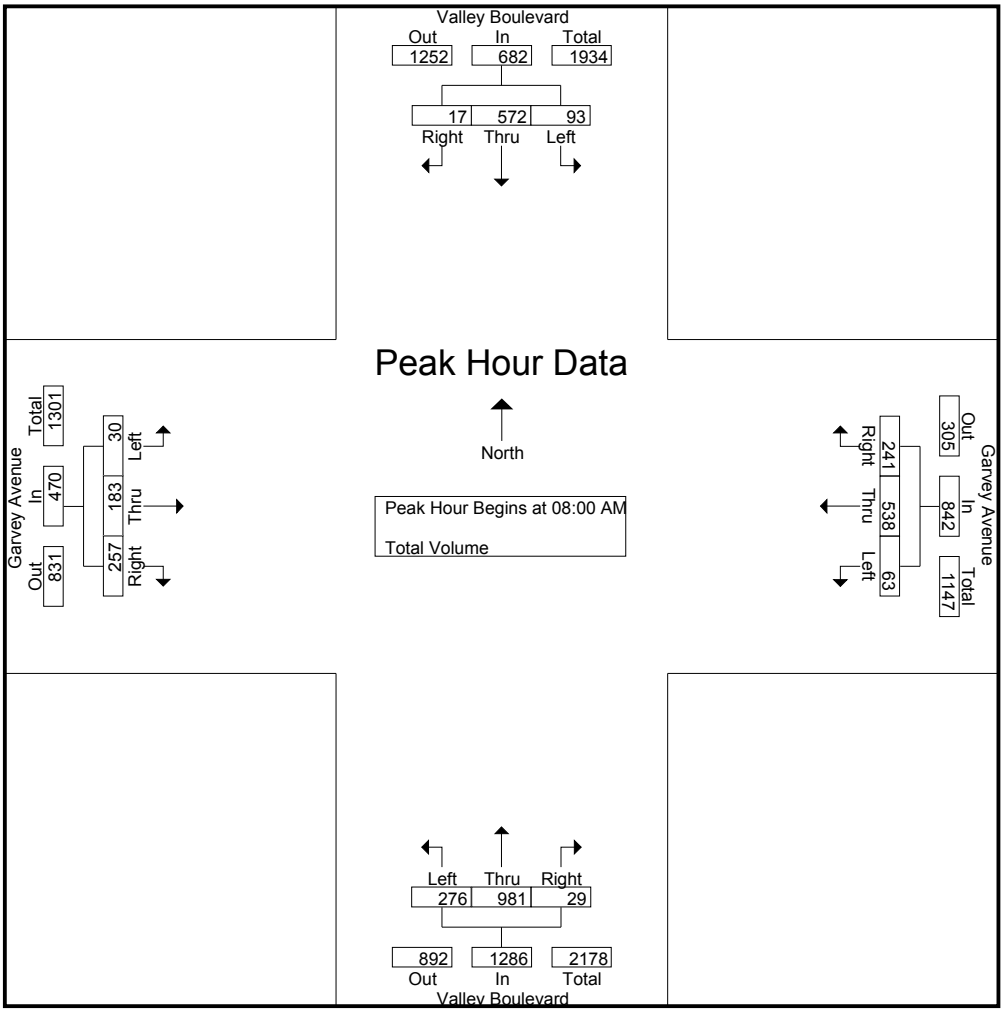

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:15 AM				07:15 AM			
+0 mins.	26	130	4	160	**24**	113	38	175	78	237	7	322	6	53	60	119
+15 mins.	19	**157**	4	180	19	129	63	211	**79**	269	**8**	356	2	56	64	122
+30 mins.	20	157	4	**181**	17	**156**	60	**233**	70	215	2	287	4	**75**	**73**	**152**
+45 mins.	**28**	128	**5**	161	17	144	**71**	232	67	**290**	4	**361**	**8**	47	64	119
Total Volume	93	572	17	682	77	542	232	851	294	1011	21	1326	20	231	261	512
% App. Total	13.6	83.9	2.5		9	63.7	27.3		22.2	76.2	1.6		3.9	45.1	51	
PHF	.830	.911	.850	.942	.802	.869	.817	.913	.930	.872	.656	.918	.625	.770	.894	.842

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Groups Printed- Total Volume

	Valley Boulevard Southbound				Garvey Avenue Westbound				Valley Boulevard Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	30	192	3	225	14	70	36	120	53	118	15	186	7	143	92	242	773
04:15 PM	35	223	2	260	9	53	37	99	50	155	6	211	2	135	73	210	780
04:30 PM	30	198	2	230	7	65	34	106	46	147	9	202	7	149	86	242	780
04:45 PM	38	210	1	249	10	65	24	99	69	181	10	260	11	134	84	229	837
Total	133	823	8	964	40	253	131	424	218	601	40	859	27	561	335	923	3170
05:00 PM	45	213	5	263	12	57	32	101	46	171	12	229	8	153	96	257	850
05:15 PM	34	219	5	258	15	61	34	110	58	175	9	242	1	161	84	246	856
05:30 PM	41	194	2	237	11	78	43	132	40	193	6	239	12	181	92	285	893
05:45 PM	42	228	2	272	16	87	36	139	56	236	8	300	10	147	87	244	955
Total	162	854	14	1030	54	283	145	482	200	775	35	1010	31	642	359	1032	3554
Grand Total	295	1677	22	1994	94	536	276	906	418	1376	75	1869	58	1203	694	1955	6724
Apprch %	14.8	84.1	1.1		10.4	59.2	30.5		22.4	73.6	4		3	61.5	35.5		
Total %	4.4	24.9	0.3	29.7	1.4	8	4.1	13.5	6.2	20.5	1.1	27.8	0.9	17.9	10.3	29.1	

	Valley Boulevard Southbound				Garvey Avenue Westbound				Valley Boulevard Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**45**	213	**5**	263	12	57	32	101	46	171	**12**	229	8	153	**96**	257	850
05:15 PM	34	219	5	258	15	61	34	110	**58**	175	9	242	1	161	84	246	856
05:30 PM	41	194	2	237	11	78	**43**	132	40	193	6	239	**12**	**181**	92	**285**	893
05:45 PM	42	**228**	2	**272**	**16**	**87**	36	**139**	56	**236**	8	**300**	10	147	87	244	**955**
Total Volume	162	854	14	1030	54	283	145	482	200	775	35	1010	31	642	359	1032	3554
% App. Total	15.7	82.9	1.4		11.2	58.7	30.1		19.8	76.7	3.5		3	62.2	34.8		
PHF	.900	.936	.700	.947	.844	.813	.843	.867	.862	.821	.729	.842	.646	.887	.935	.905	.930

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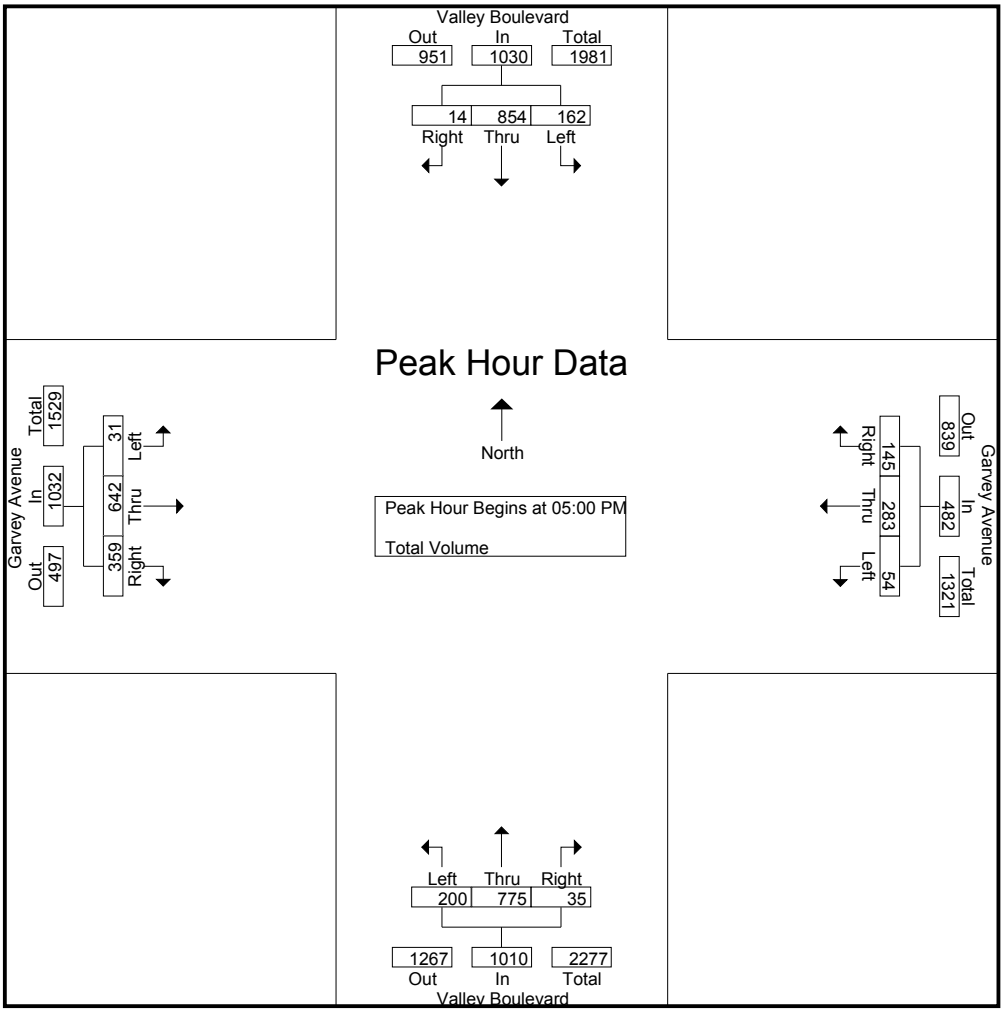

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	**45**	213	**5**	263	12	57	32	101	46	171	**12**	229	8	153	**96**	257
+15 mins.	34	219	5	258	15	61	34	110	**58**	175	9	242	1	161	84	246
+30 mins.	41	194	2	237	11	78	**43**	132	40	193	6	239	**12**	**181**	92	**285**
+45 mins.	42	**228**	2	**272**	**16**	**87**	36	**139**	56	**236**	8	**300**	10	147	87	244
Total Volume	162	854	14	1030	54	283	145	482	200	775	35	1010	31	642	359	1032
% App. Total	15.7	82.9	1.4		11.2	58.7	30.1		19.8	76.7	3.5		3	62.2	34.8	
PHF	.900	.936	.700	.947	.844	.813	.843	.867	.862	.821	.729	.842	.646	.887	.935	.905

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Groups Printed- Total Volume

	Valley Boulevard Southbound				Garvey Avenue Westbound				Valley Boulevard Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	34	122	5	161	17	64	28	109	60	183	10	253	8	91	69	168	691
12:15 PM	26	147	14	187	11	77	53	141	62	175	11	248	9	72	83	164	740
12:30 PM	37	127	6	170	29	67	34	130	55	151	12	218	10	89	77	176	694
12:45 PM	29	121	11	161	14	61	53	128	50	156	10	216	15	66	50	131	636
Total	126	517	36	679	71	269	168	508	227	665	43	935	42	318	279	639	2761
01:00 PM	43	154	9	206	18	59	47	124	58	147	8	213	12	85	90	187	730
01:15 PM	44	145	7	196	18	67	48	133	43	158	13	214	9	86	68	163	706
01:30 PM	35	115	13	163	18	75	47	140	65	120	6	191	9	93	75	177	671
01:45 PM	33	137	6	176	19	68	32	119	48	154	11	213	11	91	80	182	690
Total	155	551	35	741	73	269	174	516	214	579	38	831	41	355	313	709	2797
Grand Total	281	1068	71	1420	144	538	342	1024	441	1244	81	1766	83	673	592	1348	5558
Apprch %	19.8	75.2	5		14.1	52.5	33.4		25	70.4	4.6		6.2	49.9	43.9		
Total %	5.1	19.2	1.3	25.5	2.6	9.7	6.2	18.4	7.9	22.4	1.5	31.8	1.5	12.1	10.7	24.3	

	Valley Boulevard Southbound				Garvey Avenue Westbound				Valley Boulevard Northbound				Garvey Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	26	147	**14**	187	11	**77**	**53**	**141**	**62**	**175**	11	**248**	9	72	83	164	**740**
12:30 PM	37	127	6	170	**29**	67	34	130	55	151	**12**	218	10	**89**	77	176	694
12:45 PM	29	121	11	161	14	61	53	128	50	156	10	216	**15**	66	50	131	636
01:00 PM	**43**	**154**	9	**206**	18	59	47	124	58	147	8	213	12	85	**90**	**187**	730
Total Volume	135	549	40	724	72	264	187	523	225	629	41	895	46	312	300	658	2800
% App. Total	18.6	75.8	5.5		13.8	50.5	35.8		25.1	70.3	4.6		7	47.4	45.6		
PHF	.785	.891	.714	.879	.621	.857	.882	.927	.907	.899	.854	.902	.767	.876	.833	.880	.946

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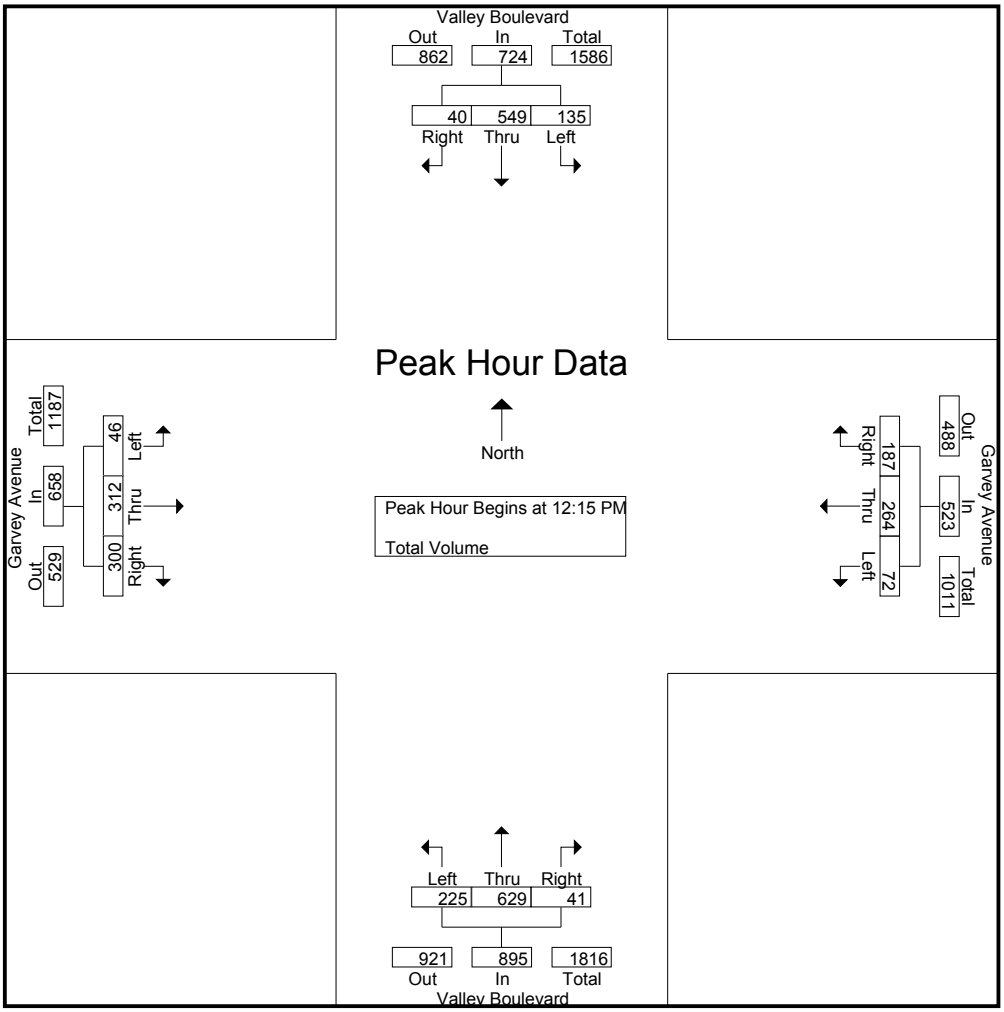

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				12:45 PM				12:00 PM				01:00 PM			
+0 mins.	43	**154**	9	**206**	14	61	**53**	128	60	**183**	10	**253**	**12**	85	**90**	**187**
+15 mins.	**44**	145	7	196	**18**	59	47	124	**62**	175	11	248	9	86	68	163
+30 mins.	35	115	**13**	163	18	67	48	133	55	151	**12**	218	9	**93**	75	177
+45 mins.	33	137	6	176	18	**75**	47	**140**	50	156	10	216	11	91	80	182
Total Volume	155	551	35	741	68	262	195	525	227	665	43	935	41	355	313	709
% App. Total	20.9	74.4	4.7		13	49.9	37.1		24.3	71.1	4.6		5.8	50.1	44.1	
PHF	.881	.894	.673	.899	.944	.873	.920	.938	.915	.908	.896	.924	.854	.954	.869	.948

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City of El Monte
N/S: Santa Anita Avenue
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Weather: Sunny

File Name : ELMSARAAM
Site Code : 00000006
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Santa Anita Avenue Southbound				Ramona Boulevard Westbound				Santa Anita Avenue Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	231	4	243	41	6	16	63	8	135	28	171	6	8	5	19	496
07:15 AM	12	265	6	283	52	6	21	79	10	230	31	271	8	12	7	27	660
07:30 AM	10	289	5	304	39	21	17	77	10	242	43	295	4	5	10	19	695
07:45 AM	23	301	4	328	68	7	25	100	7	249	66	322	7	9	15	31	781
Total	53	1086	19	1158	200	40	79	319	35	856	168	1059	25	34	37	96	2632
08:00 AM	23	326	8	357	50	8	38	96	16	215	74	305	6	4	11	21	779
08:15 AM	15	301	5	321	39	11	18	68	10	226	41	277	7	7	14	28	694
08:30 AM	10	265	7	282	46	6	21	73	15	230	42	287	7	5	18	30	672
08:45 AM	13	253	5	271	34	7	12	53	9	230	42	281	10	7	15	32	637
Total	61	1145	25	1231	169	32	89	290	50	901	199	1150	30	23	58	111	2782
Grand Total	114	2231	44	2389	369	72	168	609	85	1757	367	2209	55	57	95	207	5414
Apprch %	4.8	93.4	1.8		60.6	11.8	27.6		3.8	79.5	16.6		26.6	27.5	45.9		
Total %	2.1	41.2	0.8	44.1	6.8	1.3	3.1	11.2	1.6	32.5	6.8	40.8	1	1.1	1.8	3.8	

	Santa Anita Avenue Southbound				Ramona Boulevard Westbound				Santa Anita Avenue Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	10	289	5	304	39	**21**	17	77	10	242	43	295	4	5	10	19	695
07:45 AM	**23**	301	4	328	**68**	7	25	**100**	7	**249**	66	**322**	**7**	**9**	**15**	**31**	**781**
08:00 AM	23	**326**	**8**	**357**	50	8	**38**	96	**16**	215	**74**	305	6	4	11	21	779
08:15 AM	15	301	5	321	39	11	18	68	10	226	41	277	7	7	14	28	694
Total Volume	71	1217	22	1310	196	47	98	341	43	932	224	1199	24	25	50	99	2949
% App. Total	5.4	92.9	1.7		57.5	13.8	28.7		3.6	77.7	18.7		24.2	25.3	50.5		
PHF	.772	.933	.688	.917	.721	.560	.645	.853	.672	.936	.757	.931	.857	.694	.833	.798	.944

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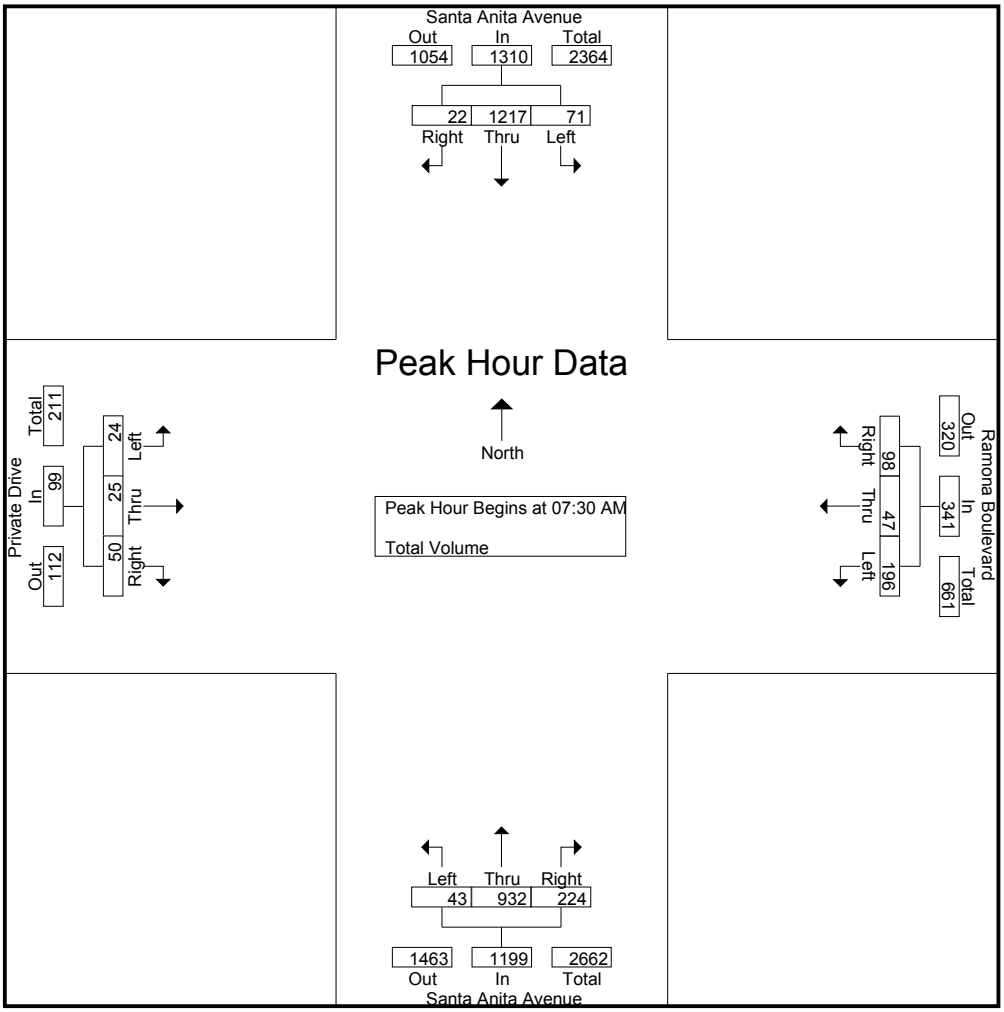

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:30 AM				08:00 AM			
+0 mins.	10	289	5	304	52	6	21	79	10	242	43	295	6	4	11	21
+15 mins.	**23**	301	4	328	39	**21**	17	77	7	**249**	66	**322**	7	**7**	14	28
+30 mins.	23	**326**	**8**	**357**	**68**	7	25	**100**	**16**	215	**74**	305	7	5	**18**	30
+45 mins.	15	301	5	321	50	8	**38**	96	10	226	41	277	**10**	7	15	**32**
Total Volume	71	1217	22	1310	209	42	101	352	43	932	224	1199	30	23	58	111
% App. Total	5.4	92.9	1.7		59.4	11.9	28.7		3.6	77.7	18.7		27	20.7	52.3	
PHF	.772	.933	.688	.917	.768	.500	.664	.880	.672	.936	.757	.931	.750	.821	.806	.867

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Groups Printed- Total Volume

	Santa Anita Avenue Southbound				Ramona Boulevard Westbound				Santa Anita Avenue Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	16	240	5	261	27	8	9	44	13	275	50	338	13	11	12	36	679
04:15 PM	18	201	7	226	31	11	19	61	17	299	48	364	9	6	8	23	674
04:30 PM	14	225	4	243	51	7	15	73	6	326	66	398	11	19	19	49	763
04:45 PM	12	228	7	247	51	7	20	78	11	325	68	404	8	13	7	28	757
Total	60	894	23	977	160	33	63	256	47	1225	232	1504	41	49	46	136	2873
05:00 PM	18	257	12	287	33	5	19	57	8	322	63	393	20	8	16	44	781
05:15 PM	16	246	3	265	35	7	14	56	8	359	52	419	12	14	12	38	778
05:30 PM	26	243	5	274	22	6	14	42	9	340	66	415	7	10	8	25	756
05:45 PM	19	222	12	253	44	7	13	64	15	371	49	435	9	20	14	43	795
Total	79	968	32	1079	134	25	60	219	40	1392	230	1662	48	52	50	150	3110
Grand Total	139	1862	55	2056	294	58	123	475	87	2617	462	3166	89	101	96	286	5983
Apprch %	6.8	90.6	2.7		61.9	12.2	25.9		2.7	82.7	14.6		31.1	35.3	33.6		
Total %	2.3	31.1	0.9	34.4	4.9	1	2.1	7.9	1.5	43.7	7.7	52.9	1.5	1.7	1.6	4.8	

	Santa Anita Avenue Southbound				Ramona Boulevard Westbound				Santa Anita Avenue Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	18	**257**	**12**	**287**	33	5	**19**	57	8	322	63	393	**20**	8	**16**	**44**	781
05:15 PM	16	246	3	265	35	**7**	14	56	8	359	52	419	12	14	12	38	778
05:30 PM	**26**	243	5	274	22	6	14	42	9	340	**66**	415	7	10	8	25	756
05:45 PM	19	222	12	253	**44**	7	13	**64**	**15**	**371**	49	**435**	9	**20**	14	43	**795**
Total Volume	79	968	32	1079	134	25	60	219	40	1392	230	1662	48	52	50	150	3110
% App. Total	7.3	89.7	3		61.2	11.4	27.4		2.4	83.8	13.8		32	34.7	33.3		
PHF	.760	.942	.667	.940	.761	.893	.789	.855	.667	.938	.871	.955	.600	.650	.781	.852	.978

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City of El Monte
N/S: Santa Anita Avenue
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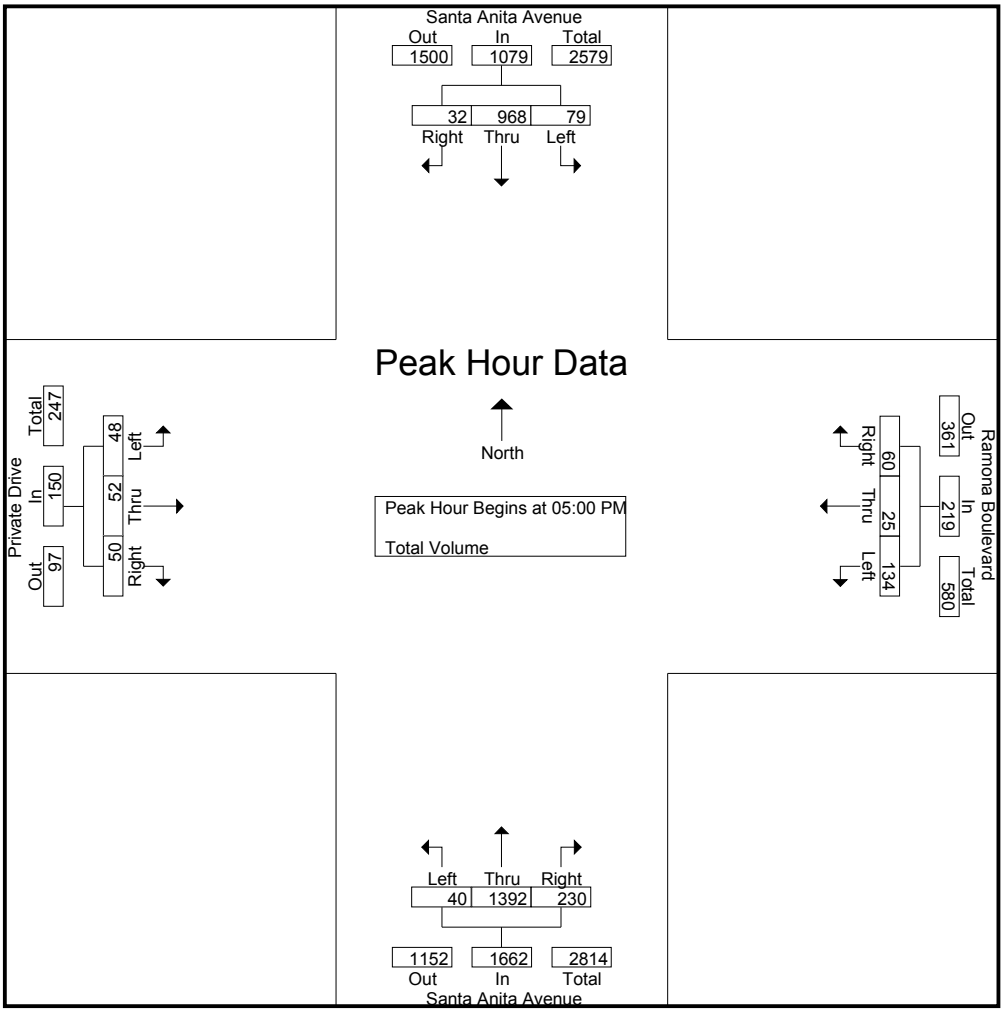
Weather: Sunny

File Name : ELMSARAPM
Site Code : 00000006
Start Date : 9/13/2012
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				05:00 PM				04:30 PM			
+0 mins.	18	**257**	**12**	**287**	31	**11**	19	61	8	322	63	393	11	**19**	**19**	**49**
+15 mins.	16	246	3	265	**51**	7	15	73	8	359	52	419	8	13	7	28
+30 mins.	**26**	243	5	274	51	7	**20**	**78**	9	340	**66**	415	**20**	8	16	44
+45 mins.	19	222	12	253	33	5	19	57	**15**	**371**	49	**435**	12	14	12	38
Total Volume	79	968	32	1079	166	30	73	269	40	1392	230	1662	51	54	54	159
% App. Total	7.3	89.7	3		61.7	11.2	27.1		2.4	83.8	13.8		32.1	34	34	
PHF	.760	.942	.667	.940	.814	.682	.913	.862	.667	.938	.871	.955	.638	.711	.711	.811

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City of El Monte
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E/W: Ramona Boulevard
Weather: Sunny

File Name : ELMSARASAT
Site Code : 00000006
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Santa Anita Avenue Southbound				Ramona Boulevard Westbound				Santa Anita Avenue Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	11	252	2	265	42	8	7	57	6	232	31	269	3	5	8	16	607
12:15 PM	6	217	1	224	43	2	21	66	8	244	31	283	2	5	4	11	584
12:30 PM	7	227	6	240	45	7	19	71	9	202	28	239	2	6	14	22	572
12:45 PM	8	225	4	237	34	3	15	52	8	243	39	290	4	2	7	13	592
Total	32	921	13	966	164	20	62	246	31	921	129	1081	11	18	33	62	2355
01:00 PM	6	192	4	202	37	5	19	61	5	235	38	278	4	8	8	20	561
01:15 PM	10	214	0	224	35	6	10	51	7	218	28	253	2	3	6	11	539
01:30 PM	9	204	2	215	47	7	13	67	7	228	22	257	1	3	4	8	547
01:45 PM	9	260	3	272	32	6	14	52	7	270	32	309	0	2	4	6	639
Total	34	870	9	913	151	24	56	231	26	951	120	1097	7	16	22	45	2286
Grand Total	66	1791	22	1879	315	44	118	477	57	1872	249	2178	18	34	55	107	4641
Apprch %	3.5	95.3	1.2		66	9.2	24.7		2.6	86	11.4		16.8	31.8	51.4		
Total %	1.4	38.6	0.5	40.5	6.8	0.9	2.5	10.3	1.2	40.3	5.4	46.9	0.4	0.7	1.2	2.3	

	Santa Anita Avenue Southbound				Ramona Boulevard Westbound				Santa Anita Avenue Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**11**	**252**	2	**265**	42	**8**	7	57	6	232	31	269	3	5	8	16	**607**
12:15 PM	6	217	1	224	43	2	**21**	66	8	**244**	31	283	2	5	4	11	584
12:30 PM	7	227	**6**	240	**45**	7	19	**71**	**9**	202	28	239	2	**6**	**14**	**22**	572
12:45 PM	8	225	4	237	34	3	15	52	8	243	**39**	**290**	**4**	2	7	13	592
Total Volume	32	921	13	966	164	20	62	246	31	921	129	1081	11	18	33	62	2355
% App. Total	3.3	95.3	1.3		66.7	8.1	25.2		2.9	85.2	11.9		17.7	29	53.2		
PHF	.727	.914	.542	.911	.911	.625	.738	.866	.861	.944	.827	.932	.688	.750	.589	.705	.970

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City of El Monte
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File Name : ELMSARASAT
Site Code : 00000006
Start Date : 9/15/2012
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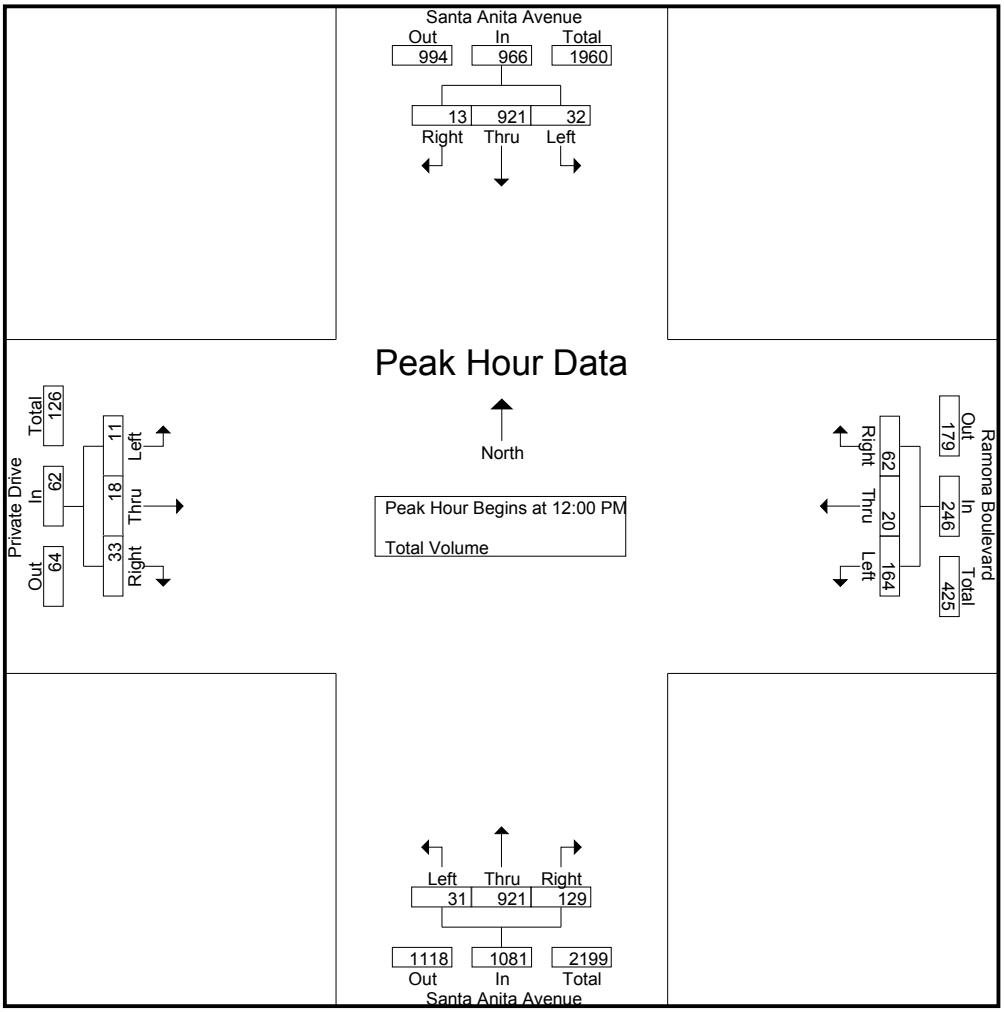

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:15 PM				01:00 PM				12:15 PM			
+0 mins.	**11**	**252**	2	**265**	43	2	**21**	66	5	235	**38**	278	2	5	4	11
+15 mins.	6	217	1	224	**45**	**7**	19	**71**	**7**	218	28	253	2	6	**14**	**22**
+30 mins.	7	227	**6**	240	34	3	15	52	7	228	22	257	**4**	2	7	13
+45 mins.	8	225	4	237	37	5	19	61	7	**270**	32	**309**	4	**8**	8	20
Total Volume	32	921	13	966	159	17	74	250	26	951	120	1097	12	21	33	66
% App. Total	3.3	95.3	1.3		63.6	6.8	29.6		2.4	86.7	10.9		18.2	31.8	50	
PHF	.727	.914	.542	.911	.883	.607	.881	.880	.929	.881	.789	.888	.750	.656	.589	.750

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City of El Monte
N/S: Santa Anita Avenue
E/W: I-10 Westbound Ramps/Brockway St
Weather: Sunny

File Name : ELMSA10WAM
Site Code : 00000007
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Santa Anita Avenue Southbound				I-10 Westbound Off Ramp/Brockway Street Westbound				Santa Anita Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	185	78	263	92	64	99	255	36	99	0	135	0	0	0	0	653
07:15 AM	0	215	89	304	98	74	99	271	66	164	0	230	0	0	0	0	805
07:30 AM	0	241	89	330	119	50	81	250	57	222	0	279	0	0	0	0	859
07:45 AM	0	269	92	361	119	45	86	250	80	254	0	334	0	0	0	0	945
Total	0	910	348	1258	428	233	365	1026	239	739	0	978	0	0	0	0	3262
08:00 AM	0	299	85	384	105	59	93	257	66	231	0	297	0	0	0	0	938
08:15 AM	0	281	92	373	101	48	90	239	58	201	0	259	0	0	0	0	871
08:30 AM	0	265	74	339	110	23	101	234	67	191	0	258	0	0	0	0	831
08:45 AM	0	241	85	326	114	40	86	240	65	179	0	244	0	0	0	0	810
Total	0	1086	336	1422	430	170	370	970	256	802	0	1058	0	0	0	0	3450
Grand Total	0	1996	684	2680	858	403	735	1996	495	1541	0	2036	0	0	0	0	6712
Apprch %	0	74.5	25.5		43	20.2	36.8		24.3	75.7	0		0	0	0		
Total %	0	29.7	10.2	39.9	12.8	6	11	29.7	7.4	23	0	30.3	0	0	0	0	

	Santa Anita Avenue Southbound				I-10 Westbound Off Ramp/Brockway Street Westbound				Santa Anita Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	241	89	330	**119**	50	81	250	57	222	0	279	0	0	0	0	859
07:45 AM	0	269	**92**	361	119	45	86	250	**80**	**254**	0	**334**	0	0	0	0	**945**
08:00 AM	0	**299**	85	**384**	105	**59**	**93**	**257**	66	231	0	297	0	0	0	0	938
08:15 AM	0	281	92	373	101	48	90	239	58	201	0	259	0	0	0	0	871
Total Volume	0	1090	358	1448	444	202	350	996	261	908	0	1169	0	0	0	0	3613
% App. Total	0	75.3	24.7		44.6	20.3	35.1		22.3	77.7	0		0	0	0		
PHF	.000	.911	.973	.943	.933	.856	.941	.969	.816	.894	.000	.875	.000	.000	.000	.000	.956

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City of El Monte
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Weather: Sunny

File Name : ELMSA10WAM
Site Code : 00000007
Start Date : 9/13/2012
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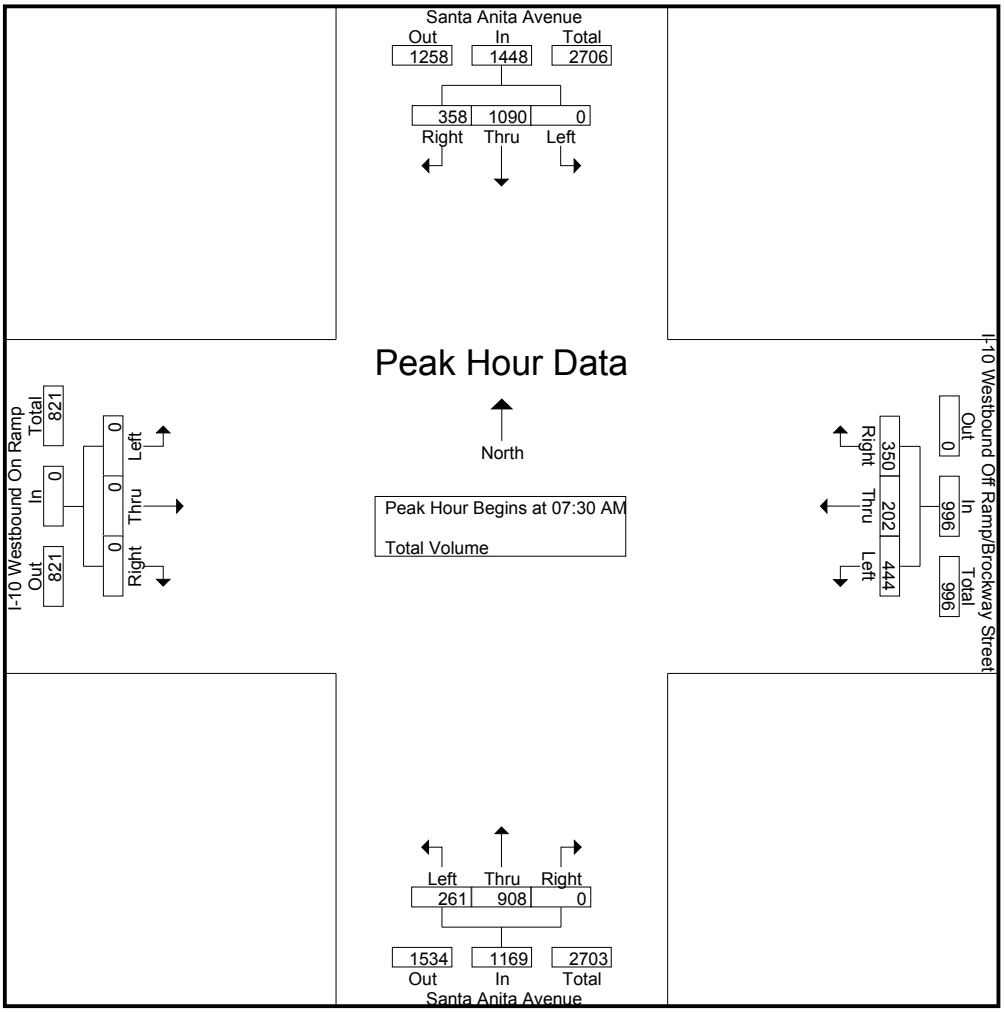

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:30 AM				07:00 AM			
+0 mins.	0	269	**92**	361	98	**74**	**99**	**271**	57	222	0	279	0	0	0	0
+15 mins.	0	**299**	85	**384**	**119**	50	81	250	**80**	**254**	0	**334**	0	0	0	0
+30 mins.	0	281	92	373	119	45	86	250	66	231	0	297	0	0	0	0
+45 mins.	0	265	74	339	105	59	93	257	58	201	0	259	0	0	0	0
Total Volume	0	1114	343	1457	441	228	359	1028	261	908	0	1169	0	0	0	0
% App. Total	0	76.5	23.5		42.9	22.2	34.9		22.3	77.7	0		0	0	0	
PHF	.000	.931	.932	.949	.926	.770	.907	.948	.816	.894	.000	.875	.000	.000	.000	.000

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City of El Monte
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Weather: Sunny

File Name : ELMSA10WPM
Site Code : 00000015
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Santa Anita Avenue Southbound				I-10 Westbound Off Ramp/Brockway Street Westbound				Santa Anita Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	215	69	284	46	36	51	133	55	301	0	356	0	0	0	0	773
04:15 PM	0	195	62	257	66	32	39	137	65	325	0	390	0	0	0	0	784
04:30 PM	0	215	79	294	55	28	36	119	71	349	0	420	0	0	0	0	833
04:45 PM	0	201	76	277	72	26	58	156	79	345	0	424	0	0	0	0	857
Total	0	826	286	1112	239	122	184	545	270	1320	0	1590	0	0	0	0	3247
05:00 PM	0	265	71	336	77	32	52	161	85	339	0	424	0	0	0	0	921
05:15 PM	0	219	81	300	73	39	73	185	69	351	0	420	0	0	0	0	905
05:30 PM	0	205	70	275	76	41	76	193	89	355	0	444	0	0	0	0	912
05:45 PM	0	201	72	273	61	35	61	157	163	345	0	508	0	0	0	0	938
Total	0	890	294	1184	287	147	262	696	406	1390	0	1796	0	0	0	0	3676
Grand Total	0	1716	580	2296	526	269	446	1241	676	2710	0	3386	0	0	0	0	6923
Apprch %	0	74.7	25.3		42.4	21.7	35.9		20	80	0		0	0	0		
Total %	0	24.8	8.4	33.2	7.6	3.9	6.4	17.9	9.8	39.1	0	48.9	0	0	0	0	

	Santa Anita Avenue Southbound				I-10 Westbound Off Ramp/Brockway Street Westbound				Santa Anita Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**265**	71	**336**	**77**	32	52	161	85	339	0	424	0	0	0	0	921
05:15 PM	0	219	**81**	300	73	39	73	185	69	351	0	420	0	0	0	0	905
05:30 PM	0	205	70	275	76	**41**	**76**	**193**	89	**355**	0	444	0	0	0	0	912
05:45 PM	0	201	72	273	61	35	61	157	**163**	345	0	**508**	0	0	0	0	**938**
Total Volume	0	890	294	1184	287	147	262	696	406	1390	0	1796	0	0	0	0	3676
% App. Total	0	75.2	24.8		41.2	21.1	37.6		22.6	77.4	0		0	0	0		
PHF	.000	.840	.907	.881	.932	.896	.862	.902	.623	.979	.000	.884	.000	.000	.000	.000	.980

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Weather: Sunny

File Name : ELMSA10WPM
Site Code : 00000015
Start Date : 9/13/2012
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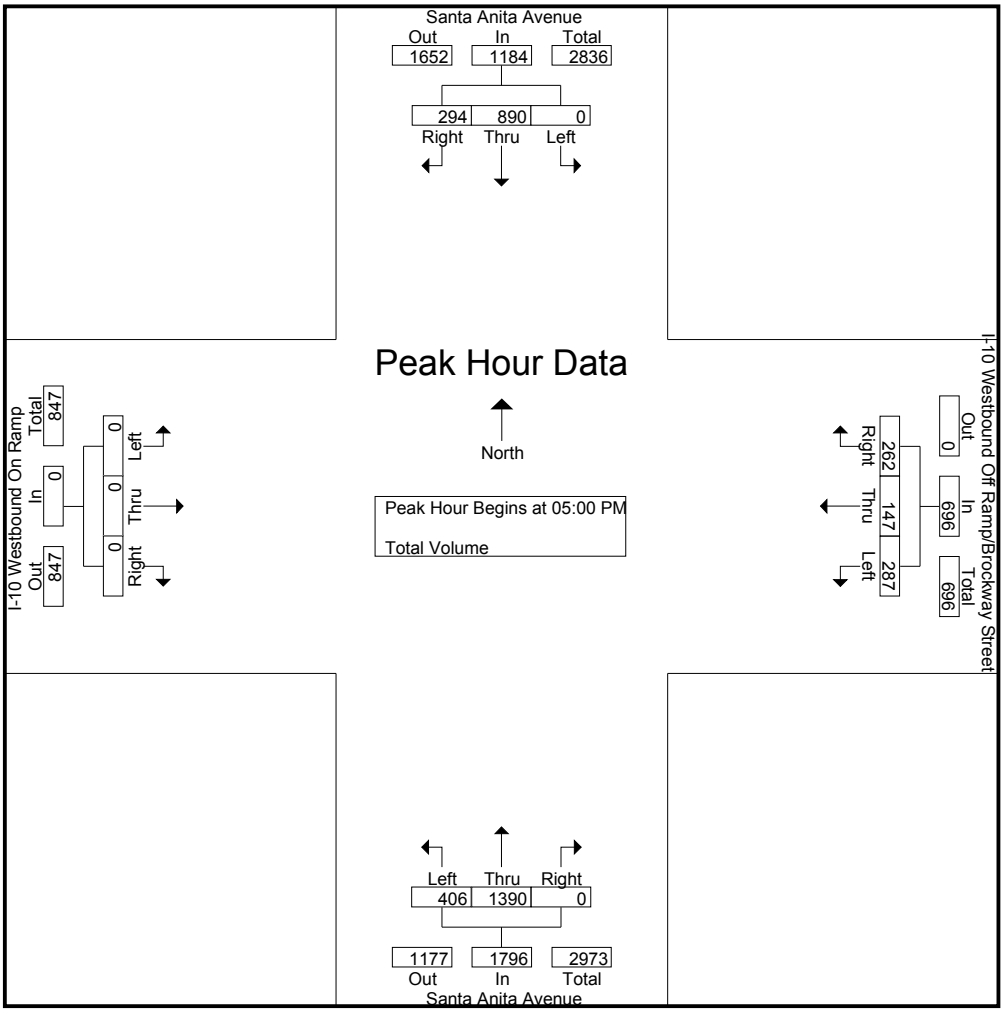

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	215	79	294	**77**	32	52	161	85	339	0	424	0	0	0	0
+15 mins.	0	201	76	277	73	39	73	185	69	351	0	420	0	0	0	0
+30 mins.	0	**265**	71	**336**	76	**41**	**76**	**193**	89	**355**	0	444	0	0	0	0
+45 mins.	0	219	**81**	300	61	35	61	157	**163**	345	0	**508**	0	0	0	0
Total Volume	0	900	307	1207	287	147	262	696	406	1390	0	1796	0	0	0	0
% App. Total	0	74.6	25.4		41.2	21.1	37.6		22.6	77.4	0		0	0	0	
PHF	.000	.849	.948	.898	.932	.896	.862	.902	.623	.979	.000	.884	.000	.000	.000	.000

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City of El Monte
N/S: Santa Anita Avenue
E/W: I-10 Westbound Ramps/Brockway St
Weather: Sunny

File Name : ELMSA10WSAT
Site Code : 00000027
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Santa Anita Avenue Southbound				I-10 Westbound Off Ramp/Brockway St Westbound				Santa Anita Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	203	116	319	69	23	58	150	51	209	0	260	0	0	0	0	729
12:15 PM	0	190	82	272	71	27	53	151	73	224	0	297	0	0	0	0	720
12:30 PM	0	174	93	267	80	26	51	157	67	196	0	263	0	0	0	0	687
12:45 PM	0	174	104	278	70	20	46	136	71	245	0	316	0	0	0	0	730
Total	0	741	395	1136	290	96	208	594	262	874	0	1136	0	0	0	0	2866
01:00 PM	0	162	76	238	61	24	53	138	73	229	0	302	0	0	0	0	678
01:15 PM	0	157	101	258	62	17	46	125	68	192	0	260	0	0	0	0	643
01:30 PM	0	144	90	234	62	23	63	148	65	195	0	260	0	0	0	0	642
01:45 PM	0	187	97	284	69	23	74	166	62	234	0	296	0	0	0	0	746
Total	0	650	364	1014	254	87	236	577	268	850	0	1118	0	0	0	0	2709
Grand Total	0	1391	759	2150	544	183	444	1171	530	1724	0	2254	0	0	0	0	5575
Apprch %	0	64.7	35.3		46.5	15.6	37.9		23.5	76.5	0		0	0	0		
Total %	0	25	13.6	38.6	9.8	3.3	8	21	9.5	30.9	0	40.4	0	0	0	0	

	Santa Anita Avenue Southbound				I-10 Westbound Off Ramp/Brockway St Westbound				Santa Anita Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	**203**	**116**	**319**	69	23	**58**	150	51	209	0	260	0	0	0	0	729
12:15 PM	0	190	82	272	71	**27**	53	151	**73**	224	0	297	0	0	0	0	720
12:30 PM	0	174	93	267	**80**	26	51	**157**	67	196	0	263	0	0	0	0	687
12:45 PM	0	174	104	278	70	20	46	136	71	**245**	0	**316**	0	0	0	0	**730**
Total Volume	0	741	395	1136	290	96	208	594	262	874	0	1136	0	0	0	0	2866
% App. Total	0	65.2	34.8		48.8	16.2	35		23.1	76.9	0		0	0	0		
PHF	.000	.913	.851	.890	.906	.889	.897	.946	.897	.892	.000	.899	.000	.000	.000	.000	.982

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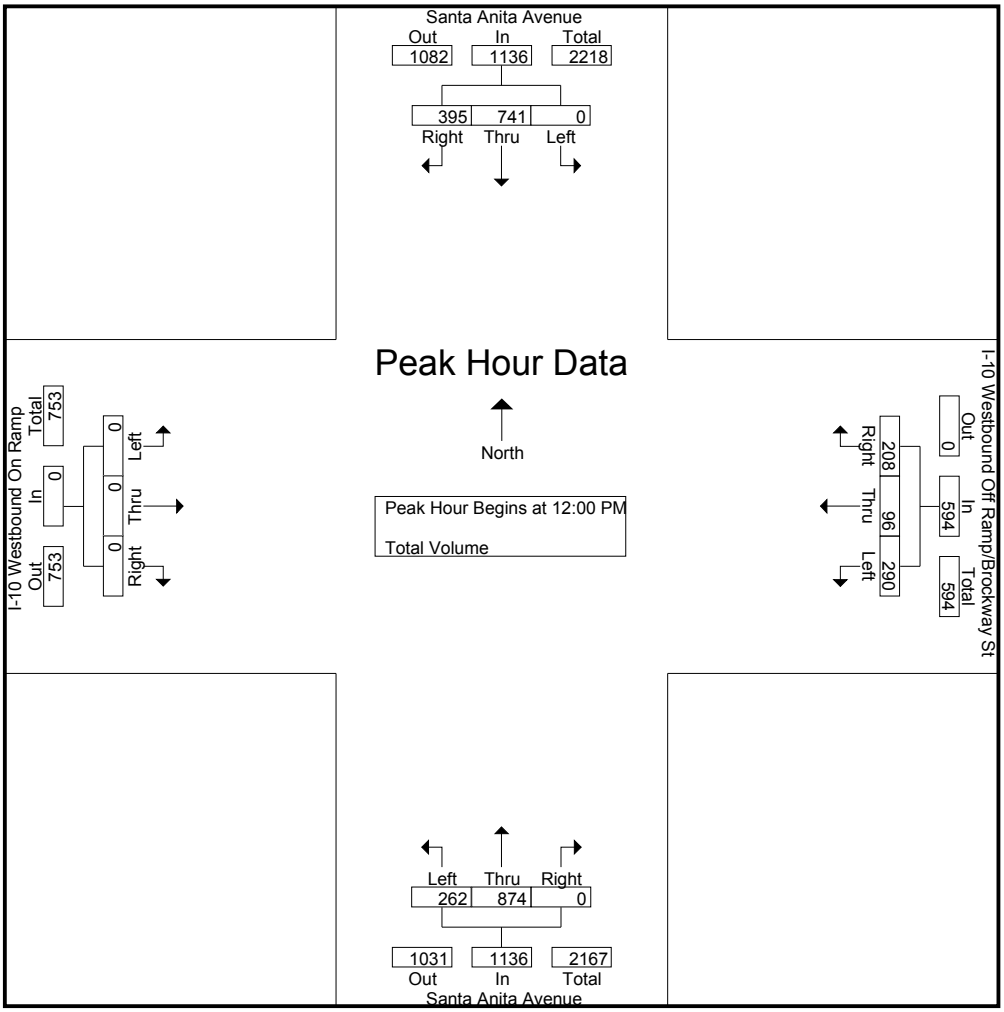
City of El Monte
N/S: Santa Anita Avenue
E/W: I-10 Westbound Ramps/Brockway St
Weather: Sunny

File Name : ELMSA10WSAT
Site Code : 00000027
Start Date : 9/15/2012
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:00 PM				12:15 PM				12:00 PM			
+0 mins.	0	**203**	**116**	**319**	69	23	**58**	150	**73**	224	0	297	0	0	0	0
+15 mins.	0	190	82	272	71	**27**	53	151	67	196	0	263	0	0	0	0
+30 mins.	0	174	93	267	**80**	26	51	**157**	71	**245**	0	**316**	0	0	0	0
+45 mins.	0	174	104	278	70	20	46	136	73	229	0	302	0	0	0	0
Total Volume	0	741	395	1136	290	96	208	594	284	894	0	1178	0	0	0	0
% App. Total	0	65.2	34.8		48.8	16.2	35		24.1	75.9	0		0	0	0	
PHF	.000	.913	.851	.890	.906	.889	.897	.946	.973	.912	.000	.932	.000	.000	.000	.000

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City of El Monte
N/S: Santa Anita Avenue
E/W: I-10 Eastbound Off Ramp/Asher St
Weather: Sunny

File Name : ELMSA10EAM
Site Code : 00000006
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Santa Anita Avenue Southbound				Asher Street Westbound				Santa Anita Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	54	218	0	272	0	0	0	0	0	115	54	169	48	10	54	112	553
07:15 AM	68	235	0	303	0	0	0	0	0	173	80	253	73	17	66	156	712
07:30 AM	78	268	0	346	0	0	0	0	0	199	88	287	88	31	90	209	842
07:45 AM	65	331	0	396	0	0	0	0	0	198	84	282	121	27	93	241	919
Total	265	1052	0	1317	0	0	0	0	0	685	306	991	330	85	303	718	3026
08:00 AM	85	298	0	383	0	0	0	0	0	199	62	261	78	11	78	167	811
08:15 AM	85	305	0	390	0	0	0	0	0	157	61	218	90	25	112	227	835
08:30 AM	61	297	0	358	0	0	0	0	0	159	53	212	98	21	100	219	789
08:45 AM	84	253	0	337	0	0	0	0	0	165	55	220	110	27	104	241	798
Total	315	1153	0	1468	0	0	0	0	0	680	231	911	376	84	394	854	3233
Grand Total	580	2205	0	2785	0	0	0	0	0	1365	537	1902	706	169	697	1572	6259
Apprch %	20.8	79.2	0		0	0	0		0	71.8	28.2		44.9	10.8	44.3		
Total %	9.3	35.2	0	44.5	0	0	0	0	0	21.8	8.6	30.4	11.3	2.7	11.1	25.1	

	Santa Anita Avenue Southbound				Asher Street Westbound				Santa Anita Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	78	268	0	346	0	0	0	0	0	**199**	**88**	**287**	88	**31**	90	209	842
07:45 AM	65	**331**	0	**396**	0	0	0	0	0	198	84	282	**121**	27	93	**241**	**919**
08:00 AM	**85**	298	0	383	0	0	0	0	0	199	62	261	78	11	78	167	811
08:15 AM	85	305	0	390	0	0	0	0	0	157	61	218	90	25	**112**	227	835
Total Volume	313	1202	0	1515	0	0	0	0	0	753	295	1048	377	94	373	844	3407
% App. Total	20.7	79.3	0		0	0	0		0	71.9	28.1		44.7	11.1	44.2		
PHF	.921	.908	.000	.956	.000	.000	.000	.000	.000	.946	.838	.913	.779	.758	.833	.876	.927

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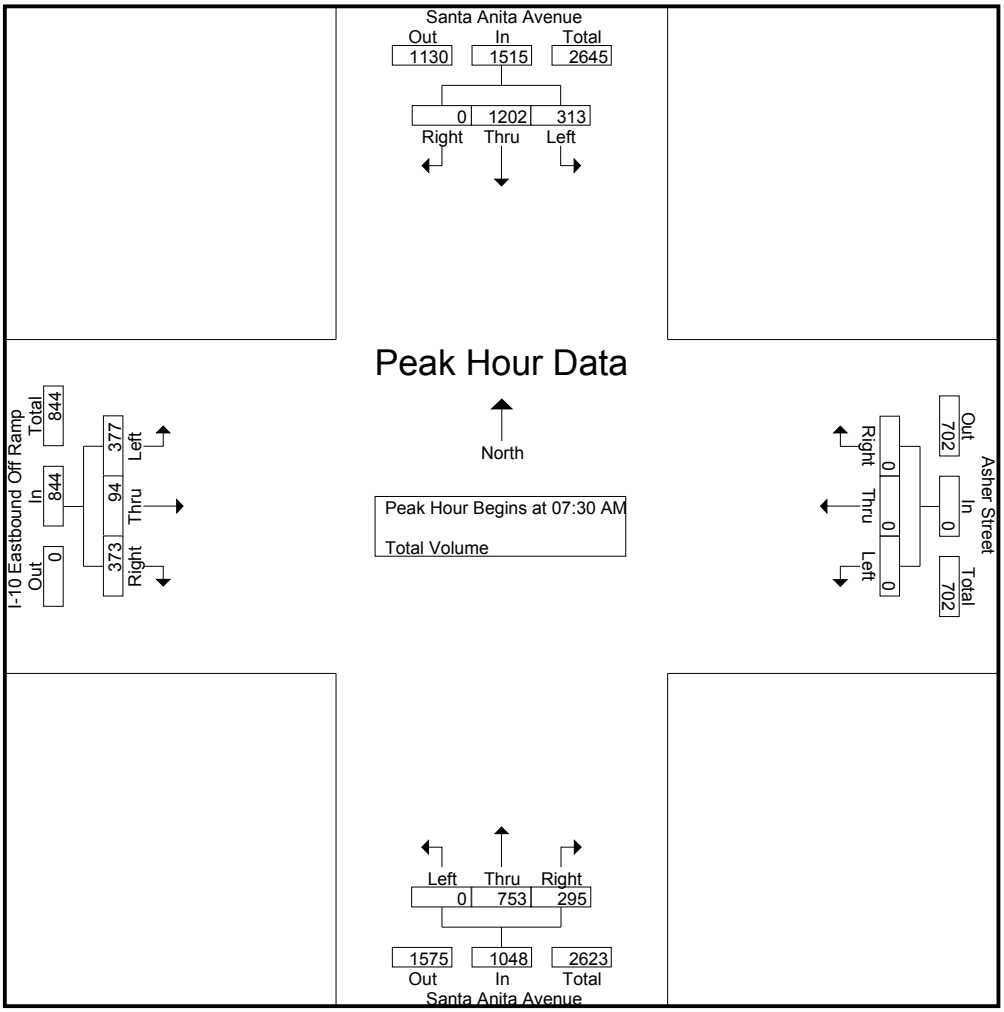
City of El Monte
N/S: Santa Anita Avenue
E/W: I-10 Eastbound Off Ramp/Asher St
Weather: Sunny

File Name : ELMSA10EAM
Site Code : 00000006
Start Date : 9/13/2012
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	65	**331**	0	**396**	0	0	0	0	0	173	80	253	**121**	**27**	93	**241**
+15 mins.	**85**	298	0	383	0	0	0	0	0	**199**	**88**	**287**	78	11	78	167
+30 mins.	85	305	0	390	0	0	0	0	0	198	84	282	90	25	**112**	227
+45 mins.	61	297	0	358	0	0	0	0	0	199	62	261	98	21	100	219
Total Volume	296	1231	0	1527	0	0	0	0	0	769	314	1083	387	84	383	854
% App. Total	19.4	80.6	0		0	0	0		0	71	29		45.3	9.8	44.8	
PHF	.871	.930	.000	.964	.000	.000	.000	.000	.000	.966	.892	.943	.800	.778	.855	.886

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City of El Monte
N/S: Santa Anita Avenue
E/W: I-10 Eastbound Off Ramp/Asher St
Weather: Sunny

File Name : ELMSA10EPM
Site Code : 00000006
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Santa Anita Avenue Southbound				Asher Street Westbound				Santa Anita Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	69	202	0	271	0	0	0	0	0	245	55	300	101	60	106	267	838
04:15 PM	41	214	0	255	0	0	0	0	0	245	47	292	139	50	90	279	826
04:30 PM	52	230	0	282	0	0	0	0	0	258	34	292	140	48	105	293	867
04:45 PM	50	225	0	275	0	0	0	0	0	278	29	307	152	46	141	339	921
Total	212	871	0	1083	0	0	0	0	0	1026	165	1191	532	204	442	1178	3452
05:00 PM	63	266	0	329	0	0	0	0	0	309	42	351	150	50	120	320	1000
05:15 PM	66	263	0	329	0	0	0	0	0	265	46	311	142	24	97	263	903
05:30 PM	65	230	0	295	0	0	0	0	0	313	47	360	158	35	115	308	963
05:45 PM	69	233	0	302	0	0	0	0	0	325	39	364	147	34	103	284	950
Total	263	992	0	1255	0	0	0	0	0	1212	174	1386	597	143	435	1175	3816
Grand Total	475	1863	0	2338	0	0	0	0	0	2238	339	2577	1129	347	877	2353	7268
Apprch %	20.3	79.7	0		0	0	0		0	86.8	13.2		48	14.7	37.3		
Total %	6.5	25.6	0	32.2	0	0	0	0	0	30.8	4.7	35.5	15.5	4.8	12.1	32.4	

	Santa Anita Avenue Southbound				Asher Street Westbound				Santa Anita Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	63	**266**	0	**329**	0	0	0	0	0	309	42	351	150	**50**	**120**	**320**	**1000**
05:15 PM	66	263	0	329	0	0	0	0	0	265	46	311	142	24	97	263	903
05:30 PM	65	230	0	295	0	0	0	0	0	313	**47**	360	**158**	35	115	308	963
05:45 PM	**69**	233	0	302	0	0	0	0	0	**325**	39	**364**	147	34	103	284	950
Total Volume	263	992	0	1255	0	0	0	0	0	1212	174	1386	597	143	435	1175	3816
% App. Total	21	79	0		0	0	0		0	87.4	12.6		50.8	12.2	37		
PHF	.953	.932	.000	.954	.000	.000	.000	.000	.000	.932	.926	.952	.945	.715	.906	.918	.954

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City of El Monte
N/S: Santa Anita Avenue
E/W: I-10 Eastbound Off Ramp/Asher St
Weather: Sunny

File Name : ELMSA10EPM
Site Code : 00000006
Start Date : 9/13/2012
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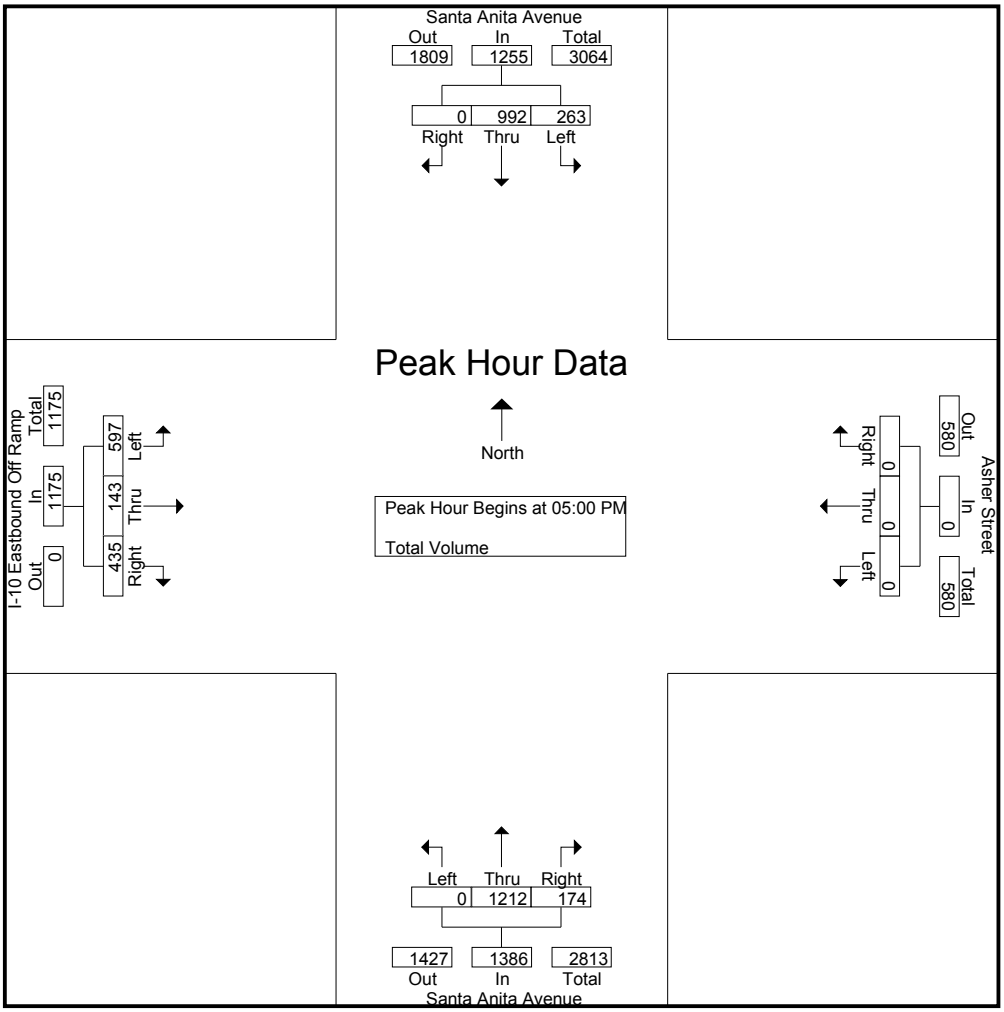

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				05:00 PM				04:15 PM			
+0 mins.	63	**266**	0	**329**	0	0	0	0	0	309	42	351	139	**50**	90	279
+15 mins.	66	263	0	329	0	0	0	0	0	265	46	311	140	48	105	293
+30 mins.	65	230	0	295	0	0	0	0	0	313	**47**	360	**152**	46	**141**	**339**
+45 mins.	**69**	233	0	302	0	0	0	0	0	**325**	39	**364**	150	50	120	320
Total Volume	263	992	0	1255	0	0	0	0	0	1212	174	1386	581	194	456	1231
% App. Total	21	79	0		0	0	0		0	87.4	12.6		47.2	15.8	37	
PHF	.953	.932	.000	.954	.000	.000	.000	.000	.000	.932	.926	.952	.956	.970	.809	.908

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City of El Monte
N/S: Santa Anita Avenue
E/W: I-10 Eastbound Off Ramp/Asher St
Weather: Sunny

File Name : ELMSA10ESAT
Site Code : 00000005
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Santa Anita Avenue Southbound				Asher Street Westbound				Santa Anita Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	71	178	0	249	0	0	0	0	0	147	70	217	102	28	63	193	659
12:15 PM	61	180	0	241	0	0	0	0	0	179	58	237	104	26	45	175	653
12:30 PM	76	188	0	264	0	0	0	0	0	186	79	265	92	25	50	167	696
12:45 PM	52	186	0	238	0	0	0	0	0	179	51	230	108	16	74	198	666
Total	260	732	0	992	0	0	0	0	0	691	258	949	406	95	232	733	2674
01:00 PM	50	163	0	213	0	0	0	0	0	183	83	266	112	18	60	190	669
01:15 PM	63	162	0	225	0	0	0	0	0	165	49	214	98	22	49	169	608
01:30 PM	61	151	0	212	0	0	0	0	0	155	53	208	107	24	66	197	617
01:45 PM	74	176	0	250	0	0	0	0	0	182	53	235	120	24	61	205	690
Total	248	652	0	900	0	0	0	0	0	685	238	923	437	88	236	761	2584
Grand Total	508	1384	0	1892	0	0	0	0	0	1376	496	1872	843	183	468	1494	5258
Apprch %	26.8	73.2	0		0	0	0		0	73.5	26.5		56.4	12.2	31.3		
Total %	9.7	26.3	0	36	0	0	0	0	0	26.2	9.4	35.6	16	3.5	8.9	28.4	

	Santa Anita Avenue Southbound				Asher Street Westbound				Santa Anita Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	61	180	0	241	0	0	0	0	0	179	58	237	104	**26**	45	175	653
12:30 PM	**76**	**188**	0	**264**	0	0	0	0	0	**186**	79	265	92	25	50	167	**696**
12:45 PM	52	186	0	238	0	0	0	0	0	179	51	230	108	16	**74**	**198**	666
01:00 PM	50	163	0	213	0	0	0	0	0	183	**83**	**266**	**112**	18	60	190	669
Total Volume	239	717	0	956	0	0	0	0	0	727	271	998	416	85	229	730	2684
% App. Total	25	75	0		0	0	0		0	72.8	27.2		57	11.6	31.4		
PHF	.786	.953	.000	.905	.000	.000	.000	.000	.000	.977	.816	.938	.929	.817	.774	.922	.964

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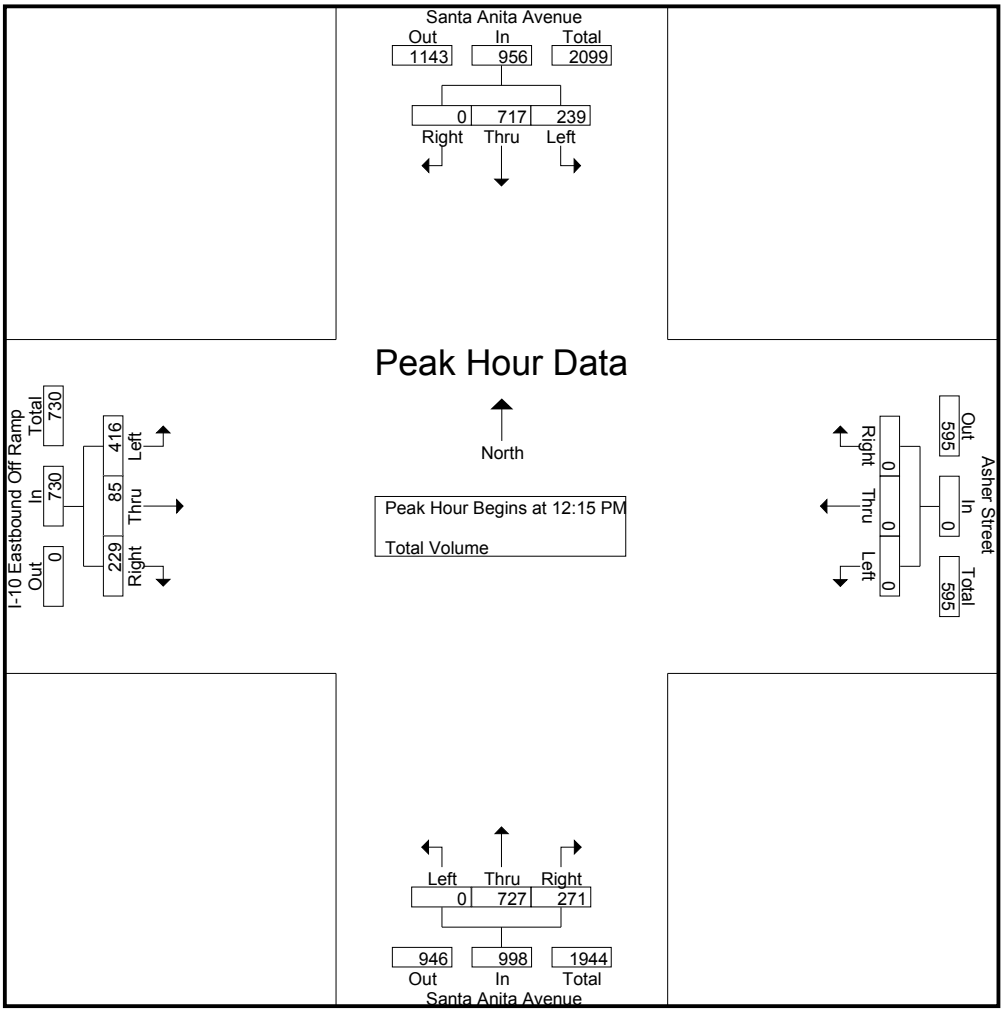
City of El Monte
N/S: Santa Anita Avenue
E/W: I-10 Eastbound Off Ramp/Asher St
Weather: Sunny

File Name : ELMSA10ESAT
Site Code : 00000005
Start Date : 9/15/2012
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				12:00 PM				12:15 PM				01:00 PM			
+0 mins.	71	178	0	249	0	0	0	0	0	179	58	237	112	18	60	190
+15 mins.	61	180	0	241	0	0	0	0	0	**186**	79	265	98	22	49	169
+30 mins.	**76**	**188**	0	**264**	0	0	0	0	0	179	51	230	107	**24**	**66**	197
+45 mins.	52	186	0	238	0	0	0	0	0	183	**83**	**266**	**120**	24	61	**205**
Total Volume	260	732	0	992	0	0	0	0	0	727	271	998	437	88	236	761
% App. Total	26.2	73.8	0		0	0	0		0	72.8	27.2		57.4	11.6	31	
PHF	.855	.973	.000	.939	.000	.000	.000	.000	.000	.977	.816	.938	.910	.917	.894	.928

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City of El Monte
N/S: Granada Avenue
E/W: Brockway Street/I-10 WB Off Ramp
Weather: Sunny

File Name : ELMGRBR10WAM
Site Code : 00000066
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Granada Avenue Southbound				Brockway Street Westbound					I-10 Westbound Off Ramp Northbound				I-10 Westbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	3	3	0	56	0	1	57	202	0	0	202	0	0	0	0	262
07:15 AM	0	0	14	14	0	45	3	0	48	191	0	0	191	0	0	0	0	253
07:30 AM	0	0	14	14	0	56	2	0	58	177	0	0	177	0	0	0	0	249
07:45 AM	0	0	6	6	0	57	8	0	65	189	0	0	189	0	0	0	0	260
Total	0	0	37	37	0	214	13	1	228	759	0	0	759	0	0	0	0	1024
08:00 AM	0	0	7	7	0	56	6	0	62	193	0	0	193	0	0	0	0	262
08:15 AM	0	0	7	7	0	41	2	0	43	192	0	0	192	0	0	0	0	242
08:30 AM	0	0	5	5	0	31	4	0	35	198	0	0	198	0	0	0	0	238
08:45 AM	0	0	9	9	0	50	2	0	52	184	0	0	184	0	0	0	0	245
Total	0	0	28	28	0	178	14	0	192	767	0	0	767	0	0	0	0	987
Grand Total	0	0	65	65	0	392	27	1	420	1526	0	0	1526	0	0	0	0	2011
Apprch %	0	0	100		0	93.3	6.4	0.2		100	0	0		0	0	0		
Total %	0	0	3.2	3.2	0	19.5	1.3	0	20.9	75.9	0	0	75.9	0	0	0	0	

	Granada Avenue Southbound				Brockway Street Westbound					I-10 Westbound Off Ramp Northbound				I-10 Westbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:00 AM																		
07:00 AM	0	0	3	3	0	56	0	**1**	57	**202**	0	0	**202**	0	0	0	0	**262**
07:15 AM	0	0	**14**	**14**	0	45	3	0	48	191	0	0	191	0	0	0	0	253
07:30 AM	0	0	14	14	0	56	2	0	58	177	0	0	177	0	0	0	0	249
07:45 AM	0	0	6	6	0	**57**	**8**	0	**65**	189	0	0	189	0	0	0	0	260
Total Volume	0	0	37	37	0	214	13	1	228	759	0	0	759	0	0	0	0	1024
% App. Total	0	0	100		0	93.9	5.7	0.4		100	0	0		0	0	0		
PHF	.000	.000	.661	.661	.000	.939	.406	.250	.877	.939	.000	.000	.939	.000	.000	.000	.000	.977

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City of El Monte
N/S: Granada Avenue
E/W: Brockway Street/I-10 WB Off Ramp
Weather: Sunny

File Name : ELMGRBR10WAM
Site Code : 00000066
Start Date : 9/13/2012
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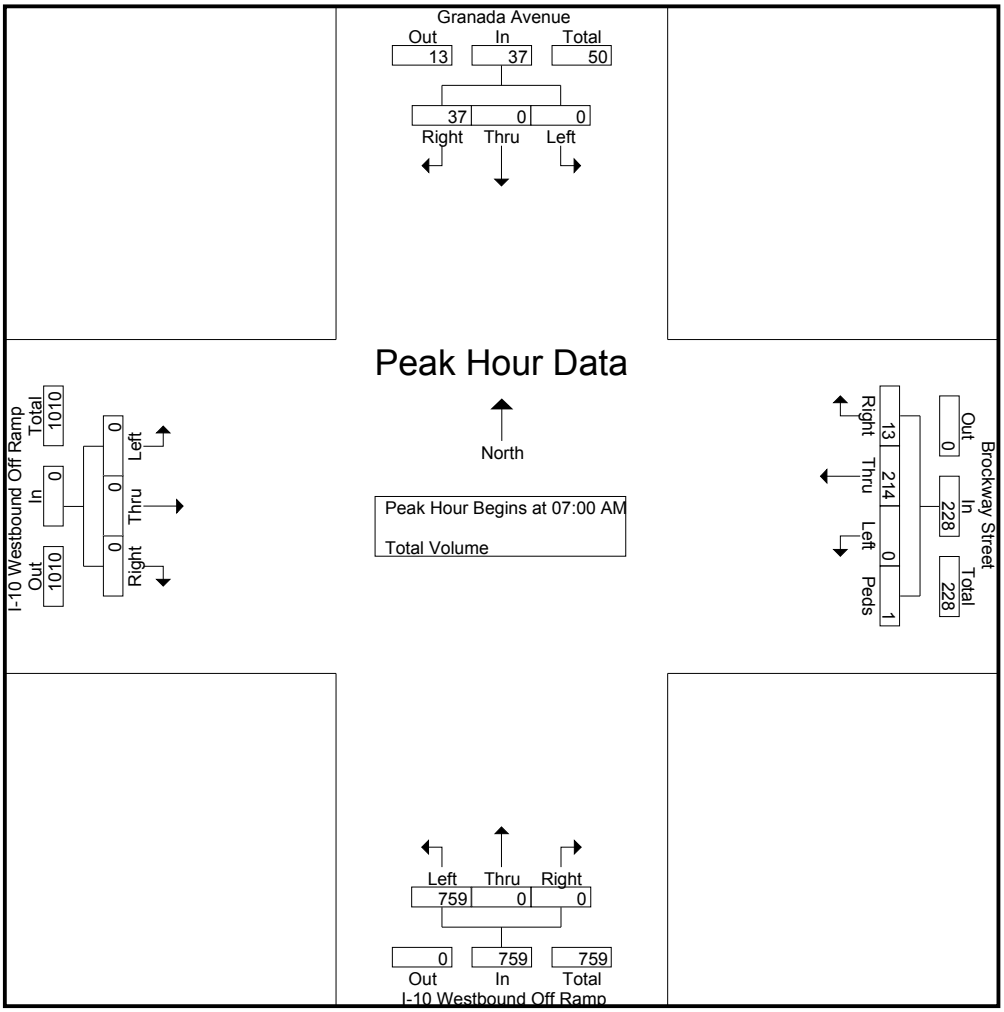

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM					07:45 AM				07:00 AM			
+0 mins.	0	0	**14**	**14**	0	45	3	0	48	189	0	0	189	0	0	0	0
+15 mins.	0	0	14	14	0	56	2	0	58	193	0	0	193	0	0	0	0
+30 mins.	0	0	6	6	0	**57**	**8**	0	**65**	192	0	0	192	0	0	0	0
+45 mins.	0	0	7	7	0	56	6	0	62	**198**	0	0	**198**	0	0	0	0
Total Volume	0	0	41	41	0	214	19	0	233	772	0	0	772	0	0	0	0
% App. Total	0	0	100		0	91.8	8.2	0		100	0	0		0	0	0	
PHF	.000	.000	.732	.732	.000	.939	.594	.000	.896	.975	.000	.000	.975	.000	.000	.000	.000

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City of El Monte
N/S: Granada Avenue
E/W: Brockway Street/I-10 WB Off Ramp
Weather: Sunny

File Name : ELMGRBR10WPM
Site Code : 00000066
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Granada Avenue Southbound				Brockway Street Westbound					I-10 Westbound Off Ramp Northbound				I-10 Westbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	6	6	0	44	2	0	46	85	0	0	85	0	0	0	0	137
04:15 PM	0	0	2	2	0	37	3	0	40	97	0	0	97	0	0	0	0	139
04:30 PM	0	0	3	3	0	39	2	0	41	99	0	0	99	0	0	0	0	143
04:45 PM	0	0	1	1	0	33	1	0	34	119	0	0	119	0	0	0	0	154
Total	0	0	12	12	0	153	8	0	161	400	0	0	400	0	0	0	0	573
05:00 PM	0	0	5	5	0	49	4	0	53	107	0	0	107	0	0	0	0	165
05:15 PM	0	0	1	1	0	51	1	0	52	123	0	0	123	0	0	0	0	176
05:30 PM	0	0	3	3	0	67	2	0	69	112	0	0	112	0	0	0	0	184
05:45 PM	0	0	1	1	0	49	1	0	50	70	0	0	70	0	0	0	0	121
Total	0	0	10	10	0	216	8	0	224	412	0	0	412	0	0	0	0	646
Grand Total	0	0	22	22	0	369	16	0	385	812	0	0	812	0	0	0	0	1219
Apprch %	0	0	100		0	95.8	4.2	0		100	0	0		0	0	0		
Total %	0	0	1.8	1.8	0	30.3	1.3	0	31.6	66.6	0	0	66.6	0	0	0	0	

	Granada Avenue Southbound				Brockway Street Westbound					I-10 Westbound Off Ramp Northbound				I-10 Westbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:45 PM																		
04:45 PM	0	0	1	1	0	33	1	0	34	119	0	0	119	0	0	0	0	154
05:00 PM	0	0	**5**	**5**	0	49	**4**	0	53	107	0	0	107	0	0	0	0	165
05:15 PM	0	0	1	1	0	51	1	0	52	**123**	0	0	**123**	0	0	0	0	176
05:30 PM	0	0	3	3	0	**67**	2	0	**69**	112	0	0	112	0	0	0	0	**184**
Total Volume	0	0	10	10	0	200	8	0	208	461	0	0	461	0	0	0	0	679
% App. Total	0	0	100		0	96.2	3.8	0		100	0	0		0	0	0		
PHF	.000	.000	.500	.500	.000	.746	.500	.000	.754	.937	.000	.000	.937	.000	.000	.000	.000	.923

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City of El Monte
N/S: Granada Avenue
E/W: Brockway Street/I-10 WB Off Ramp
Weather: Sunny

File Name : ELMGRBR10WPM
Site Code : 00000066
Start Date : 9/13/2012
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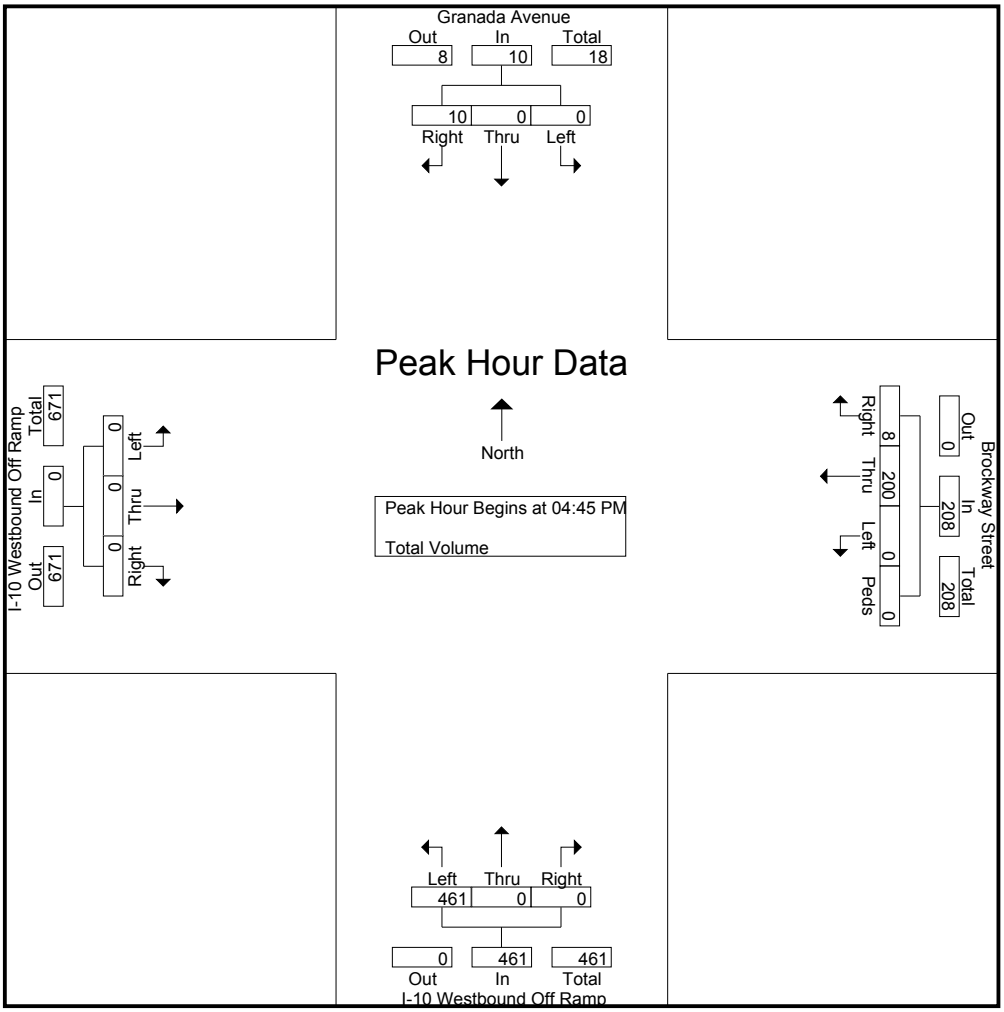

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM					04:45 PM				04:00 PM			
+0 mins.	0	0	**6**	**6**	0	49	**4**	0	53	119	0	0	119	0	0	0	0
+15 mins.	0	0	2	2	0	51	1	0	52	107	0	0	107	0	0	0	0
+30 mins.	0	0	3	3	0	**67**	2	0	**69**	**123**	0	0	**123**	0	0	0	0
+45 mins.	0	0	1	1	0	49	1	0	50	112	0	0	112	0	0	0	0
Total Volume	0	0	12	12	0	216	8	0	224	461	0	0	461	0	0	0	0
% App. Total	0	0	100		0	96.4	3.6	0		100	0	0		0	0	0	
PHF	.000	.000	.500	.500	.000	.806	.500	.000	.812	.937	.000	.000	.937	.000	.000	.000	.000

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City of El Monte
N/S: Granada Avenue
E/W: Brockway Street/I-10 WB Off Ramp
Weather: Sunny

File Name : ELMGRBR10WSAT
Site Code : 00000066
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Granada Avenue Southbound				Brockway Street Westbound					I-10 Westbound Off Ramp Northbound				I-10 Westbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	28	0	0	28	121	0	0	121	0	0	0	0	149
12:15 PM	0	0	8	8	0	33	2	0	35	118	0	0	118	0	0	0	0	161
12:30 PM	0	0	6	6	0	31	0	0	31	113	0	0	113	0	0	0	0	150
12:45 PM	0	0	3	3	0	30	2	0	32	108	0	0	108	0	0	0	0	143
Total	0	0	17	17	0	122	4	0	126	460	0	0	460	0	0	0	0	603
01:00 PM	0	0	12	12	0	28	2	0	30	96	0	0	96	0	0	0	0	138
01:15 PM	0	0	2	2	0	24	1	0	25	102	0	0	102	0	0	0	0	129
01:30 PM	0	0	5	5	0	28	2	0	30	115	0	0	115	0	0	0	0	150
01:45 PM	0	0	8	8	0	30	1	0	31	129	0	0	129	0	0	0	0	168
Total	0	0	27	27	0	110	6	0	116	442	0	0	442	0	0	0	0	585
Grand Total	0	0	44	44	0	232	10	0	242	902	0	0	902	0	0	0	0	1188
Apprch %	0	0	100		0	95.9	4.1	0		100	0	0		0	0	0		
Total %	0	0	3.7	3.7	0	19.5	0.8	0	20.4	75.9	0	0	75.9	0	0	0	0	

	Granada Avenue Southbound				Brockway Street Westbound					I-10 Westbound Off Ramp Northbound				I-10 Westbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 12:00 PM																		
12:00 PM	0	0	0	0	0	28	0	0	28	**121**	0	0	**121**	0	0	0	0	149
12:15 PM	0	0	**8**	**8**	0	**33**	**2**	0	**35**	118	0	0	118	0	0	0	0	**161**
12:30 PM	0	0	6	6	0	31	0	0	31	113	0	0	113	0	0	0	0	150
12:45 PM	0	0	3	3	0	30	2	0	32	108	0	0	108	0	0	0	0	143
Total Volume	0	0	17	17	0	122	4	0	126	460	0	0	460	0	0	0	0	603
% App. Total	0	0	100		0	96.8	3.2	0		100	0	0		0	0	0		
PHF	.000	.000	.531	.531	.000	.924	.500	.000	.900	.950	.000	.000	.950	.000	.000	.000	.000	.936

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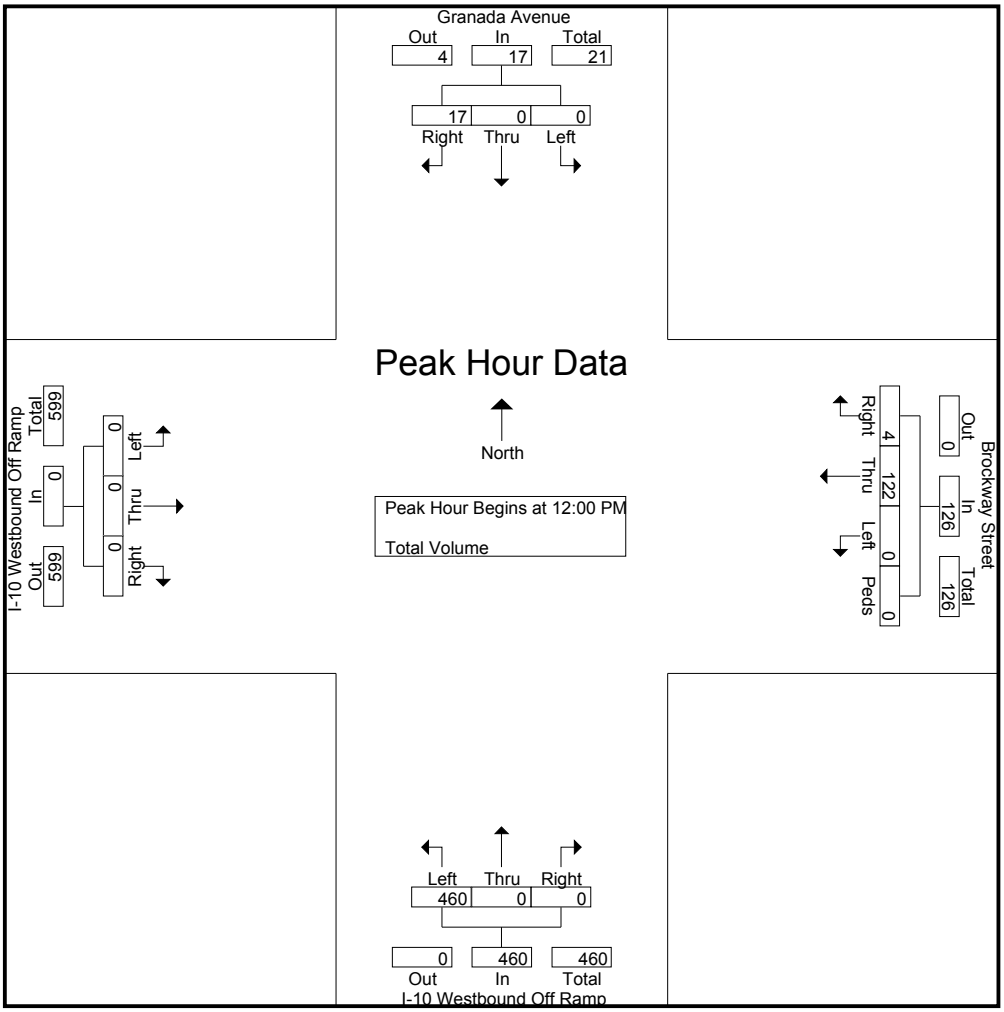
City of El Monte
N/S: Granada Avenue
E/W: Brockway Street/I-10 WB Off Ramp
Weather: Sunny

File Name : ELMGRBR10WSAT
Site Code : 00000066
Start Date : 9/15/2012
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:15 PM				12:15 PM					12:00 PM				12:00 PM			
+0 mins.	0	0	8	8	0	**33**	**2**	0	**35**	**121**	0	0	**121**	0	0	0	0
+15 mins.	0	0	6	6	0	31	0	0	31	118	0	0	118	0	0	0	0
+30 mins.	0	0	3	3	0	30	2	0	32	113	0	0	113	0	0	0	0
+45 mins.	0	0	**12**	**12**	0	28	2	0	30	108	0	0	108	0	0	0	0
Total Volume	0	0	29	29	0	122	6	0	128	460	0	0	460	0	0	0	0
% App. Total	0	0	100		0	95.3	4.7	0		100	0	0		0	0	0	
PHF	.000	.000	.604	.604	.000	.924	.750	.000	.914	.950	.000	.000	.950	.000	.000	.000	.000

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City of El Monte
N/S: Temple City Boulevard
E/W: Olney Street
Weather: Sunny

File Name : ELMTCOLAM
Site Code : 00000014
Start Date : 9/12/2012
Page No : 1

Groups Printed- Total Volume

	Temple City Boulevard Southbound			Temple City Boulevard Northbound			Olney Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	170	4	174	0	179	179	0	2	2	355
07:15 AM	178	7	185	0	191	191	0	14	14	390
07:30 AM	155	27	182	0	248	248	0	8	8	438
07:45 AM	138	22	160	0	204	204	0	8	8	372
Total	641	60	701	0	822	822	0	32	32	1555
08:00 AM	167	28	195	0	250	250	0	7	7	452
08:15 AM	163	14	177	0	243	243	0	11	11	431
08:30 AM	178	10	188	0	230	230	0	5	5	423
08:45 AM	179	9	188	0	217	217	0	7	7	412
Total	687	61	748	0	940	940	0	30	30	1718
Grand Total	1328	121	1449	0	1762	1762	0	62	62	3273
Apprch %	91.6	8.4		0	100		0	100		
Total %	40.6	3.7	44.3	0	53.8	53.8	0	1.9	1.9	

	Temple City Boulevard Southbound			Temple City Boulevard Northbound			Olney Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	167	**28**	**195**	0	**250**	**250**	0	7	7	**452**
08:15 AM	163	14	177	0	243	243	0	**11**	**11**	431
08:30 AM	178	10	188	0	230	230	0	5	5	423
08:45 AM	**179**	9	188	0	217	217	0	7	7	412
Total Volume	687	61	748	0	940	940	0	30	30	1718
% App. Total	91.8	8.2		0	100		0	100		
PHF	.959	.545	.959	.000	.940	.940	.000	.682	.682	.950

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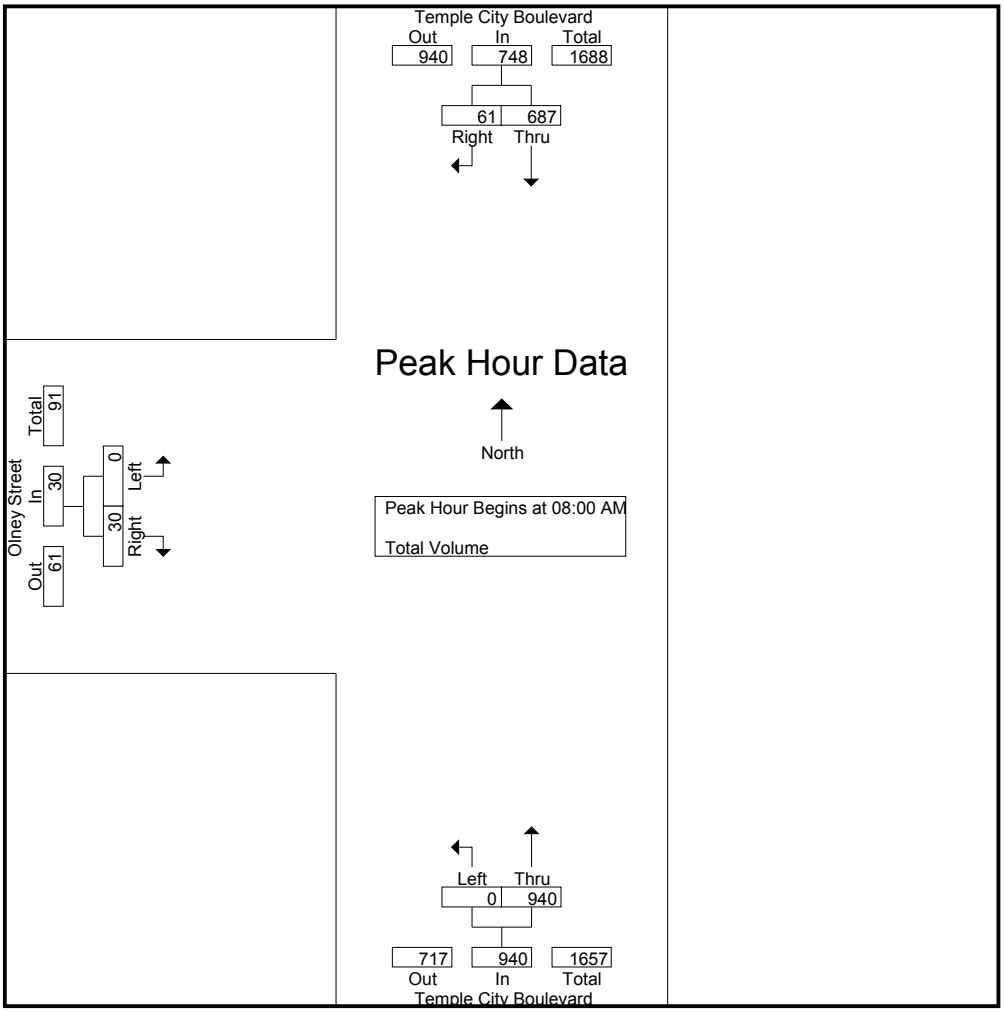
City of El Monte
N/S: Temple City Boulevard
E/W: Olney Street
Weather: Sunny

File Name : ELMTCOLAM
Site Code : 00000014
Start Date : 9/12/2012
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			07:30 AM			07:15 AM		
+0 mins.	167	**28**	**195**	0	248	248	0	**14**	**14**
+15 mins.	163	14	177	0	204	204	0	8	8
+30 mins.	178	10	188	0	**250**	**250**	0	8	8
+45 mins.	**179**	9	188	0	243	243	0	7	7
Total Volume	687	61	748	0	945	945	0	37	37
% App. Total	91.8	8.2		0	100		0	100	
PHF	.959	.545	.959	.000	.945	.945	.000	.661	.661

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City of El Monte
N/S: Temple City Boulevard
E/W: Olney Street
Weather: Sunny

File Name : ELMTCOLPM
Site Code : 00000014
Start Date : 9/12/2012
Page No : 1

Groups Printed- Total Volume

	Temple City Boulevard Southbound			Temple City Boulevard Northbound			Olney Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	193	4	197	0	162	162	0	2	2	361
04:15 PM	177	9	186	0	164	164	0	3	3	353
04:30 PM	148	6	154	0	147	147	0	3	3	304
04:45 PM	127	4	131	0	154	154	0	4	4	289
Total	645	23	668	0	627	627	0	12	12	1307
05:00 PM	219	17	236	0	211	211	0	6	6	453
05:15 PM	215	4	219	0	240	240	0	0	0	459
05:30 PM	245	15	260	0	196	196	0	0	0	456
05:45 PM	173	12	185	0	246	246	0	4	4	435
Total	852	48	900	0	893	893	0	10	10	1803
Grand Total	1497	71	1568	0	1520	1520	0	22	22	3110
Apprch %	95.5	4.5		0	100		0	100		
Total %	48.1	2.3	50.4	0	48.9	48.9	0	0.7	0.7	

	Temple City Boulevard Southbound			Temple City Boulevard Northbound			Olney Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	219	**17**	236	0	211	211	0	**6**	**6**	453
05:15 PM	215	4	219	0	240	240	0	0	0	**459**
05:30 PM	**245**	15	**260**	0	196	196	0	0	0	456
05:45 PM	173	12	185	0	**246**	**246**	0	4	4	435
Total Volume	852	48	900	0	893	893	0	10	10	1803
% App. Total	94.7	5.3		0	100		0	100		
PHF	.869	.706	.865	.000	.908	.908	.000	.417	.417	.982

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City of El Monte
N/S: Temple City Boulevard
E/W: Olney Street
Weather: Sunny

File Name : ELMTCOLPM
Site Code : 00000014
Start Date : 9/12/2012
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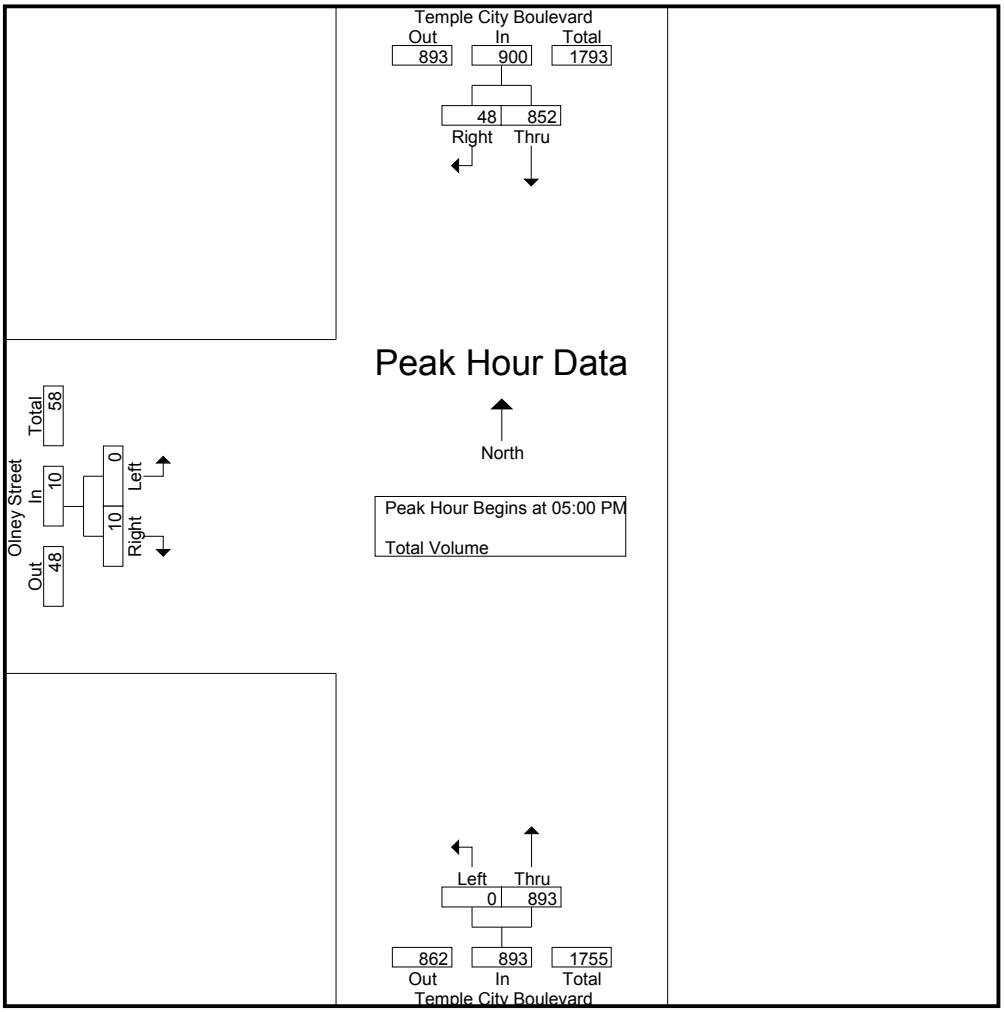

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			04:15 PM		
+0 mins.	219	**17**	236	0	211	211	0	3	3
+15 mins.	215	4	219	0	240	240	0	3	3
+30 mins.	**245**	15	**260**	0	196	196	0	4	4
+45 mins.	173	12	185	0	**246**	**246**	0	**6**	**6**
Total Volume	852	48	900	0	893	893	0	16	16
% App. Total	94.7	5.3		0	100		0	100	
PHF	.869	.706	.865	.000	.908	.908	.000	.667	.667

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City of El Monte
N/S: Temple City Boulevard
E/W: Olney Street
Weather: Sunny

File Name : ELMTCOLSAT
Site Code : 00000066
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Temple City Boulevard Southbound			Temple City Boulevard Northbound			Olney Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
12:00 PM	212	0	212	0	123	123	0	7	7	342
12:15 PM	209	7	216	0	123	123	0	8	8	347
12:30 PM	194	6	200	0	127	127	0	2	2	329
12:45 PM	216	4	220	0	132	132	0	8	8	360
Total	831	17	848	0	505	505	0	25	25	1378
01:00 PM	186	7	193	0	144	144	0	4	4	341
01:15 PM	200	8	208	0	122	122	0	9	9	339
01:30 PM	198	6	204	0	105	105	0	7	7	316
01:45 PM	171	10	181	0	138	138	0	2	2	321
Total	755	31	786	0	509	509	0	22	22	1317
Grand Total	1586	48	1634	0	1014	1014	0	47	47	2695
Apprch %	97.1	2.9		0	100		0	100		
Total %	58.8	1.8	60.6	0	37.6	37.6	0	1.7	1.7	

	Temple City Boulevard Southbound			Temple City Boulevard Northbound			Olney Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	212	0	212	0	123	123	0	7	7	342
12:15 PM	209	**7**	216	0	123	123	0	**8**	**8**	347
12:30 PM	194	6	200	0	127	127	0	2	2	329
12:45 PM	**216**	4	**220**	0	**132**	**132**	0	8	8	**360**
Total Volume	831	17	848	0	505	505	0	25	25	1378
% App. Total	98	2		0	100		0	100		
PHF	.962	.607	.964	.000	.956	.956	.000	.781	.781	.957

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City of El Monte
N/S: Temple City Boulevard
E/W: Olney Street
Weather: Sunny

File Name : ELMTCOLSAT
Site Code : 00000066
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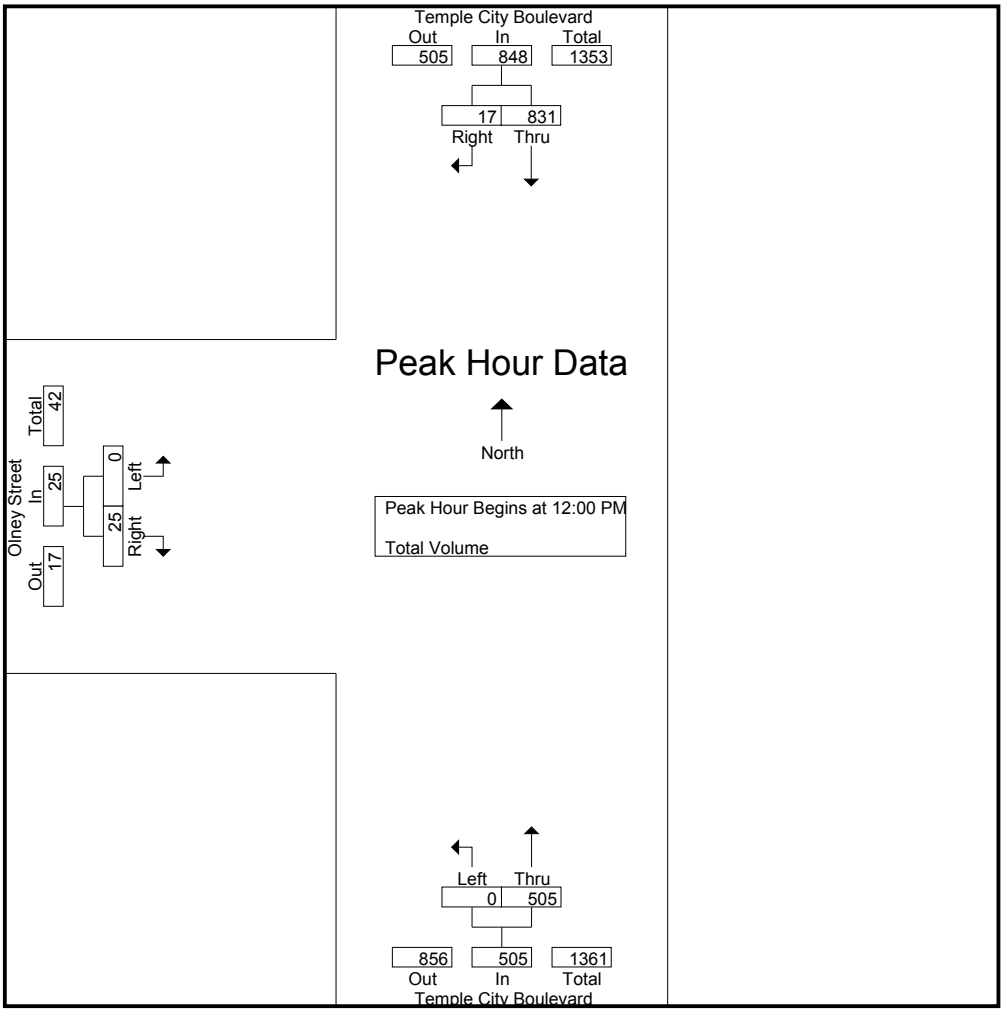

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM			12:15 PM			12:45 PM		
+0 mins.	212	0	212	0	123	123	0	8	8
+15 mins.	209	**7**	216	0	127	127	0	4	4
+30 mins.	194	6	200	0	132	132	0	**9**	**9**
+45 mins.	**216**	4	**220**	0	**144**	**144**	0	7	7
Total Volume	831	17	848	0	526	526	0	28	28
% App. Total	98	2		0	100		0	100	
PHF	.962	.607	.964	.000	.913	.913	.000	.778	.778

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City of El Monte
N/S: Baldwin Avenue
E/W: Flair Drive
Weather: Sunny

File Name : ELMBAFLAM
Site Code : 00000028
Start Date : 9/12/2012
Page No : 1

Groups Printed- Total Volume

	Baldwin Avenue Southbound			Baldwin Avenue Northbound			Flair Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	147	141	288	9	103	112	5	12	17	417
07:15 AM	187	131	318	4	111	115	6	19	25	458
07:30 AM	185	170	355	8	143	151	7	17	24	530
07:45 AM	192	201	393	10	161	171	10	13	23	587
Total	711	643	1354	31	518	549	28	61	89	1992
08:00 AM	178	191	369	11	173	184	4	21	25	578
08:15 AM	197	191	388	20	160	180	8	14	22	590
08:30 AM	174	217	391	9	125	134	10	16	26	551
08:45 AM	188	201	389	13	181	194	12	25	37	620
Total	737	800	1537	53	639	692	34	76	110	2339
Grand Total	1448	1443	2891	84	1157	1241	62	137	199	4331
Apprch %	50.1	49.9		6.8	93.2		31.2	68.8		
Total %	33.4	33.3	66.8	1.9	26.7	28.7	1.4	3.2	4.6	

	Baldwin Avenue Southbound			Baldwin Avenue Northbound			Flair Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	178	191	369	11	173	184	4	21	25	578
08:15 AM	**197**	191	388	**20**	160	180	8	14	22	590
08:30 AM	174	**217**	**391**	9	125	134	10	16	26	551
08:45 AM	188	201	389	13	**181**	**194**	**12**	**25**	**37**	**620**
Total Volume	737	800	1537	53	639	692	34	76	110	2339
% App. Total	48	52		7.7	92.3		30.9	69.1		
PHF	.935	.922	.983	.663	.883	.892	.708	.760	.743	.943

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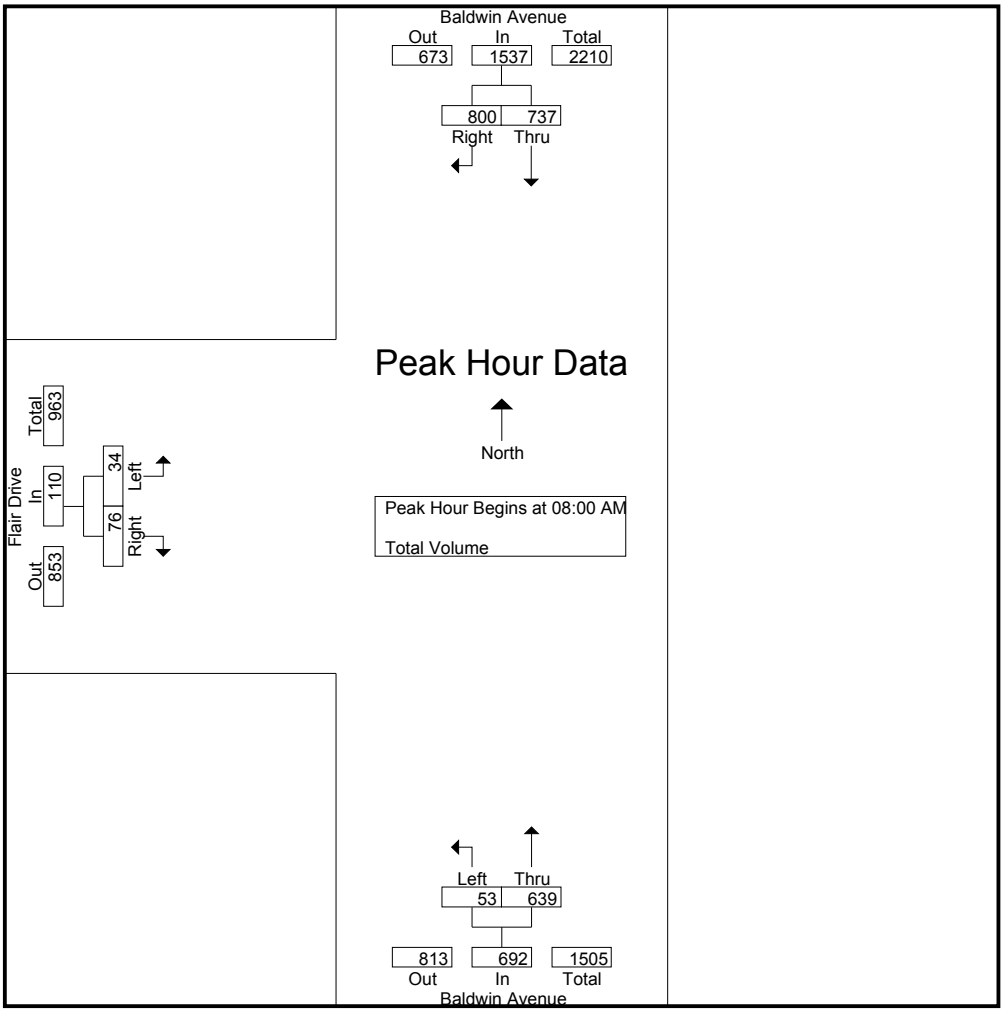
City of El Monte
N/S: Baldwin Avenue
E/W: Flair Drive
Weather: Sunny

File Name : ELMBAFLAM
Site Code : 00000028
Start Date : 9/12/2012
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM			08:00 AM			08:00 AM		
+0 mins.	192	201	**393**	11	173	184	4	21	25
+15 mins.	178	191	369	**20**	160	180	8	14	22
+30 mins.	**197**	191	388	9	125	134	10	16	26
+45 mins.	174	**217**	391	13	**181**	**194**	**12**	**25**	**37**
Total Volume	741	800	1541	53	639	692	34	76	110
% App. Total	48.1	51.9		7.7	92.3		30.9	69.1	
PHF	.940	.922	.980	.663	.883	.892	.708	.760	.743

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City of El Monte
N/S: Baldwin Avenue
E/W: Flair Drive
Weather: Sunny

File Name : ELMBAFLPM
Site Code : 00000028
Start Date : 9/12/2012
Page No : 1

Groups Printed- Total Volume

	Baldwin Avenue Southbound			Baldwin Avenue Northbound			Flair Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	89	48	137	21	216	237	58	59	117	491
04:15 PM	101	49	150	8	253	261	31	64	95	506
04:30 PM	92	42	134	10	256	266	55	113	168	568
04:45 PM	124	42	166	3	223	226	36	84	120	512
Total	406	181	587	42	948	990	180	320	500	2077
05:00 PM	112	32	144	6	203	209	63	112	175	528
05:15 PM	117	43	160	7	238	245	53	82	135	540
05:30 PM	96	28	124	8	238	246	54	95	149	519
05:45 PM	103	31	134	6	205	211	57	66	123	468
Total	428	134	562	27	884	911	227	355	582	2055
Grand Total	834	315	1149	69	1832	1901	407	675	1082	4132
Apprch %	72.6	27.4		3.6	96.4		37.6	62.4		
Total %	20.2	7.6	27.8	1.7	44.3	46	9.8	16.3	26.2	

	Baldwin Avenue Southbound			Baldwin Avenue Northbound			Flair Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	92	42	134	**10**	**256**	**266**	55	**113**	168	**568**
04:45 PM	**124**	42	**166**	3	223	226	36	84	120	512
05:00 PM	112	32	144	6	203	209	**63**	112	**175**	528
05:15 PM	117	**43**	160	7	238	245	53	82	135	540
Total Volume	445	159	604	26	920	946	207	391	598	2148
% App. Total	73.7	26.3		2.7	97.3		34.6	65.4		
PHF	.897	.924	.910	.650	.898	.889	.821	.865	.854	.945

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City of El Monte
N/S: Baldwin Avenue
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File Name : ELMBAFLPM
Site Code : 00000028
Start Date : 9/12/2012
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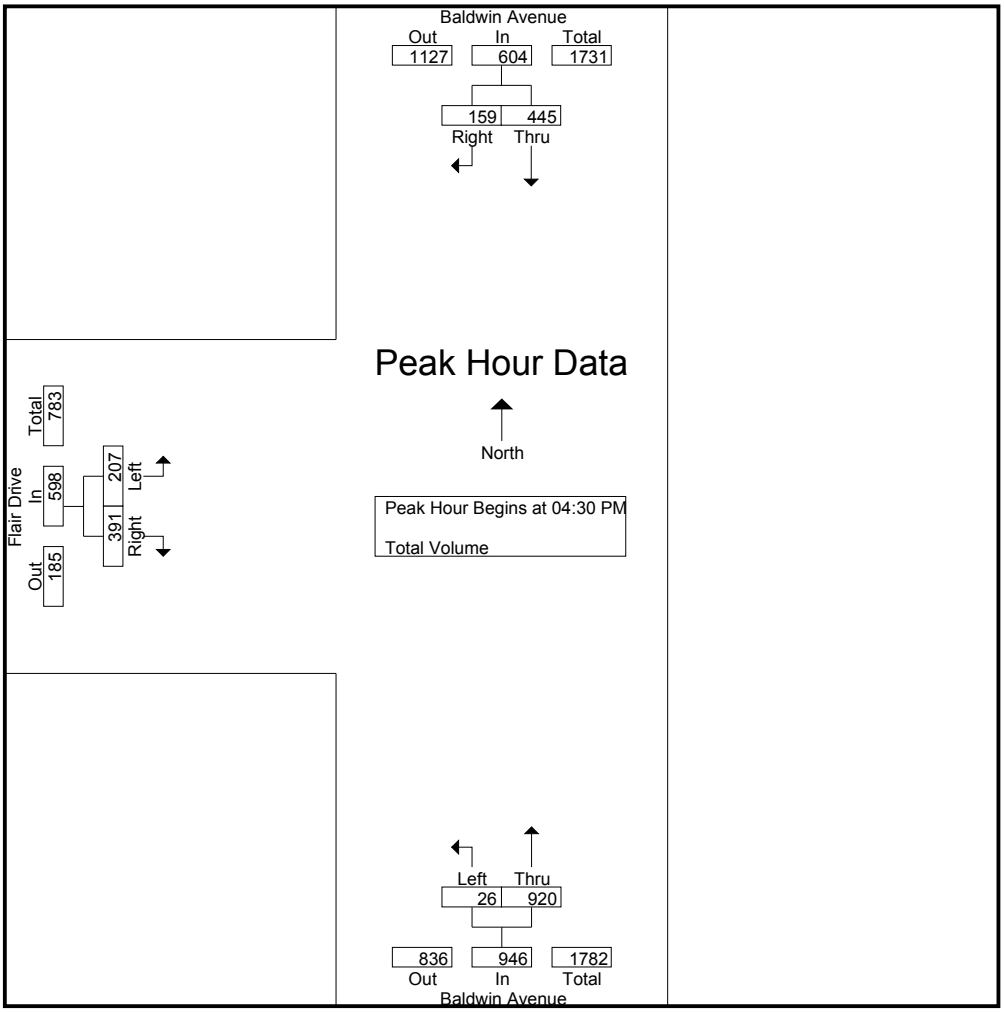

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			04:30 PM		
+0 mins.	92	42	134	**21**	216	237	55	**113**	168
+15 mins.	**124**	42	**166**	8	253	261	36	84	120
+30 mins.	112	32	144	10	**256**	**266**	**63**	112	**175**
+45 mins.	117	**43**	160	3	223	226	53	82	135
Total Volume	445	159	604	42	948	990	207	391	598
% App. Total	73.7	26.3		4.2	95.8		34.6	65.4	
PHF	.897	.924	.910	.500	.926	.930	.821	.865	.854

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City of El Monte
N/S: Baldwin Avenue
E/W: Flair Drive
Weather: Sunny

File Name : ELMBAFLSAT
Site Code : 00000066
Start Date : 9/15/2012
Page No : 1

Groups Printed- Total Volume

	Baldwin Avenue Southbound			Baldwin Avenue Northbound			Flair Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
12:00 PM	149	37	186	20	182	202	29	23	52	440
12:15 PM	137	38	175	18	195	213	28	28	56	444
12:30 PM	151	27	178	14	215	229	17	22	39	446
12:45 PM	138	31	169	13	210	223	13	35	48	440
Total	575	133	708	65	802	867	87	108	195	1770
01:00 PM	153	33	186	14	187	201	26	21	47	434
01:15 PM	158	25	183	14	181	195	12	23	35	413
01:30 PM	147	26	173	14	174	188	19	23	42	403
01:45 PM	116	33	149	11	217	228	18	16	34	411
Total	574	117	691	53	759	812	75	83	158	1661
Grand Total	1149	250	1399	118	1561	1679	162	191	353	3431
Apprch %	82.1	17.9		7	93		45.9	54.1		
Total %	33.5	7.3	40.8	3.4	45.5	48.9	4.7	5.6	10.3	

	Baldwin Avenue Southbound			Baldwin Avenue Northbound			Flair Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	149	37	**186**	**20**	182	202	**29**	23	52	440
12:15 PM	137	**38**	175	18	195	213	28	28	**56**	444
12:30 PM	**151**	27	178	14	**215**	**229**	17	22	39	**446**
12:45 PM	138	31	169	13	210	223	13	**35**	48	440
Total Volume	575	133	708	65	802	867	87	108	195	1770
% App. Total	81.2	18.8		7.5	92.5		44.6	55.4		
PHF	.952	.875	.952	.813	.933	.947	.750	.771	.871	.992

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City of El Monte
N/S: Baldwin Avenue
E/W: Flair Drive
Weather: Sunny

File Name : ELMBAFLSAT
Site Code : 00000066
Start Date : 9/15/2012
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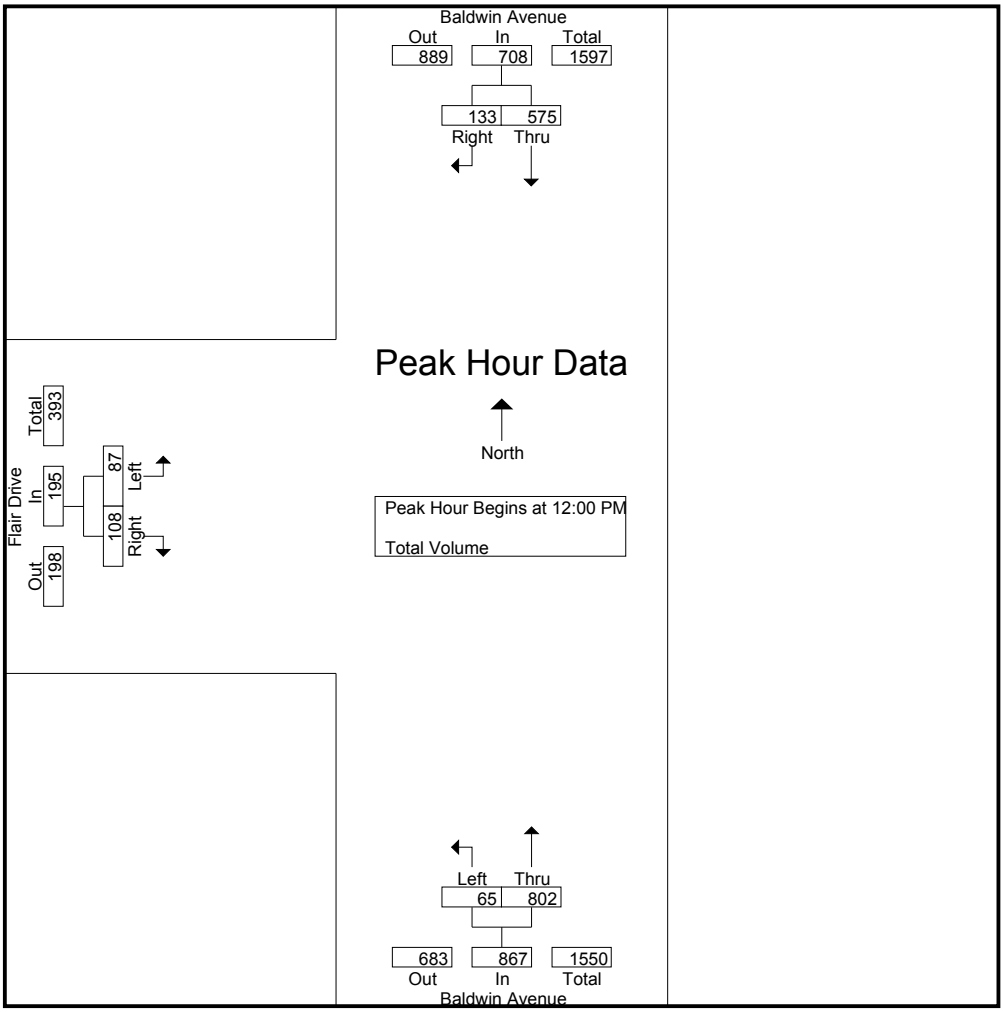

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:30 PM			12:00 PM			12:00 PM		
+0 mins.	151	27	178	**20**	182	202	**29**	23	52
+15 mins.	138	31	169	18	195	213	28	28	**56**
+30 mins.	153	**33**	**186**	14	**215**	**229**	17	22	39
+45 mins.	**158**	25	183	13	210	223	13	**35**	48
Total Volume	600	116	716	65	802	867	87	108	195
% App. Total	83.8	16.2		7.5	92.5		44.6	55.4	
PHF	.949	.879	.962	.813	.933	.947	.750	.771	.871

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City of El Monte
N/S: Arden Drive
E/W: Driveway
Weather: Sunny

File Name : ELMARDWAM
Site Code : 00000041
Start Date : 9/13/2012
Page No : 1

Groups Printed- Total Volume

	Arden Drive Southbound			Driveway Westbound			Arden Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	114	114	0	0	0	64	1	65	179
07:15 AM	0	125	125	0	0	0	80	1	81	206
07:30 AM	0	166	166	0	0	0	109	0	109	275
07:45 AM	0	177	177	0	0	0	145	0	145	322
Total	0	582	582	0	0	0	398	2	400	982
08:00 AM	0	183	183	0	0	0	69	1	70	253
08:15 AM	0	137	137	0	0	0	67	2	69	206
08:30 AM	0	127	127	0	0	0	73	0	73	200
08:45 AM	0	120	120	0	0	0	62	2	64	184
Total	0	567	567	0	0	0	271	5	276	843
Grand Total	0	1149	1149	0	0	0	669	7	676	1825
Apprch %	0	100		0	0		99	1		
Total %	0	63	63	0	0	0	36.7	0.4	37	

	Arden Drive Southbound			Driveway Westbound			Arden Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	125	125	0	0	0	80	**1**	81	206
07:30 AM	0	166	166	0	0	0	109	0	109	275
07:45 AM	0	177	177	0	0	0	**145**	0	**145**	**322**
08:00 AM	0	**183**	**183**	0	0	0	69	1	70	253
Total Volume	0	651	651	0	0	0	403	2	405	1056
% App. Total	0	100		0	0		99.5	0.5		
PHF	.000	.889	.889	.000	.000	.000	.695	.500	.698	.820

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City of El Monte
N/S: Arden Drive
E/W: Driveway
Weather: Sunny

File Name : ELMARDWAM
Site Code : 00000041
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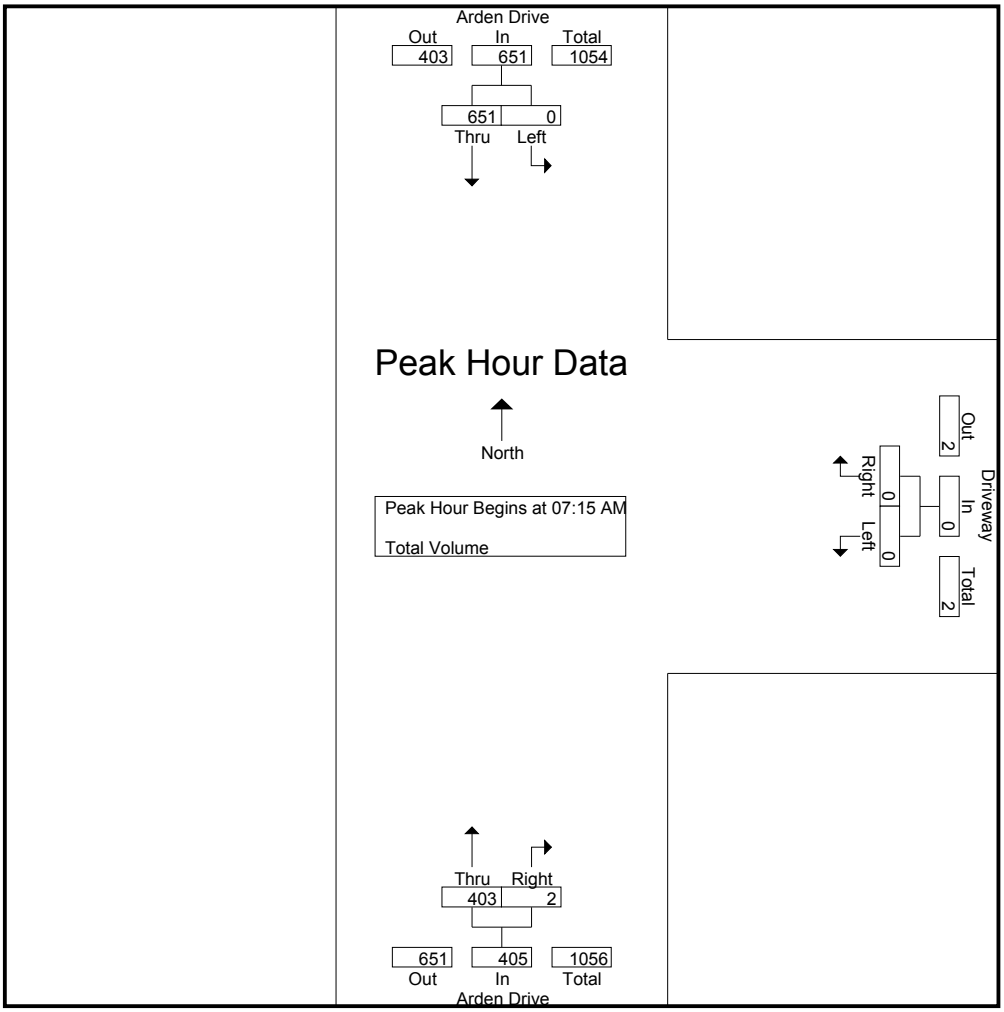

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:00 AM			07:15 AM		
+0 mins.	0	166	166	0	0	0	80	**1**	81
+15 mins.	0	177	177	0	0	0	109	0	109
+30 mins.	0	**183**	**183**	0	0	0	**145**	0	**145**
+45 mins.	0	137	137	0	0	0	69	1	70
Total Volume	0	663	663	0	0	0	403	2	405
% App. Total	0	100		0	0		99.5	0.5	
PHF	.000	.906	.906	.000	.000	.000	.695	.500	.698

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City of El Monte
N/S: Arden Drive
E/W: Driveway
Weather: Sunny

File Name : ELMARDWPM
Site Code : 00000041
Start Date : 9/12/2012
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Groups Printed- Total Volume

	Arden Drive Southbound			Driveway Westbound			Arden Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	71	71	0	0	0	76	0	76	147
04:15 PM	0	80	80	0	1	1	101	1	102	183
04:30 PM	0	117	117	1	0	1	93	0	93	211
04:45 PM	0	111	111	1	0	1	109	0	109	221
Total	0	379	379	2	1	3	379	1	380	762
05:00 PM	0	114	114	0	0	0	95	0	95	209
05:15 PM	0	97	97	0	0	0	115	0	115	212
05:30 PM	0	113	113	3	2	5	98	1	99	217
05:45 PM	0	92	92	0	0	0	119	1	120	212
Total	0	416	416	3	2	5	427	2	429	850
Grand Total	0	795	795	5	3	8	806	3	809	1612
Apprch %	0	100		62.5	37.5		99.6	0.4		
Total %	0	49.3	49.3	0.3	0.2	0.5	50	0.2	50.2	

	Arden Drive Southbound			Driveway Westbound			Arden Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	111	111	1	0	1	109	0	109	**221**
05:00 PM	0	**114**	**114**	0	0	0	95	0	95	209
05:15 PM	0	97	97	0	0	0	**115**	0	**115**	212
05:30 PM	0	113	113	**3**	**2**	**5**	98	**1**	99	217
Total Volume	0	435	435	4	2	6	417	1	418	859
% App. Total	0	100		66.7	33.3		99.8	0.2		
PHF	.000	.954	.954	.333	.250	.300	.907	.250	.909	.972

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City of El Monte
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Weather: Sunny

File Name : ELMARDWPM
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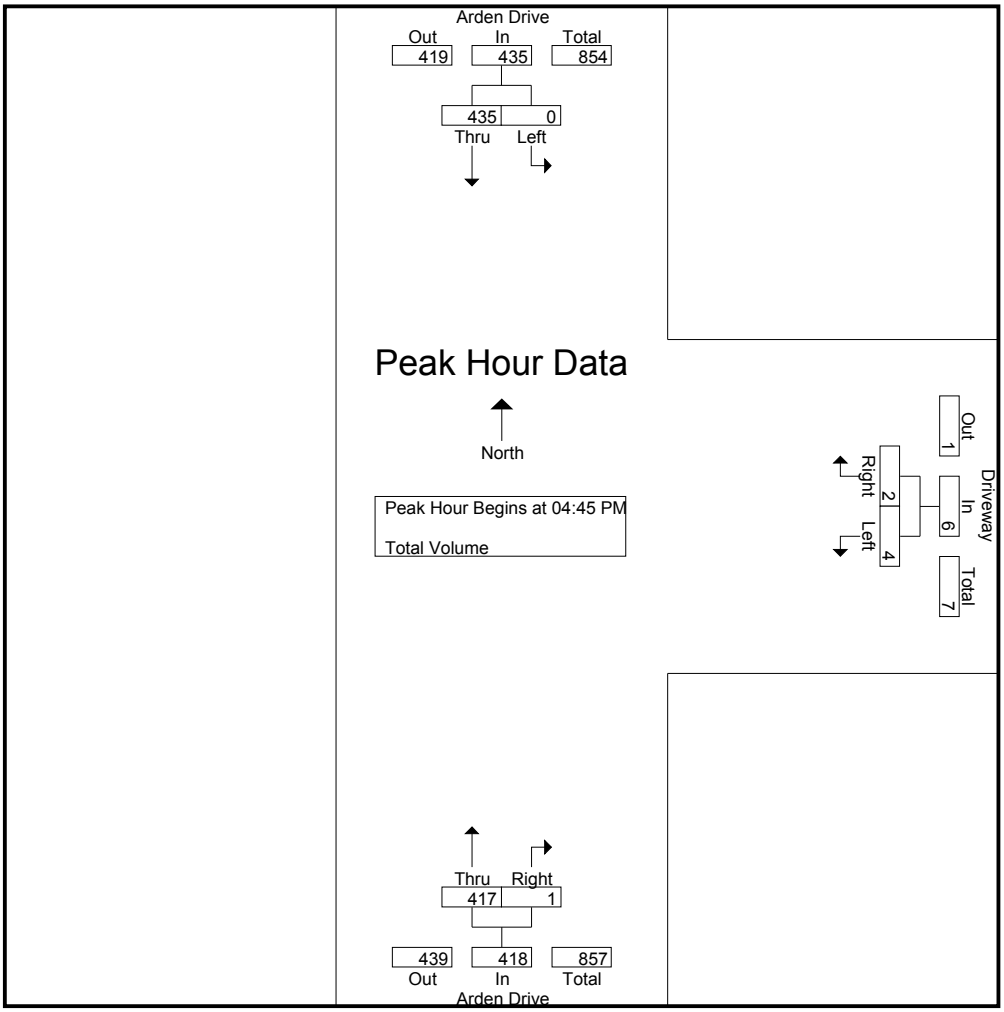

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:45 PM			05:00 PM		
+0 mins.	0	**117**	**117**	1	0	1	95	0	95
+15 mins.	0	111	111	0	0	0	115	0	115
+30 mins.	0	114	114	0	0	0	98	**1**	99
+45 mins.	0	97	97	**3**	**2**	**5**	**119**	1	**120**
Total Volume	0	439	439	4	2	6	427	2	429
% App. Total	0	100		66.7	33.3		99.5	0.5	
PHF	.000	.938	.938	.333	.250	.300	.897	.500	.894

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City of El Monte
N/S: Arden Drive
E/W: Driveway
Weather: Sunny

File Name : ELMARDWSAT
Site Code : 00000041
Start Date : 9/15/2012
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Groups Printed- Total Volume

	Arden Drive Southbound			Driveway Westbound			Arden Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
12:00 PM	0	75	75	0	0	0	76	0	76	151
12:15 PM	0	74	74	0	0	0	71	0	71	145
12:30 PM	1	72	73	0	1	1	68	0	68	142
12:45 PM	0	76	76	0	0	0	63	1	64	140
Total	1	297	298	0	1	1	278	1	279	578
01:00 PM	0	60	60	0	0	0	68	0	68	128
01:15 PM	0	74	74	0	0	0	75	0	75	149
01:30 PM	0	66	66	0	0	0	61	0	61	127
01:45 PM	0	71	71	0	0	0	66	0	66	137
Total	0	271	271	0	0	0	270	0	270	541
Grand Total	1	568	569	0	1	1	548	1	549	1119
Apprch %	0.2	99.8		0	100		99.8	0.2		
Total %	0.1	50.8	50.8	0	0.1	0.1	49	0.1	49.1	

	Arden Drive Southbound			Driveway Westbound			Arden Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	0	75	75	0	0	0	**76**	0	**76**	**151**
12:15 PM	0	74	74	0	0	0	71	0	71	145
12:30 PM	**1**	72	73	0	**1**	**1**	68	0	68	142
12:45 PM	0	**76**	**76**	0	0	0	63	**1**	64	140
Total Volume	1	297	298	0	1	1	278	1	279	578
% App. Total	0.3	99.7		0	100		99.6	0.4		
PHF	.250	.977	.980	.000	.250	.250	.914	.250	.918	.957

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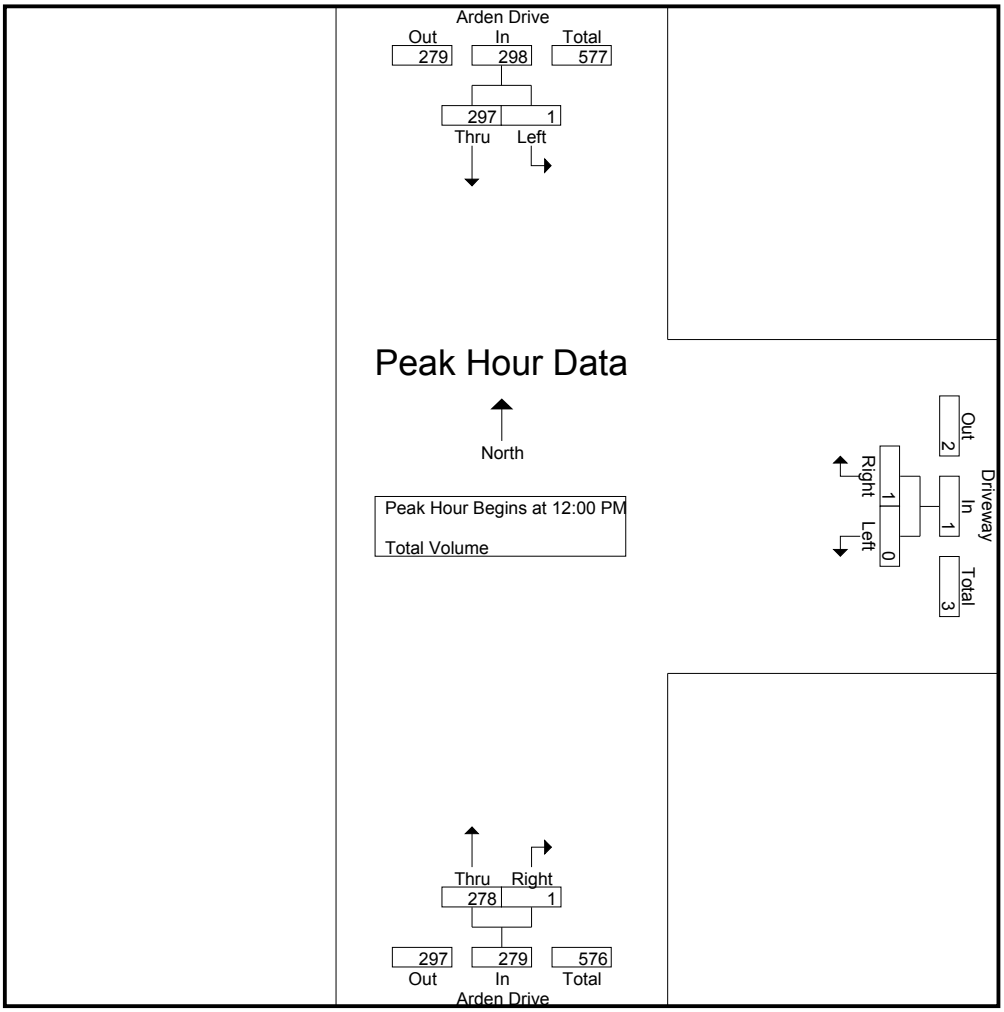

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM			12:00 PM			12:00 PM		
+0 mins.	0	75	75	0	0	0	**76**	0	**76**
+15 mins.	0	74	74	0	0	0	71	0	71
+30 mins.	**1**	72	73	0	**1**	**1**	68	0	68
+45 mins.	0	**76**	**76**	0	0	0	63	**1**	64
Total Volume	1	297	298	0	1	1	278	1	279
% App. Total	0.3	99.7		0	100		99.6	0.4	
PHF	.250	.977	.980	.000	.250	.250	.914	.250	.918

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City of El Monte
N/S: Valley Circle
E/W: Driveway
Weather: Sunny

File Name : ELMVCDWAM
Site Code : 00000043
Start Date : 4/23/2013
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Vehicles

	Valley Circle Southbound				Driveway Westbound				Valley Circle Northbound				Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
07:15 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	4	0	4	0	0	0	0	0	10	0	10	0	0	0	0	14
08:00 AM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
08:15 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	1	0	1	0	0	0	0	0	15	0	15	0	0	0	0	16
Grand Total	0	5	0	5	0	0	0	0	0	25	0	25	0	0	0	0	30
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	16.7	0	16.7	0	0	0	0	0	83.3	0	83.3	0	0	0	0	
Passenger Vehicles	0	3	0	3	0	0	0	0	0	18	0	18	0	0	0	0	21
% Passenger Vehicles	0	60	0	60	0	0	0	0	0	72	0	72	0	0	0	0	70
Large 2 Axle Vehicles	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
% Large 2 Axle Vehicles	0	20	0	20	0	0	0	0	0	20	0	20	0	0	0	0	20
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Vehicles	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% 4+ Axle Vehicles	0	20	0	20	0	0	0	0	0	8	0	8	0	0	0	0	10

	Valley Circle Southbound				Driveway Westbound				Valley Circle Northbound				Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**5**
08:15 AM	0	**1**	0	**1**	0	0	0	0	0	3	0	3	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total Volume	0	1	0	1	0	0	0	0	0	15	0	15	0	0	0	0	16
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.800

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Weather: Sunny

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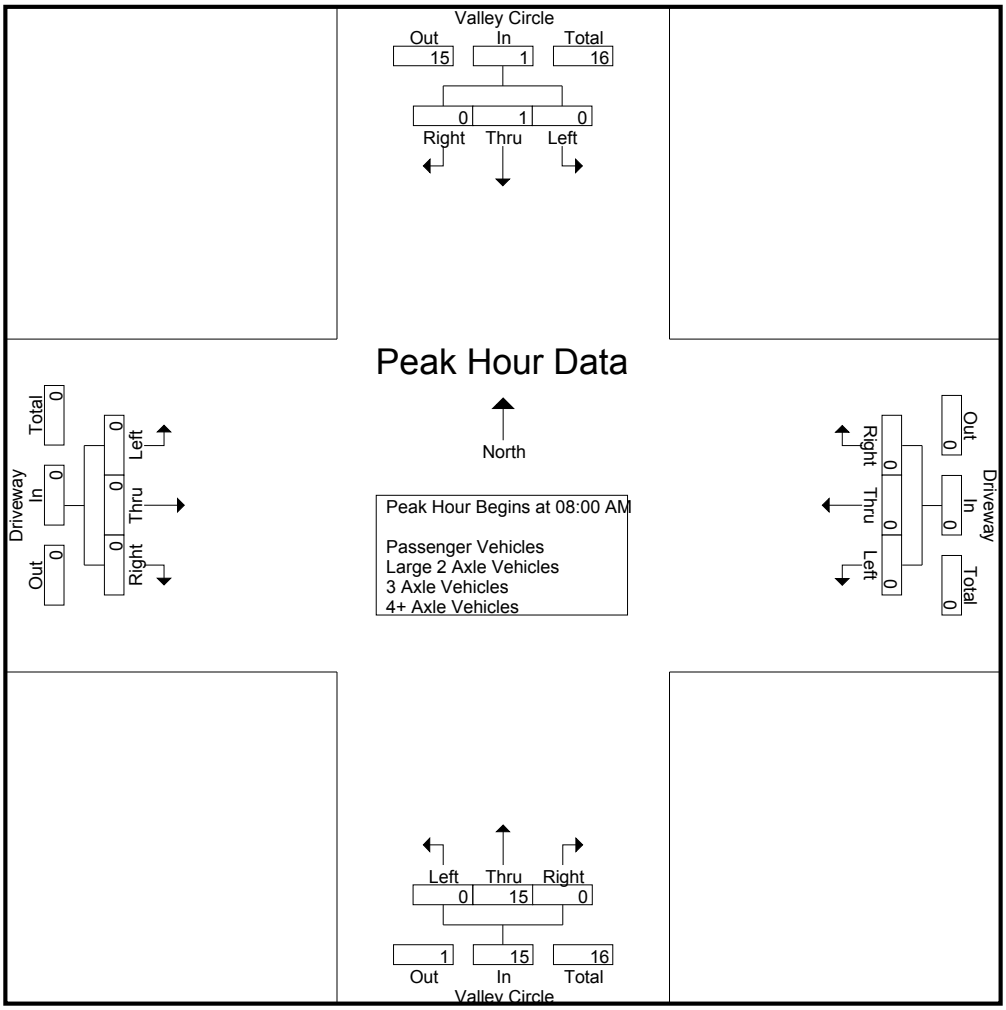

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	**5**	0	**5**	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	15	0	15	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

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City of El Monte
N/S: Valley Circle
E/W: Driveway
Weather: Sunny

File Name : ELMVCDWPM
Site Code : 00000043
Start Date : 4/23/2013
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Vehicles

	Valley Circle Southbound				Driveway Westbound				Valley Circle Northbound				Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	8	0	8	0	0	0	0	0	3	0	3	0	0	0	0	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Grand Total	0	11	0	11	0	0	0	0	0	5	0	5	0	0	0	0	16
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	68.8	0	68.8	0	0	0	0	0	31.2	0	31.2	0	0	0	0	
Passenger Vehicles	0	7	0	7	0	0	0	0	0	2	0	2	0	0	0	0	9
% Passenger Vehicles	0	63.6	0	63.6	0	0	0	0	0	40	0	40	0	0	0	0	56.2
Large 2 Axle Vehicles	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% Large 2 Axle Vehicles	0	9.1	0	9.1	0	0	0	0	0	20	0	20	0	0	0	0	12.5
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Vehicles	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
% 4+ Axle Vehicles	0	27.3	0	27.3	0	0	0	0	0	40	0	40	0	0	0	0	31.2

	Valley Circle Southbound				Driveway Westbound				Valley Circle Northbound				Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	8	0	8	0	0	0	0	0	3	0	3	0	0	0	0	11
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	1.00	.000	1.00	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.917

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Site Code : 00000043
Start Date : 4/23/2013
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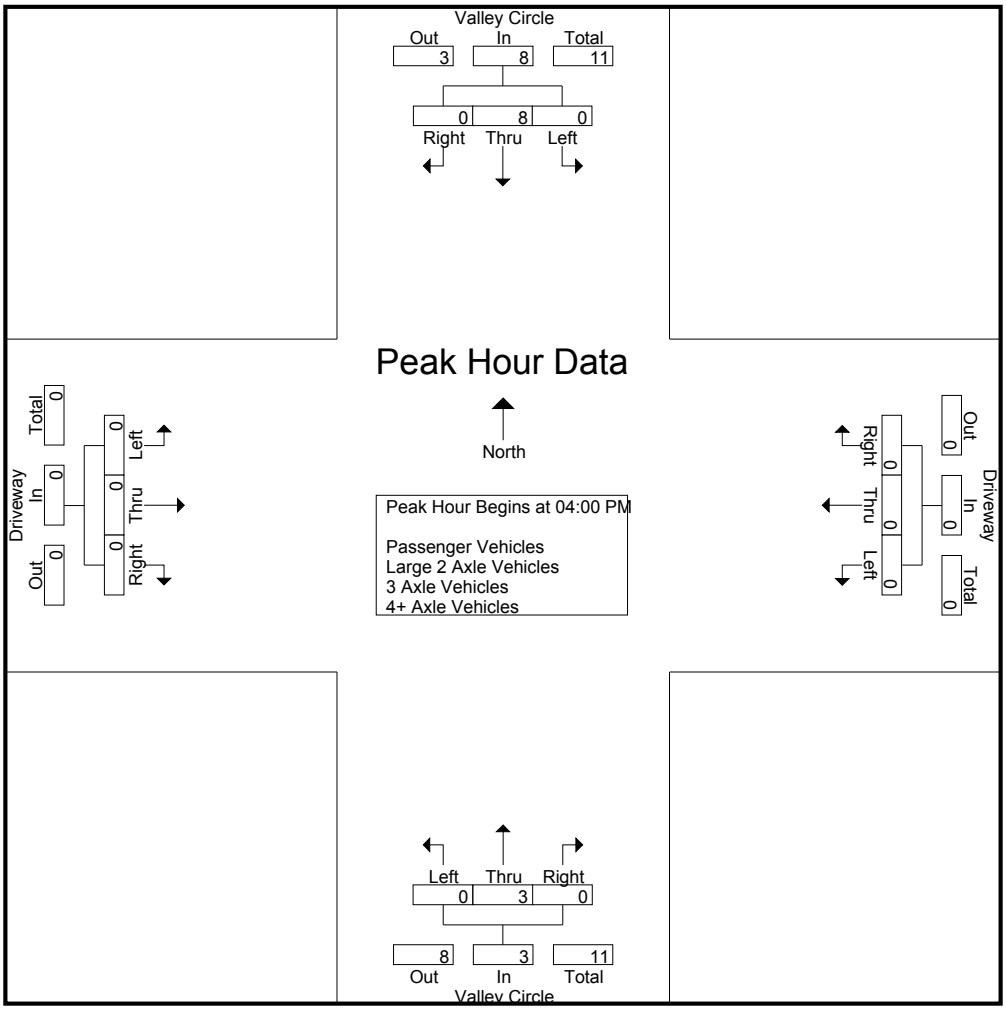

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	8	0	8	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	1.000	.000	1.000	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

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City of El Monte
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E/W: Driveway
Weather: Sunny

File Name : ELMVCDWSAT
Site Code : 00000043
Start Date : 4/27/2013
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Vehicles

	Valley Circle Southbound				Driveway Westbound				Valley Circle Northbound				Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	
Passenger Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Passenger Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	100
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Valley Circle Southbound				Driveway Westbound				Valley Circle Northbound				Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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City of El Monte
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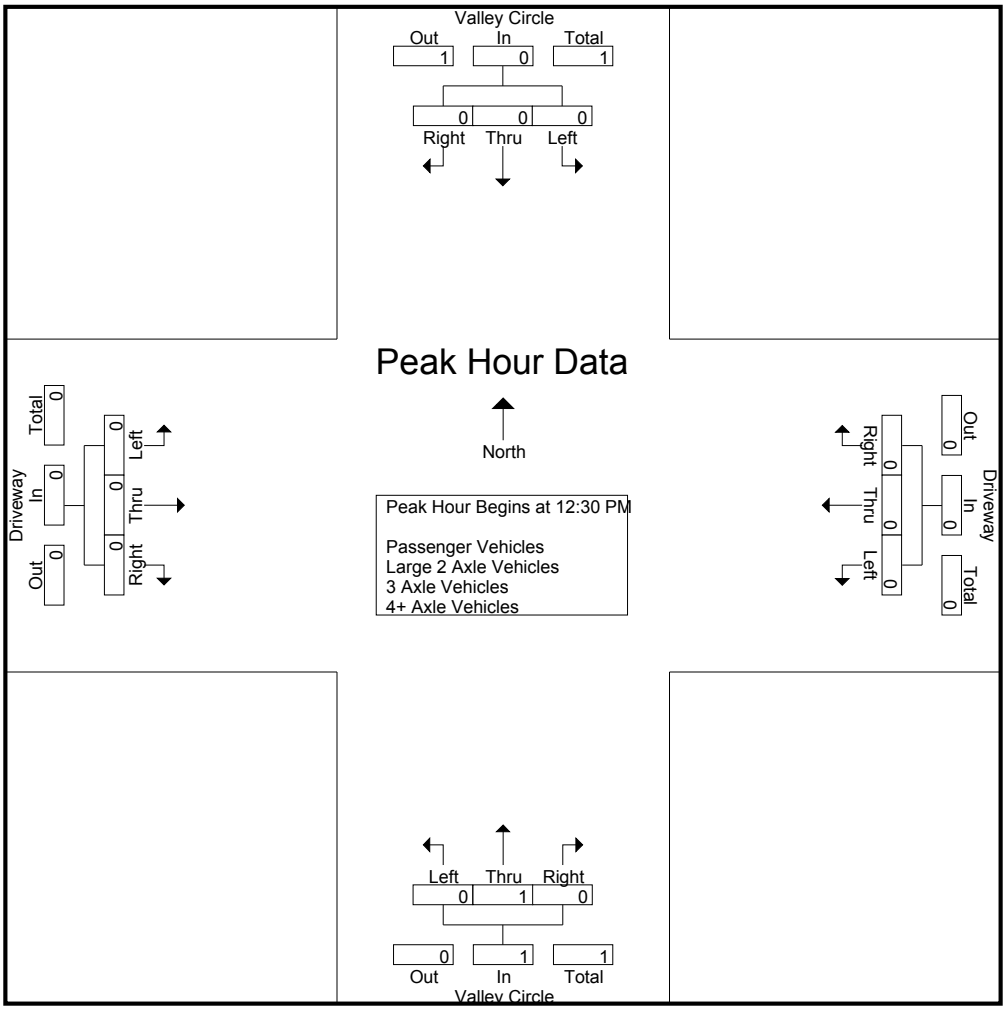
File Name : ELMVCDWSAT
Site Code : 00000043
Start Date : 4/27/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				12:00 PM				12:30 PM				12:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Temple City
N/S: Arden Drive
E/W: Arden Way
Weather: Sunny

File Name : TPYARARAM
Site Code : 00005555
Start Date : 6/18/2013
Page No : 1

Groups Printed- Total Volume

	Arden Drive Southbound			Arden Way Westbound			Arden Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	66	67	24	1	25	80	14	94	186
07:15 AM	0	95	95	27	2	29	70	10	80	204
07:30 AM	2	121	123	32	5	37	92	12	104	264
07:45 AM	0	122	122	25	4	29	109	20	129	280
Total	3	404	407	108	12	120	351	56	407	934
08:00 AM	0	101	101	35	5	40	96	12	108	249
08:15 AM	2	133	135	41	3	44	84	8	92	271
08:30 AM	0	129	129	26	3	29	95	14	109	267
08:45 AM	1	123	124	23	2	25	104	15	119	268
Total	3	486	489	125	13	138	379	49	428	1055
Grand Total	6	890	896	233	25	258	730	105	835	1989
Apprch %	0.7	99.3		90.3	9.7		87.4	12.6		
Total %	0.3	44.7	45	11.7	1.3	13	36.7	5.3	42	

	Arden Drive Southbound			Arden Way Westbound			Arden Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	122	122	25	4	29	**109**	**20**	**129**	**280**
08:00 AM	0	101	101	35	**5**	40	96	12	108	249
08:15 AM	**2**	**133**	**135**	**41**	3	**44**	84	8	92	271
08:30 AM	0	129	129	26	3	29	95	14	109	267
Total Volume	2	485	487	127	15	142	384	54	438	1067
% App. Total	0.4	99.6		89.4	10.6		87.7	12.3		
PHF	.250	.912	.902	.774	.750	.807	.881	.675	.849	.953

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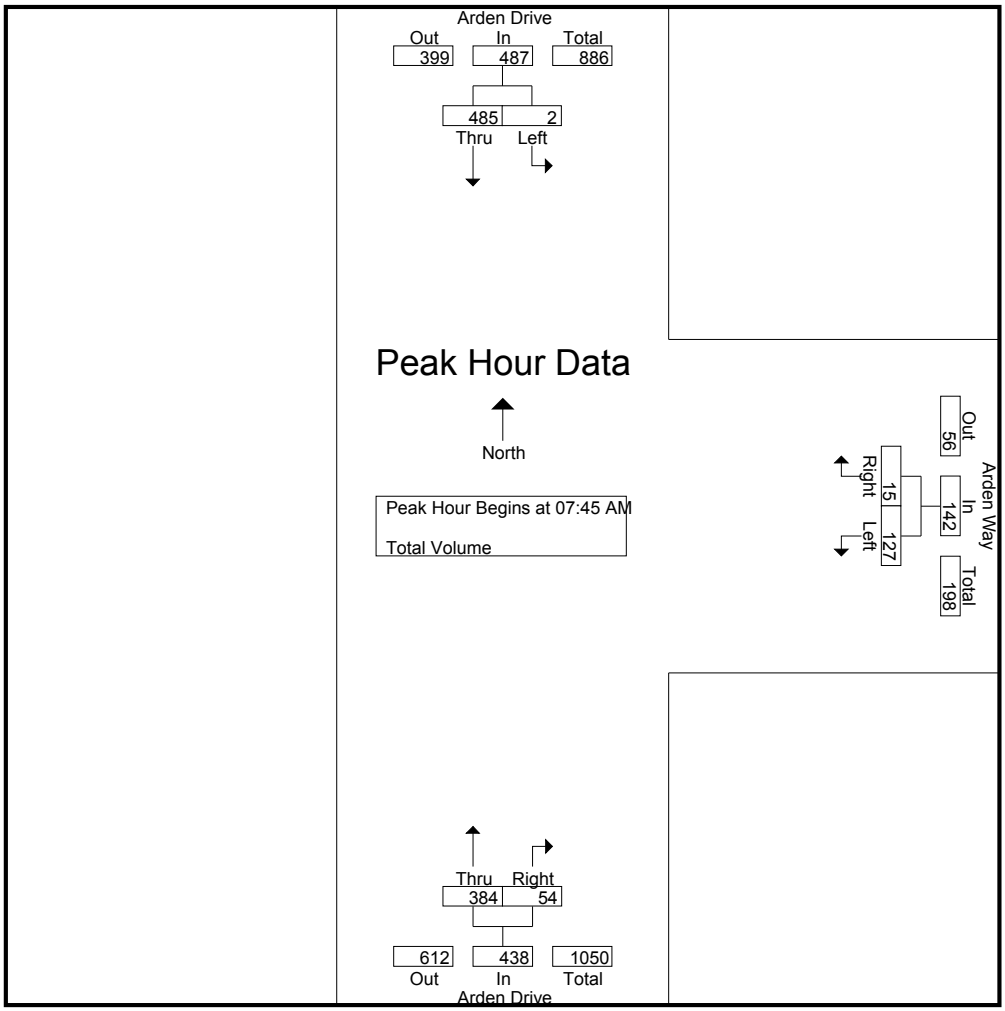
City of Temple City
N/S: Arden Drive
E/W: Arden Way
Weather: Sunny

File Name : TPYARARAM
Site Code : 00005555
Start Date : 6/18/2013
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			07:30 AM			07:45 AM		
+0 mins.	0	101	101	32	**5**	37	**109**	**20**	**129**
+15 mins.	**2**	**133**	**135**	25	4	29	96	12	108
+30 mins.	0	129	129	35	5	40	84	8	92
+45 mins.	1	123	124	**41**	3	**44**	95	14	109
Total Volume	3	486	489	133	17	150	384	54	438
% App. Total	0.6	99.4		88.7	11.3		87.7	12.3	
PHF	.375	.914	.906	.811	.850	.852	.881	.675	.849

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City of Temple City
N/S: Arden Drive
E/W: Arden Way
Weather: Sunny

File Name : TPYARARPM
Site Code : 00005555
Start Date : 6/18/2013
Page No : 1

Groups Printed- Total Volume

	Arden Drive Southbound			Arden Way Westbound			Arden Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	94	95	27	0	27	110	25	135	257
04:15 PM	1	99	100	21	8	29	103	21	124	253
04:30 PM	0	92	92	20	2	22	107	32	139	253
04:45 PM	1	99	100	23	0	23	85	21	106	229
Total	3	384	387	91	10	101	405	99	504	992
05:00 PM	0	114	114	25	5	30	125	22	147	291
05:15 PM	1	116	117	13	2	15	145	26	171	303
05:30 PM	0	92	92	14	2	16	151	27	178	286
05:45 PM	0	95	95	19	0	19	195	29	224	338
Total	1	417	418	71	9	80	616	104	720	1218
Grand Total	4	801	805	162	19	181	1021	203	1224	2210
Apprch %	0.5	99.5		89.5	10.5		83.4	16.6		
Total %	0.2	36.2	36.4	7.3	0.9	8.2	46.2	9.2	55.4	

	Arden Drive Southbound			Arden Way Westbound			Arden Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	114	114	**25**	**5**	**30**	125	22	147	291
05:15 PM	**1**	**116**	**117**	13	2	15	145	26	171	303
05:30 PM	0	92	92	14	2	16	151	27	178	286
05:45 PM	0	95	95	19	0	19	**195**	**29**	**224**	**338**
Total Volume	1	417	418	71	9	80	616	104	720	1218
% App. Total	0.2	99.8		88.8	11.2		85.6	14.4		
PHF	.250	.899	.893	.710	.450	.667	.790	.897	.804	.901

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City of Temple City
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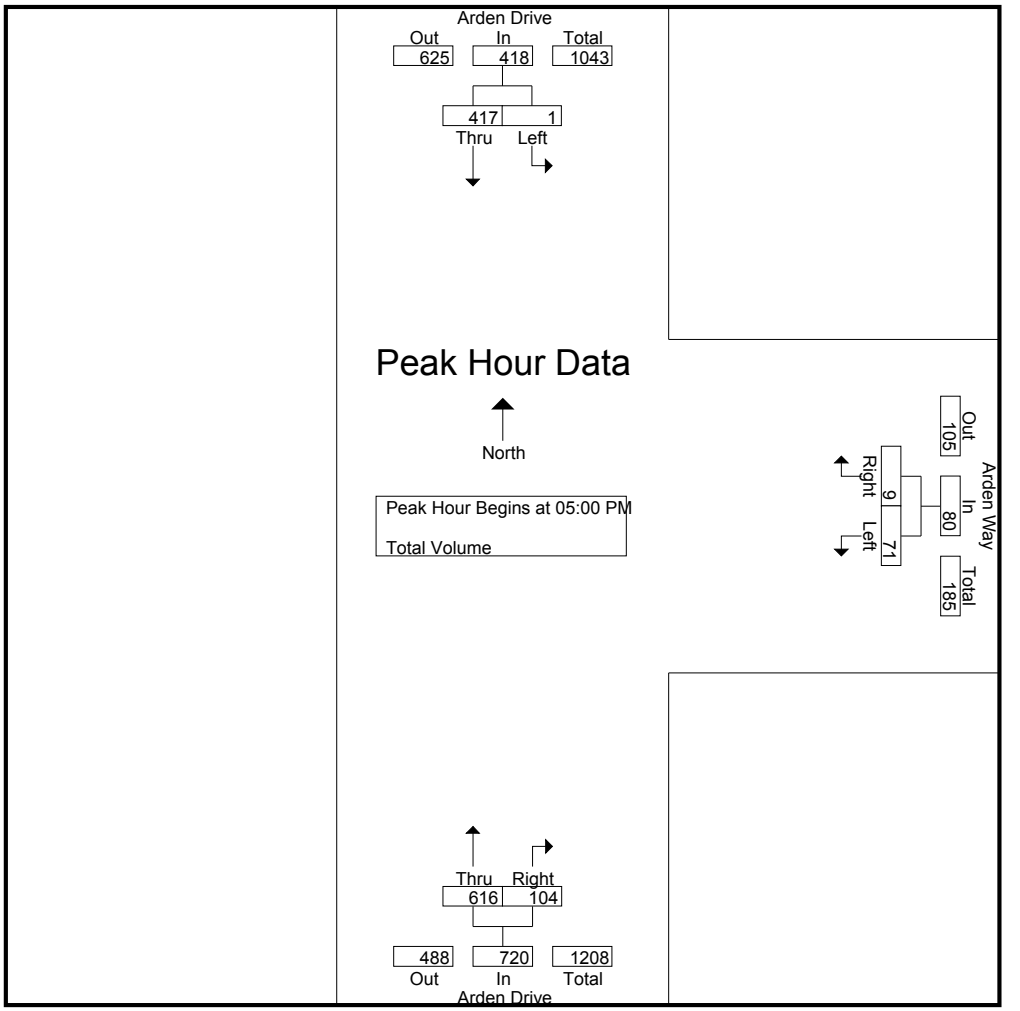

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:15 PM			05:00 PM		
+0 mins.	0	92	92	21	**8**	29	125	22	147
+15 mins.	**1**	99	100	20	2	22	145	26	171
+30 mins.	0	114	114	23	0	23	151	27	178
+45 mins.	1	**116**	**117**	**25**	5	**30**	**195**	**29**	**224**
Total Volume	2	421	423	89	15	104	616	104	720
% App. Total	0.5	99.5		85.6	14.4		85.6	14.4	
PHF	.500	.907	.904	.890	.469	.867	.790	.897	.804

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City of Temple City
N/S: Arden Drive
E/W: Arden Way
Weather: Sunny

File Name : TPYARARSAT
Site Code : 00005555
Start Date : 6/29/2013
Page No : 1

Groups Printed- Total Volume

	Arden Drive Southbound			Arden Way Westbound			Arden Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
12:00 PM	0	66	66	15	1	16	72	32	104	186
12:15 PM	0	72	72	16	2	18	74	31	105	195
12:30 PM	0	71	71	15	2	17	79	34	113	201
12:45 PM	0	68	68	8	3	11	72	31	103	182
Total	0	277	277	54	8	62	297	128	425	764
01:00 PM	0	57	57	11	6	17	76	28	104	178
01:15 PM	2	64	66	12	0	12	82	34	116	194
01:30 PM	0	65	65	24	4	28	81	27	108	201
01:45 PM	1	81	82	14	1	15	72	27	99	196
Total	3	267	270	61	11	72	311	116	427	769
Grand Total	3	544	547	115	19	134	608	244	852	1533
Apprch %	0.5	99.5		85.8	14.2		71.4	28.6		
Total %	0.2	35.5	35.7	7.5	1.2	8.7	39.7	15.9	55.6	

	Arden Drive Southbound			Arden Way Westbound			Arden Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:00 PM										
01:00 PM	0	57	57	11	**6**	17	76	28	104	178
01:15 PM	**2**	64	66	12	0	12	**82**	**34**	**116**	194
01:30 PM	0	65	65	**24**	4	**28**	81	27	108	**201**
01:45 PM	1	**81**	**82**	14	1	15	72	27	99	196
Total Volume	3	267	270	61	11	72	311	116	427	769
% App. Total	1.1	98.9		84.7	15.3		72.8	27.2		
PHF	.375	.824	.823	.635	.458	.643	.948	.853	.920	.956

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Start Date : 6/29/2013
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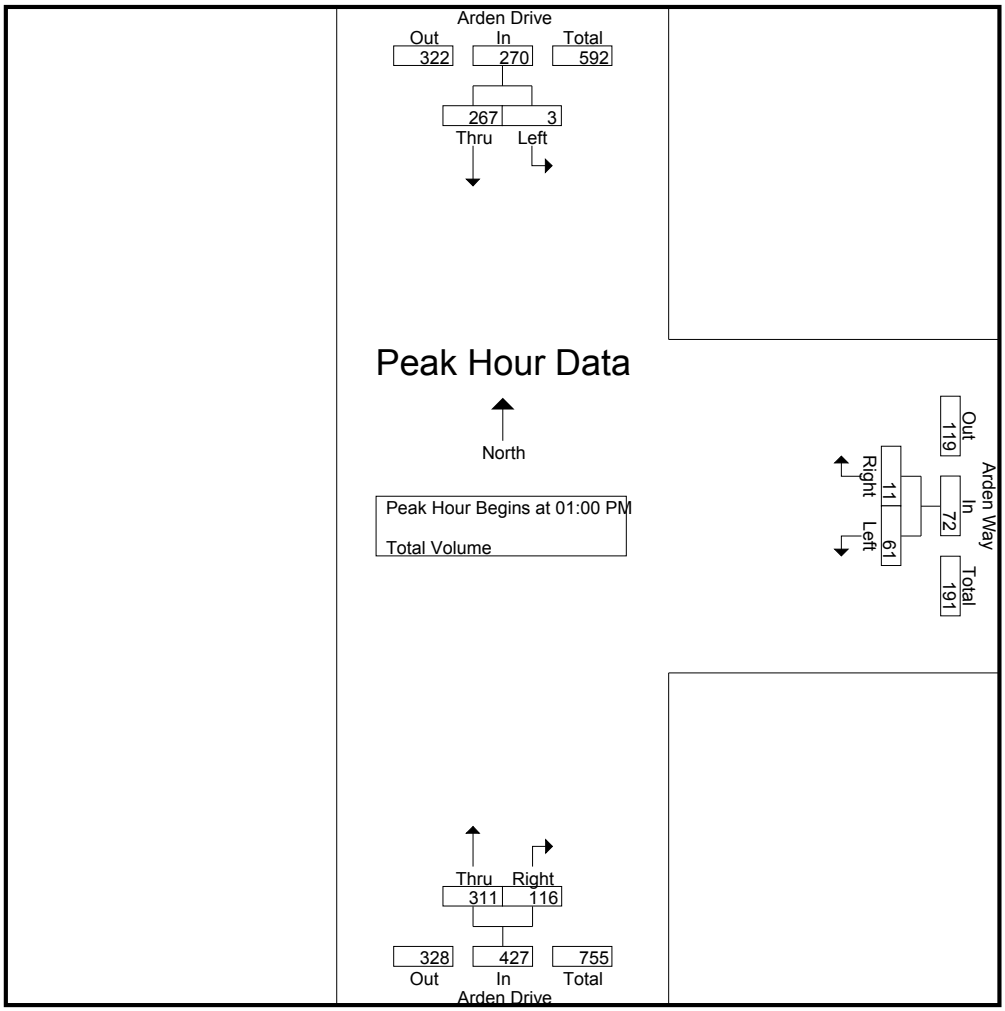

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM			01:00 PM			12:30 PM		
+0 mins.	0	66	66	11	**6**	17	79	**34**	113
+15 mins.	0	**72**	**72**	12	0	12	72	31	103
+30 mins.	0	71	71	**24**	4	**28**	76	28	104
+45 mins.	0	68	68	14	1	15	**82**	34	**116**
Total Volume	0	277	277	61	11	72	309	127	436
% App. Total	0	100		84.7	15.3		70.9	29.1	
PHF	.000	.962	.962	.635	.458	.643	.942	.934	.940

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City of El Monte
N/S: Temple City Boulevard
E/W: Loftus Drive
Weather: Sunny

File Name : ELMTCLOAM
Site Code : 00055555
Start Date : 6/18/2013
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Groups Printed- Total Volume

	Temple City Boulevard Southbound			Loftus Drive Westbound			Temple City Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	41	113	154	42	20	62	116	63	179	395
07:15 AM	71	144	215	35	28	63	145	57	202	480
07:30 AM	64	147	211	42	27	69	187	58	245	525
07:45 AM	77	163	240	43	21	64	120	68	188	492
Total	253	567	820	162	96	258	568	246	814	1892
08:00 AM	56	170	226	39	22	61	138	56	194	481
08:15 AM	79	134	213	40	18	58	115	72	187	458
08:30 AM	97	168	265	50	17	67	106	67	173	505
08:45 AM	70	157	227	59	31	90	121	51	172	489
Total	302	629	931	188	88	276	480	246	726	1933
Grand Total	555	1196	1751	350	184	534	1048	492	1540	3825
Apprch %	31.7	68.3		65.5	34.5		68.1	31.9		
Total %	14.5	31.3	45.8	9.2	4.8	14	27.4	12.9	40.3	

	Temple City Boulevard Southbound			Loftus Drive Westbound			Temple City Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	71	144	215	35	**28**	63	145	57	202	480
07:30 AM	64	147	211	42	27	**69**	**187**	58	**245**	**525**
07:45 AM	**77**	163	**240**	**43**	21	64	120	**68**	188	492
08:00 AM	56	**170**	226	39	22	61	138	56	194	481
Total Volume	268	624	892	159	98	257	590	239	829	1978
% App. Total	30	70		61.9	38.1		71.2	28.8		
PHF	.870	.918	.929	.924	.875	.931	.789	.879	.846	.942

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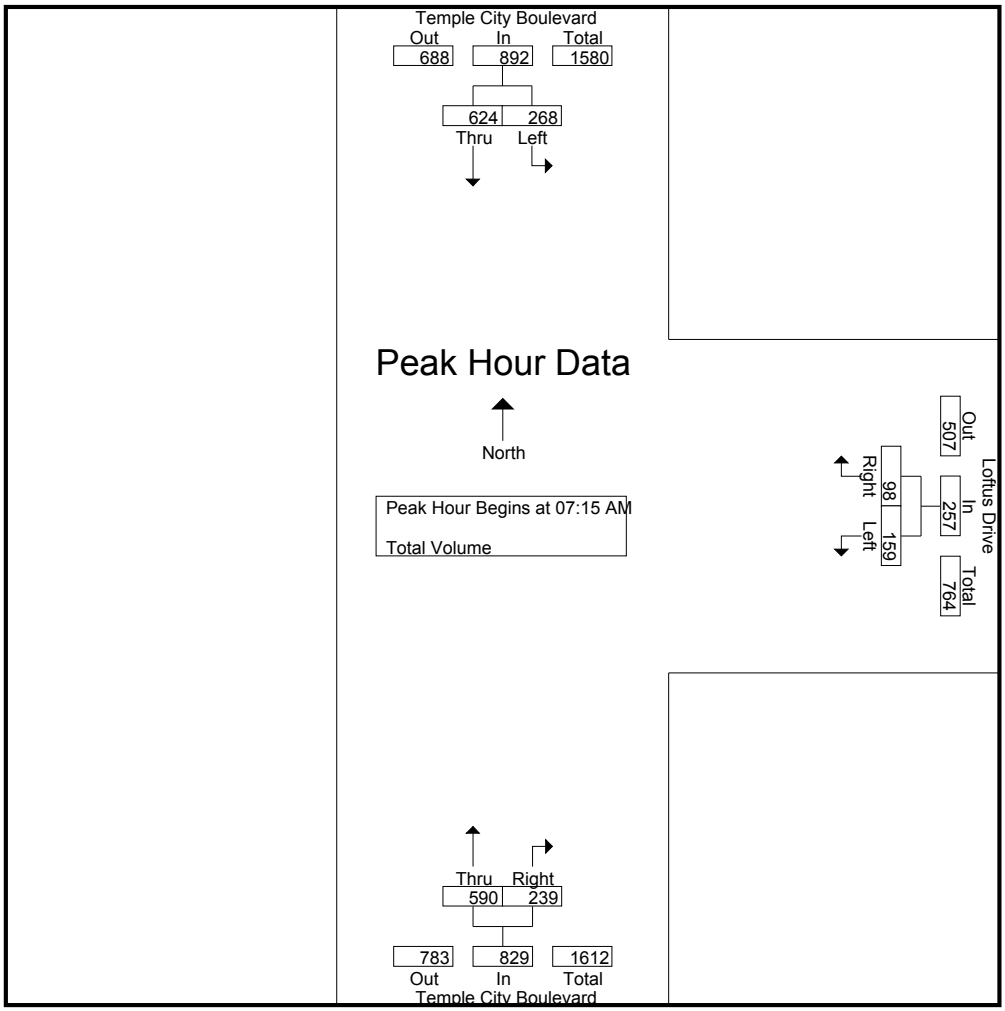

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM			08:00 AM			07:15 AM		
+0 mins.	77	163	240	39	22	61	145	57	202
+15 mins.	56	**170**	226	40	18	58	**187**	58	**245**
+30 mins.	79	134	213	50	17	67	120	**68**	188
+45 mins.	**97**	168	**265**	**59**	**31**	**90**	138	56	194
Total Volume	309	635	944	188	88	276	590	239	829
% App. Total	32.7	67.3		68.1	31.9		71.2	28.8	
PHF	.796	.934	.891	.797	.710	.767	.789	.879	.846

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City of El Monte
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File Name : ELMTCLOPM
Site Code : 00055555
Start Date : 6/18/2013
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Groups Printed- Total Volume

	Temple City Boulevard Southbound			Loftus Drive Westbound			Temple City Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	45	147	192	58	38	96	104	29	133	421
04:15 PM	40	129	169	46	35	81	98	35	133	383
04:30 PM	67	135	202	56	28	84	137	39	176	462
04:45 PM	62	148	210	41	13	54	136	54	190	454
Total	214	559	773	201	114	315	475	157	632	1720
05:00 PM	64	135	199	66	34	100	150	40	190	489
05:15 PM	68	189	257	59	35	94	213	37	250	601
05:30 PM	45	141	186	91	46	137	185	41	226	549
05:45 PM	43	131	174	46	40	86	204	32	236	496
Total	220	596	816	262	155	417	752	150	902	2135
Grand Total	434	1155	1589	463	269	732	1227	307	1534	3855
Apprch %	27.3	72.7		63.3	36.7		80	20		
Total %	11.3	30	41.2	12	7	19	31.8	8	39.8	

	Temple City Boulevard Southbound			Loftus Drive Westbound			Temple City Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	64	135	199	66	34	100	150	40	190	489
05:15 PM	**68**	**189**	**257**	59	35	94	**213**	37	**250**	**601**
05:30 PM	45	141	186	**91**	**46**	**137**	185	**41**	226	549
05:45 PM	43	131	174	46	40	86	204	32	236	496
Total Volume	220	596	816	262	155	417	752	150	902	2135
% App. Total	27	73		62.8	37.2		83.4	16.6		
PHF	.809	.788	.794	.720	.842	.761	.883	.915	.902	.888

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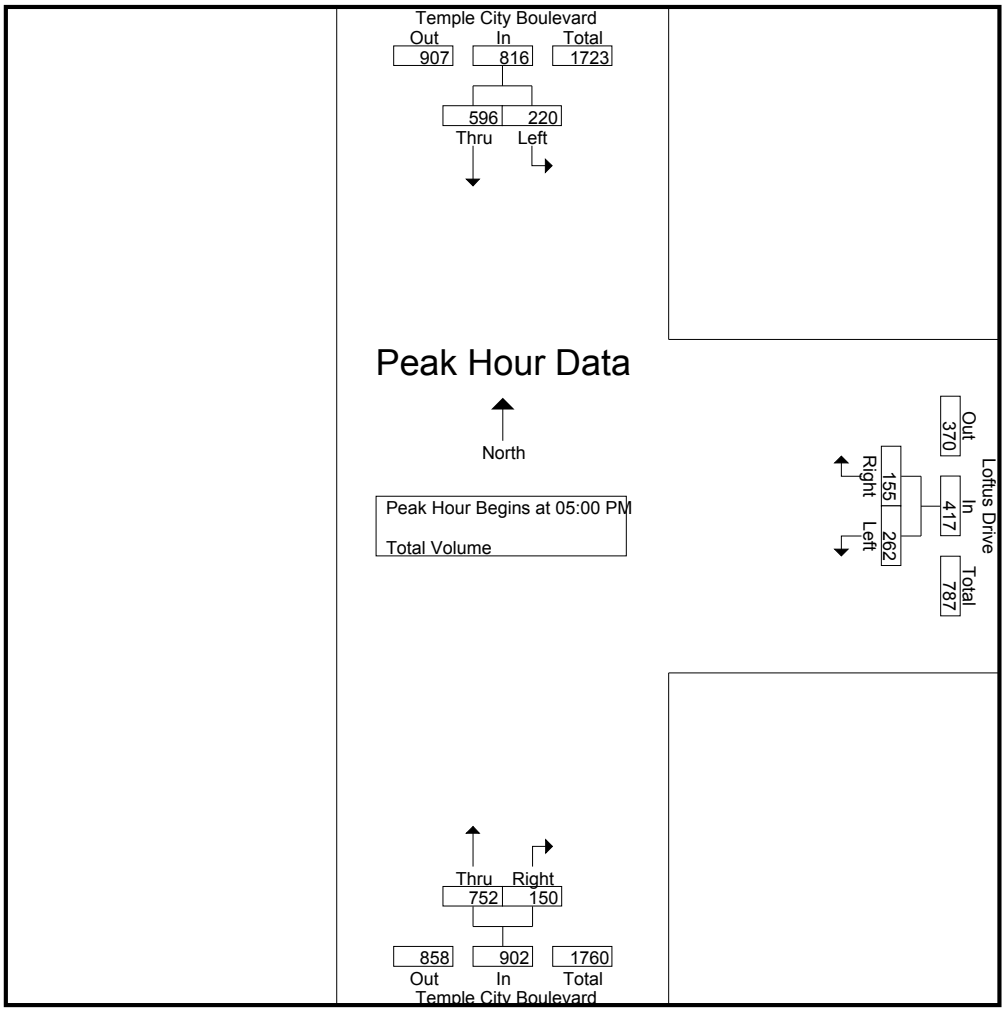

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			05:00 PM			05:00 PM		
+0 mins.	67	135	202	66	34	100	150	40	190
+15 mins.	62	148	210	59	35	94	**213**	37	**250**
+30 mins.	64	135	199	**91**	**46**	**137**	185	**41**	226
+45 mins.	**68**	**189**	**257**	46	40	86	204	32	236
Total Volume	261	607	868	262	155	417	752	150	902
% App. Total	30.1	69.9		62.8	37.2		83.4	16.6	
PHF	.960	.803	.844	.720	.842	.761	.883	.915	.902

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City of El Monte
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Weather: Sunny

File Name : ELMTCLOSAT
Site Code : 00055555
Start Date : 6/15/2013
Page No : 1

Groups Printed- Total Volume

	Temple City Boulevard Southbound			Loftus Drive Westbound			Temple City Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
12:00 PM	56	151	207	52	28	80	110	31	141	428
12:15 PM	51	151	202	48	22	70	98	23	121	393
12:30 PM	50	162	212	60	28	88	112	28	140	440
12:45 PM	67	142	209	54	24	78	85	37	122	409
Total	224	606	830	214	102	316	405	119	524	1670
01:00 PM	50	153	203	45	28	73	97	29	126	402
01:15 PM	65	163	228	35	26	61	101	24	125	414
01:30 PM	61	164	225	32	19	51	140	46	186	462
01:45 PM	57	155	212	49	24	73	118	19	137	422
Total	233	635	868	161	97	258	456	118	574	1700
Grand Total	457	1241	1698	375	199	574	861	237	1098	3370
Apprch %	26.9	73.1		65.3	34.7		78.4	21.6		
Total %	13.6	36.8	50.4	11.1	5.9	17	25.5	7	32.6	

	Temple City Boulevard Southbound			Loftus Drive Westbound			Temple City Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:00 PM										
01:00 PM	50	153	203	45	**28**	**73**	97	29	126	402
01:15 PM	**65**	163	**228**	35	26	61	101	24	125	414
01:30 PM	61	**164**	225	32	19	51	**140**	**46**	**186**	**462**
01:45 PM	57	155	212	**49**	24	73	118	19	137	422
Total Volume	233	635	868	161	97	258	456	118	574	1700
% App. Total	26.8	73.2		62.4	37.6		79.4	20.6		
PHF	.896	.968	.952	.821	.866	.884	.814	.641	.772	.920

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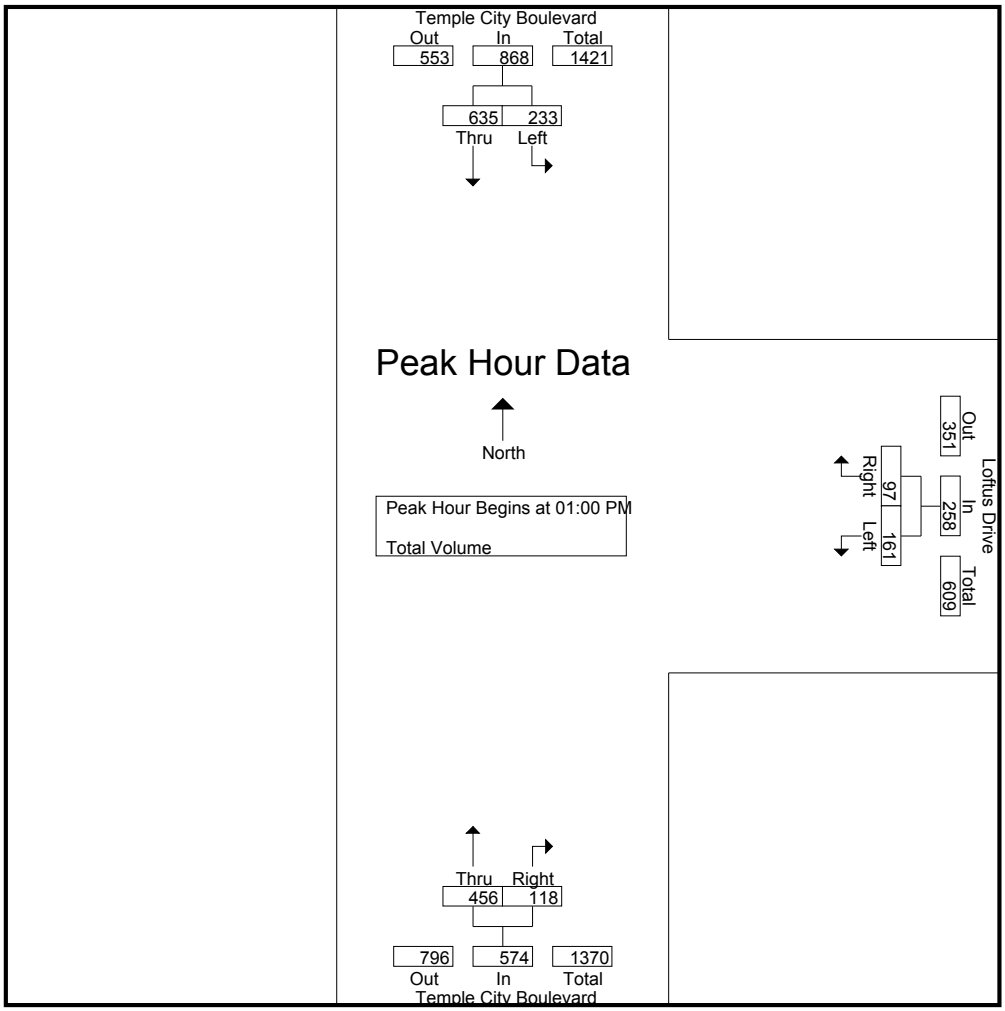

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:00 PM			12:00 PM			01:00 PM		
+0 mins.	50	153	203	52	**28**	80	97	29	126
+15 mins.	**65**	163	**228**	48	22	70	101	24	125
+30 mins.	61	**164**	225	**60**	28	**88**	**140**	**46**	**186**
+45 mins.	57	155	212	54	24	78	118	19	137
Total Volume	233	635	868	214	102	316	456	118	574
% App. Total	26.8	73.2		67.7	32.3		79.4	20.6	
PHF	.896	.968	.952	.892	.911	.898	.814	.641	.772

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City of El Monte
N/S: Temple City Boulevard
E/W: Marshall Street
Weather: Sunny

File Name : ELMTCMAAM
Site Code : 13413384
Start Date : 10/1/2013
Page No : 1

Groups Printed- Total Volume

	Temple City Boulevard Southbound				Marshall Street Westbound				Temple City Boulevard Northbound				Marshall Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	166	1	169	2	3	0	5	14	141	0	155	4	3	14	21	350
07:15 AM	10	190	3	203	2	5	3	10	22	167	1	190	1	2	11	14	417
07:30 AM	7	164	4	175	1	6	2	9	25	207	0	232	4	4	23	31	447
07:45 AM	18	191	6	215	0	7	7	14	17	189	1	207	6	9	13	28	464
Total	37	711	14	762	5	21	12	38	78	704	2	784	15	18	61	94	1678
08:00 AM	22	186	2	210	0	5	3	8	23	156	0	179	7	10	24	41	438
08:15 AM	18	192	1	211	1	0	1	2	15	161	0	176	8	6	16	30	419
08:30 AM	21	208	2	231	0	0	2	2	26	130	0	156	5	7	18	30	419
08:45 AM	10	147	4	161	1	3	4	8	18	143	1	162	5	1	8	14	345
Total	71	733	9	813	2	8	10	20	82	590	1	673	25	24	66	115	1621
Grand Total	108	1444	23	1575	7	29	22	58	160	1294	3	1457	40	42	127	209	3299
Apprch %	6.9	91.7	1.5		12.1	50	37.9		11	88.8	0.2		19.1	20.1	60.8		
Total %	3.3	43.8	0.7	47.7	0.2	0.9	0.7	1.8	4.8	39.2	0.1	44.2	1.2	1.3	3.8	6.3	

	Temple City Boulevard Southbound				Marshall Street Westbound				Temple City Boulevard Northbound				Marshall Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	164	4	175	**1**	6	2	9	**25**	**207**	0	**232**	4	4	23	31	447
07:45 AM	18	191	**6**	**215**	0	**7**	**7**	**14**	17	189	**1**	207	6	9	13	28	**464**
08:00 AM	**22**	186	2	210	0	5	3	8	23	156	0	179	7	**10**	**24**	**41**	438
08:15 AM	18	**192**	1	211	1	0	1	2	15	161	0	176	**8**	6	16	30	419
Total Volume	65	733	13	811	2	18	13	33	80	713	1	794	25	29	76	130	1768
% App. Total	8	90.4	1.6		6.1	54.5	39.4		10.1	89.8	0.1		19.2	22.3	58.5		
PHF	.739	.954	.542	.943	.500	.643	.464	.589	.800	.861	.250	.856	.781	.725	.792	.793	.953

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City of El Monte
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File Name : ELMTCMAAM
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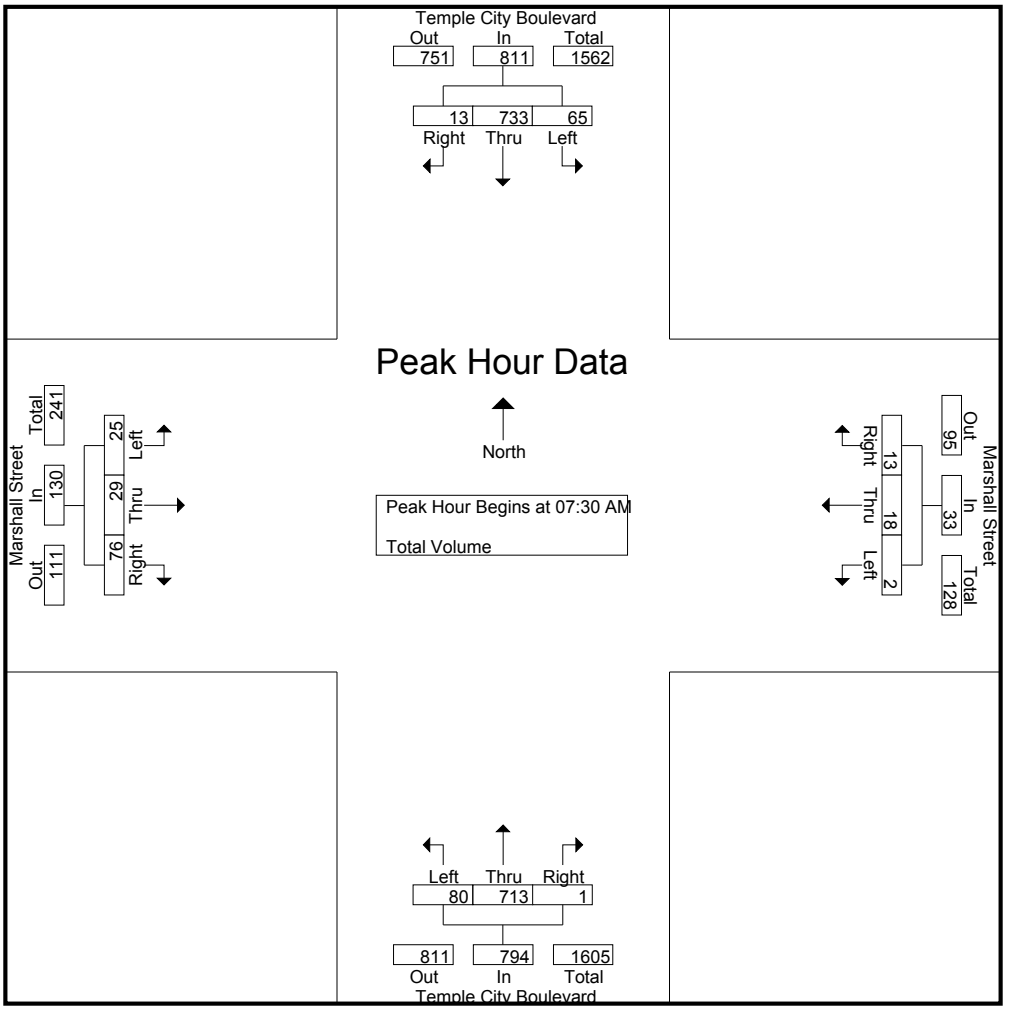

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	18	191	**6**	215	**2**	5	3	10	22	167	**1**	190	4	4	23	31
+15 mins.	**22**	186	2	210	1	6	2	9	**25**	**207**	0	**232**	6	9	13	28
+30 mins.	18	192	1	211	0	**7**	**7**	**14**	17	189	1	207	7	**10**	**24**	**41**
+45 mins.	21	**208**	2	**231**	0	5	3	8	23	156	0	179	**8**	6	16	30
Total Volume	79	777	11	867	3	23	15	41	87	719	2	808	25	29	76	130
% App. Total	9.1	89.6	1.3		7.3	56.1	36.6		10.8	89	0.2		19.2	22.3	58.5	
PHF	.898	.934	.458	.938	.375	.821	.536	.732	.870	.868	.500	.871	.781	.725	.792	.793

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City of El Monte
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File Name : ELMTCMAPM
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Groups Printed- Total Volume

	Temple City Boulevard Southbound				Marshall Street Westbound				Temple City Boulevard Northbound				Marshall Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	170	5	179	3	0	2	5	7	167	0	174	6	7	11	24	382
04:15 PM	10	206	2	218	0	4	0	4	7	136	0	143	4	3	8	15	380
04:30 PM	6	168	5	179	1	3	2	6	15	171	0	186	3	2	13	18	389
04:45 PM	7	159	0	166	1	2	1	4	12	175	0	187	3	0	7	10	367
Total	27	703	12	742	5	9	5	19	41	649	0	690	16	12	39	67	1518
05:00 PM	7	194	3	204	2	2	2	6	15	198	1	214	8	4	11	23	447
05:15 PM	6	203	0	209	1	3	0	4	12	230	0	242	6	6	17	29	484
05:30 PM	7	194	3	204	2	5	2	9	21	251	1	273	1	5	15	21	507
05:45 PM	6	203	2	211	0	2	0	2	20	224	0	244	9	19	14	42	499
Total	26	794	8	828	5	12	4	21	68	903	2	973	24	34	57	115	1937
Grand Total	53	1497	20	1570	10	21	9	40	109	1552	2	1663	40	46	96	182	3455
Apprch %	3.4	95.4	1.3		25	52.5	22.5		6.6	93.3	0.1		22	25.3	52.7		
Total %	1.5	43.3	0.6	45.4	0.3	0.6	0.3	1.2	3.2	44.9	0.1	48.1	1.2	1.3	2.8	5.3	

	Temple City Boulevard Southbound				Marshall Street Westbound				Temple City Boulevard Northbound				Marshall Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**7**	194	**3**	204	**2**	2	**2**	6	15	198	**1**	214	8	4	11	23	447
05:15 PM	6	**203**	0	209	1	3	0	4	12	230	0	242	6	6	**17**	29	484
05:30 PM	7	194	3	204	2	**5**	2	**9**	**21**	**251**	1	**273**	1	5	15	21	**507**
05:45 PM	6	203	2	**211**	0	2	0	2	20	224	0	244	**9**	**19**	14	**42**	499
Total Volume	26	794	8	828	5	12	4	21	68	903	2	973	24	34	57	115	1937
% App. Total	3.1	95.9	1		23.8	57.1	19		7	92.8	0.2		20.9	29.6	49.6		
PHF	.929	.978	.667	.981	.625	.600	.500	.583	.810	.899	.500	.891	.667	.447	.838	.685	.955

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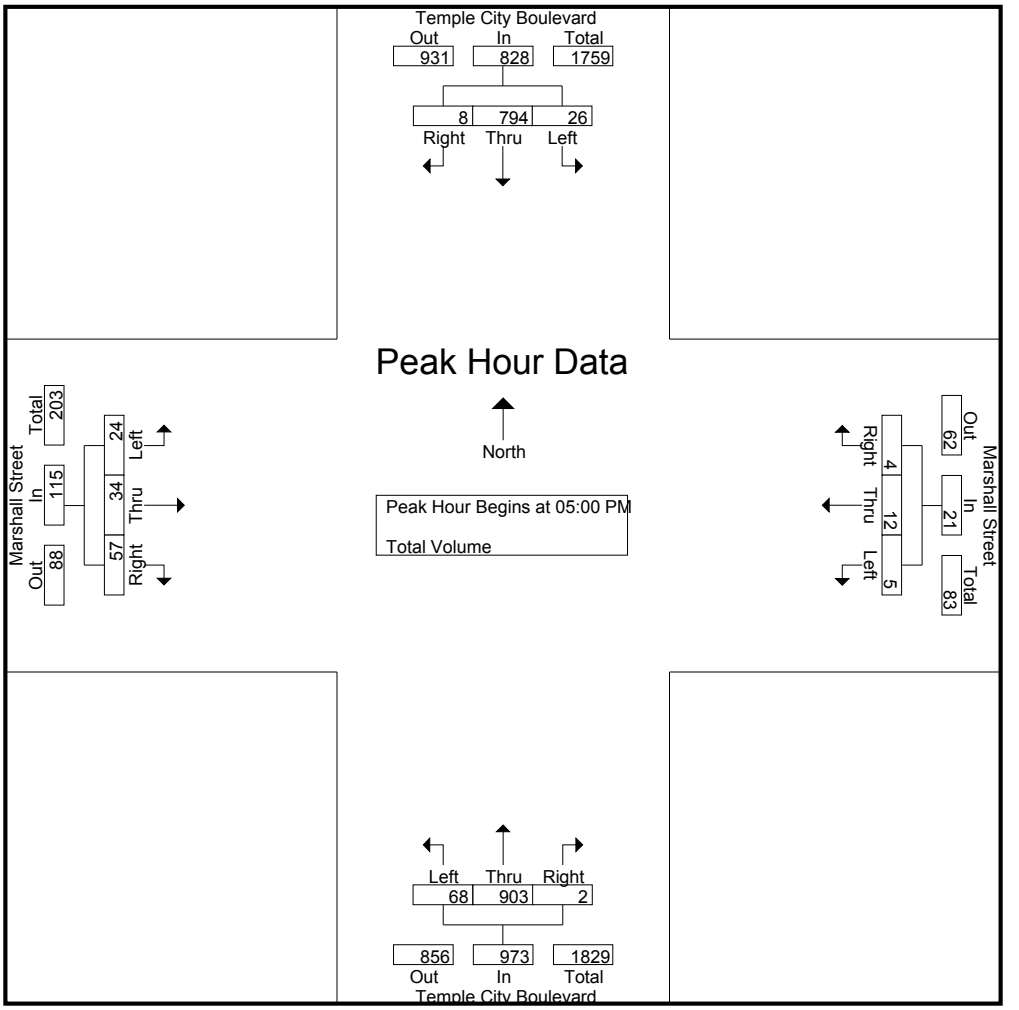

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	**7**	194	**3**	204	1	2	1	4	15	198	**1**	214	8	4	11	23
+15 mins.	6	**203**	0	209	**2**	2	**2**	6	12	230	0	242	6	6	**17**	29
+30 mins.	7	194	3	204	1	3	0	4	**21**	**251**	1	**273**	1	5	15	21
+45 mins.	6	203	2	**211**	2	**5**	2	**9**	20	224	0	244	**9**	**19**	14	**42**
Total Volume	26	794	8	828	6	12	5	23	68	903	2	973	24	34	57	115
% App. Total	3.1	95.9	1		26.1	52.2	21.7		7	92.8	0.2		20.9	29.6	49.6	
PHF	.929	.978	.667	.981	.750	.600	.625	.639	.810	.899	.500	.891	.667	.447	.838	.685

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E/W: Marshall Street
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File Name : ELMTCMASAT
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Groups Printed- Total Volume

	Temple City Boulevard Southbound				Marshall Street Westbound				Temple City Boulevard Northbound				Marshall Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	8	171	1	180	0	1	0	1	12	126	1	139	3	3	12	18	338
12:15 PM	13	207	2	222	1	0	2	3	7	134	1	142	3	2	10	15	382
12:30 PM	2	160	1	163	2	2	1	5	10	122	0	132	4	5	26	35	335
12:45 PM	12	192	1	205	1	0	1	2	10	130	1	141	5	4	12	21	369
Total	35	730	5	770	4	3	4	11	39	512	3	554	15	14	60	89	1424
01:00 PM	4	186	4	194	0	0	2	2	7	112	1	120	11	11	13	35	351
01:15 PM	5	181	1	187	1	2	0	3	9	151	0	160	2	2	13	17	367
01:30 PM	3	194	1	198	1	4	6	11	8	109	1	118	6	3	14	23	350
01:45 PM	6	164	7	177	1	0	3	4	6	119	0	125	4	2	17	23	329
Total	18	725	13	756	3	6	11	20	30	491	2	523	23	18	57	98	1397
Grand Total	53	1455	18	1526	7	9	15	31	69	1003	5	1077	38	32	117	187	2821
Apprch %	3.5	95.3	1.2		22.6	29	48.4		6.4	93.1	0.5		20.3	17.1	62.6		
Total %	1.9	51.6	0.6	54.1	0.2	0.3	0.5	1.1	2.4	35.6	0.2	38.2	1.3	1.1	4.1	6.6	

	Temple City Boulevard Southbound				Marshall Street Westbound				Temple City Boulevard Northbound				Marshall Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	**13**	**207**	2	**222**	1	0	**2**	3	7	**134**	**1**	**142**	3	2	10	15	**382**
12:30 PM	2	160	1	163	**2**	**2**	1	**5**	**10**	122	0	132	4	5	**26**	**35**	335
12:45 PM	12	192	1	205	1	0	1	2	10	130	1	141	5	4	12	21	369
01:00 PM	4	186	**4**	194	0	0	2	2	7	112	1	120	**11**	**11**	13	35	351
Total Volume	31	745	8	784	4	2	6	12	34	498	3	535	23	22	61	106	1437
% App. Total	4	95	1		33.3	16.7	50		6.4	93.1	0.6		21.7	20.8	57.5		
PHF	.596	.900	.500	.883	.500	.250	.750	.600	.850	.929	.750	.942	.523	.500	.587	.757	.940

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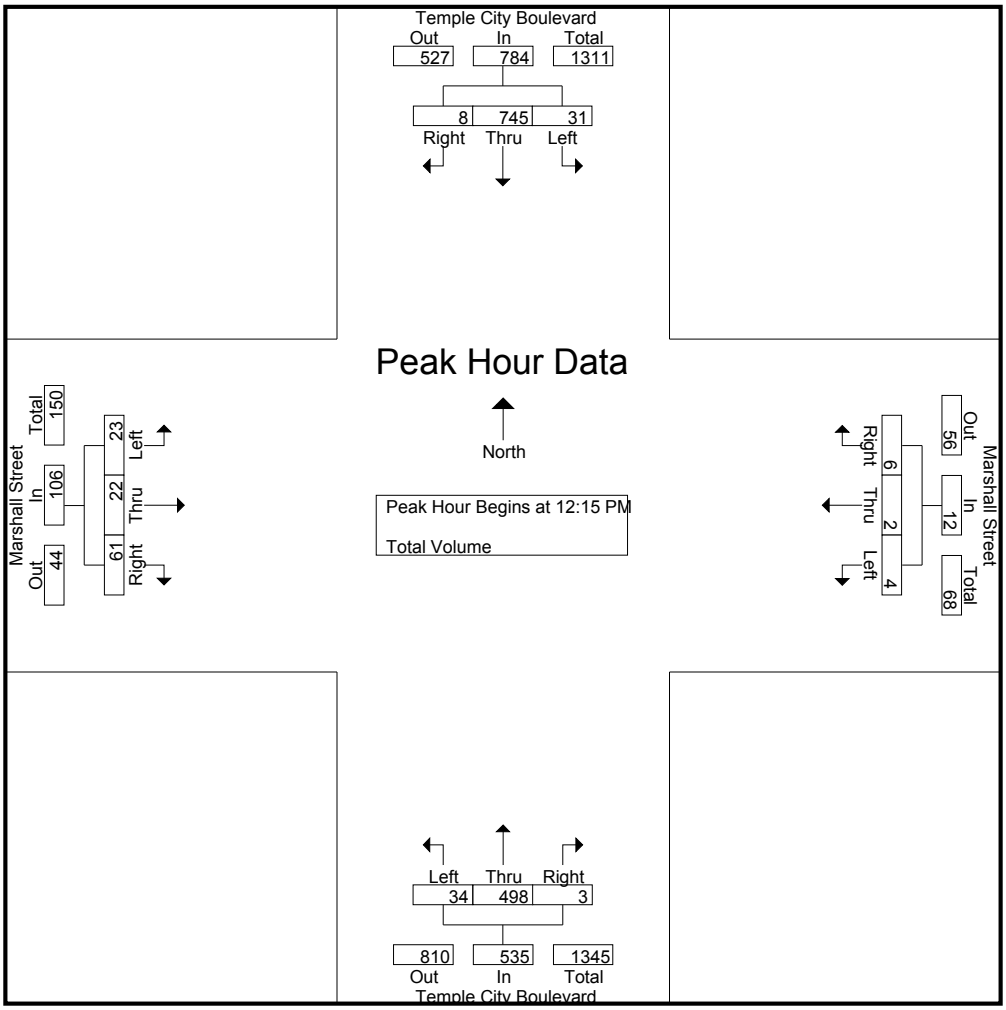
City of El Monte
N/S: Temple City Boulevard
E/W: Marshall Street
Weather: Sunny

File Name : ELMTCMASAT
Site Code : 13413384
Start Date : 9/29/2013
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:15 PM				01:00 PM				12:00 PM				12:30 PM			
+0 mins.	**13**	**207**	2	**222**	0	0	2	2	**12**	126	**1**	139	4	5	**26**	**35**
+15 mins.	2	160	1	163	**1**	2	0	3	7	**134**	1	**142**	5	4	12	21
+30 mins.	12	192	1	205	1	**4**	**6**	**11**	10	122	0	132	**11**	**11**	13	35
+45 mins.	4	186	**4**	194	1	0	3	4	10	130	1	141	2	2	13	17
Total Volume	31	745	8	784	3	6	11	20	39	512	3	554	22	22	64	108
% App. Total	4	95	1		15	30	55		7	92.4	0.5		20.4	20.4	59.3	
PHF	.596	.900	.500	.883	.750	.375	.458	.455	.813	.955	.750	.975	.500	.500	.615	.771

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City of El Monte
N/S: Merwin C. Gill Way
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMMGVAAM
Site Code : 13413384
Start Date : 10/1/2013
Page No : 1

Groups Printed- Total Volume

	Merwin C. Gill Way Southbound				Valley Boulevard Westbound				Private Driveway Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	1	276	9	286	0	0	0	0	6	82	0	88	376
07:15 AM	2	0	0	2	1	302	3	306	0	0	0	0	0	79	0	79	387
07:30 AM	1	0	6	7	1	382	11	394	0	0	1	1	4	170	0	174	576
07:45 AM	2	0	2	4	1	259	12	272	0	0	0	0	8	275	0	283	559
Total	7	0	8	15	4	1219	35	1258	0	0	1	1	18	606	0	624	1898
08:00 AM	3	0	0	3	1	290	13	304	0	0	0	0	0	192	4	196	503
08:15 AM	0	0	0	0	0	319	5	324	0	0	0	0	3	156	0	159	483
08:30 AM	2	0	3	5	3	293	9	305	0	0	1	1	3	162	1	166	477
08:45 AM	2	0	2	4	2	323	6	331	0	0	0	0	3	157	2	162	497
Total	7	0	5	12	6	1225	33	1264	0	0	1	1	9	667	7	683	1960
Grand Total	14	0	13	27	10	2444	68	2522	0	0	2	2	27	1273	7	1307	3858
Apprch %	51.9	0	48.1		0.4	96.9	2.7		0	0	100		2.1	97.4	0.5		
Total %	0.4	0	0.3	0.7	0.3	63.3	1.8	65.4	0	0	0.1	0.1	0.7	33	0.2	33.9	

	Merwin C. Gill Way Southbound				Valley Boulevard Westbound				Private Driveway Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	**6**	**7**	**1**	**382**	11	**394**	0	0	**1**	**1**	4	170	0	174	**576**
07:45 AM	2	0	2	4	1	259	12	272	0	0	0	0	**8**	**275**	0	**283**	559
08:00 AM	**3**	0	0	3	1	290	**13**	304	0	0	0	0	0	192	**4**	196	503
08:15 AM	0	0	0	0	0	319	5	324	0	0	0	0	3	156	0	159	483
Total Volume	6	0	8	14	3	1250	41	1294	0	0	1	1	15	793	4	812	2121
% App. Total	42.9	0	57.1		0.2	96.6	3.2		0	0	100		1.8	97.7	0.5		
PHF	.500	.000	.333	.500	.750	.818	.788	.821	.000	.000	.250	.250	.469	.721	.250	.717	.921

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City of El Monte
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E/W: Valley Boulevard
Weather: Sunny

File Name : ELMMGVAAM
Site Code : 13413384
Start Date : 10/1/2013
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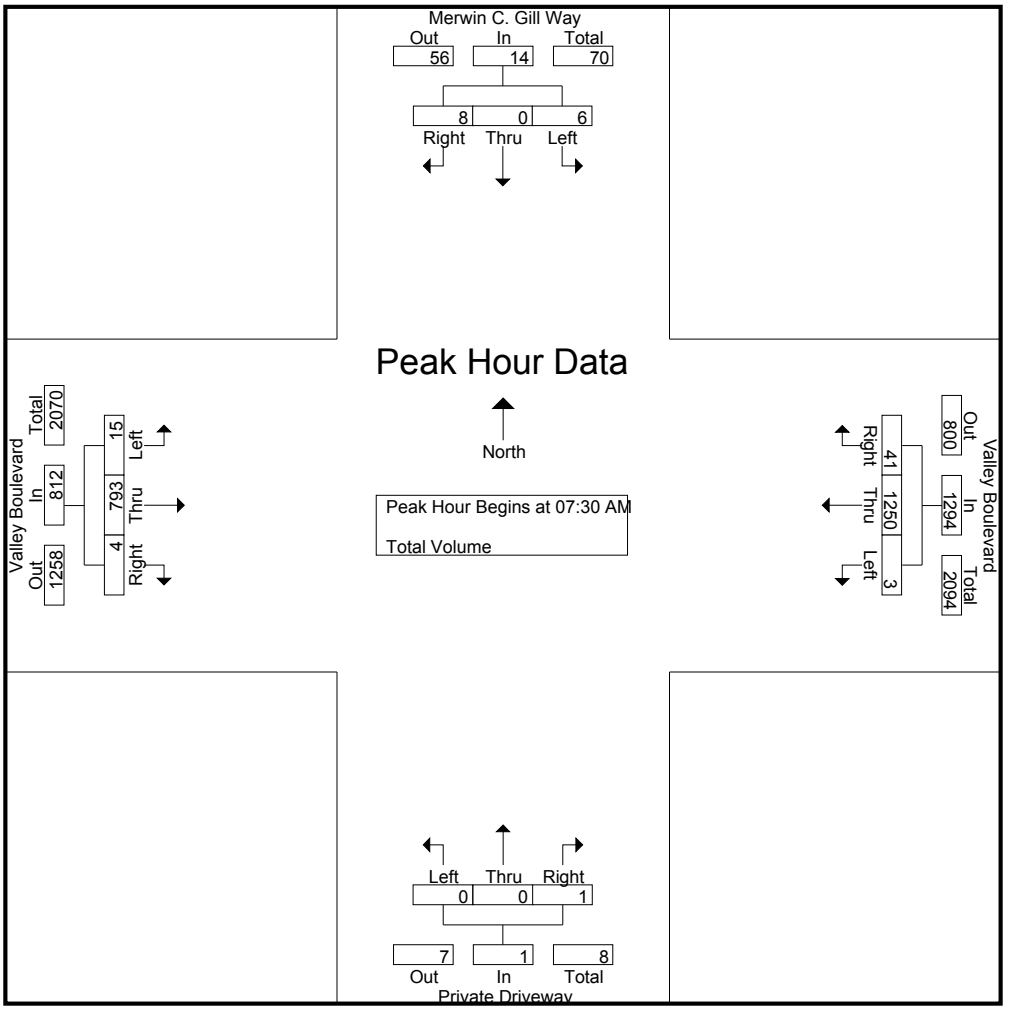

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:00 AM				07:30 AM			
+0 mins.	2	0	0	2	**1**	**382**	11	**394**	0	0	0	0	4	170	0	174
+15 mins.	1	0	**6**	**7**	1	259	12	272	0	0	0	0	**8**	**275**	0	**283**
+30 mins.	2	0	2	4	1	290	**13**	304	0	0	**1**	**1**	0	192	**4**	196
+45 mins.	**3**	0	0	3	0	319	5	324	0	0	0	0	3	156	0	159
Total Volume	8	0	8	16	3	1250	41	1294	0	0	1	1	15	793	4	812
% App. Total	50	0	50		0.2	96.6	3.2		0	0	100		1.8	97.7	0.5	
PHF	.667	.000	.333	.571	.750	.818	.788	.821	.000	.000	.250	.250	.469	.721	.250	.717

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City of El Monte
N/S: Merwin C. Gill Way
E/W: Valley Boulevard
Weather: Sunny

File Name : ELMMGVAPM
Site Code : 13413384
Start Date : 10/1/2013
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Groups Printed- Total Volume

	Merwin C. Gill Way Southbound				Valley Boulevard Westbound				Private Driveway Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	15	0	7	22	2	178	3	183	1	0	0	1	2	279	1	282	488
04:15 PM	11	0	4	15	1	167	4	172	1	0	0	1	0	270	3	273	461
04:30 PM	17	1	6	24	1	162	1	164	0	0	0	0	6	260	2	268	456
04:45 PM	11	0	7	18	1	166	4	171	0	0	0	0	4	296	1	301	490
Total	54	1	24	79	5	673	12	690	2	0	0	2	12	1105	7	1124	1895
05:00 PM	6	0	6	12	0	187	4	191	0	0	0	0	4	259	3	266	469
05:15 PM	8	0	3	11	0	193	5	198	0	0	0	0	2	282	1	285	494
05:30 PM	8	0	3	11	2	187	5	194	0	0	1	1	4	279	2	285	491
05:45 PM	8	0	3	11	2	214	3	219	0	0	0	0	6	293	0	299	529
Total	30	0	15	45	4	781	17	802	0	0	1	1	16	1113	6	1135	1983
Grand Total	84	1	39	124	9	1454	29	1492	2	0	1	3	28	2218	13	2259	3878
Apprch %	67.7	0.8	31.5		0.6	97.5	1.9		66.7	0	33.3		1.2	98.2	0.6		
Total %	2.2	0	1	3.2	0.2	37.5	0.7	38.5	0.1	0	0	0.1	0.7	57.2	0.3	58.3	

	Merwin C. Gill Way Southbound				Valley Boulevard Westbound				Private Driveway Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	0	**6**	**12**	0	187	4	191	0	0	0	0	4	259	**3**	266	469
05:15 PM	**8**	0	3	11	0	193	**5**	198	0	0	0	0	2	282	1	285	494
05:30 PM	8	0	3	11	**2**	187	5	194	0	0	**1**	**1**	4	279	2	285	491
05:45 PM	8	0	3	11	2	**214**	3	**219**	0	0	0	0	**6**	**293**	0	**299**	**529**
Total Volume	30	0	15	45	4	781	17	802	0	0	1	1	16	1113	6	1135	1983
% App. Total	66.7	0	33.3		0.5	97.4	2.1		0	0	100		1.4	98.1	0.5		
PHF	.938	.000	.625	.938	.500	.912	.850	.916	.000	.000	.250	.250	.667	.950	.500	.949	.937

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File Name : ELMMGVAPM
Site Code : 13413384
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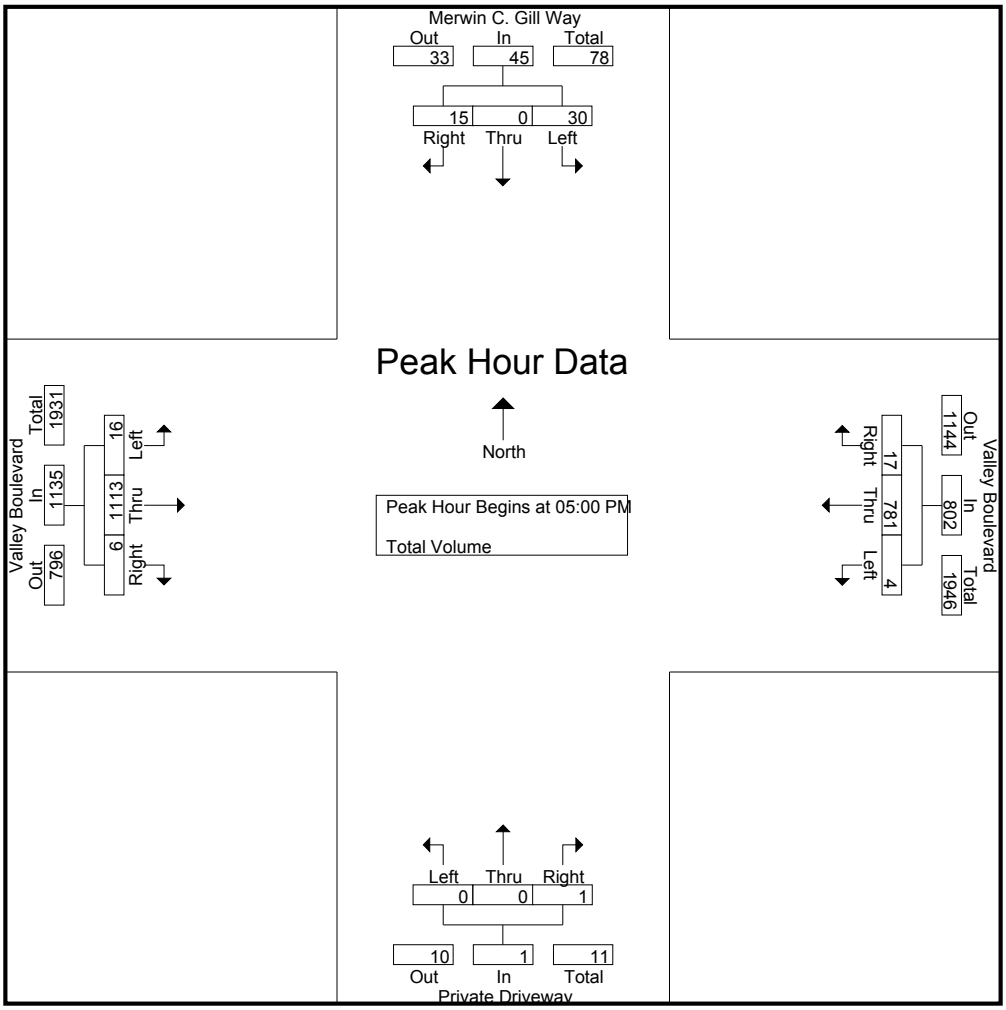

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:00 PM				04:45 PM			
+0 mins.	15	0	**7**	22	0	187	4	191	**1**	0	0	**1**	**4**	**296**	1	**301**
+15 mins.	11	0	4	15	0	193	**5**	198	1	0	0	1	4	259	**3**	266
+30 mins.	**17**	**1**	6	**24**	**2**	187	5	194	0	0	0	0	2	282	1	285
+45 mins.	11	0	7	18	2	**214**	3	**219**	0	0	0	0	4	279	2	285
Total Volume	54	1	24	79	4	781	17	802	2	0	0	2	14	1116	7	1137
% App. Total	68.4	1.3	30.4		0.5	97.4	2.1		100	0	0		1.2	98.2	0.6	
PHF	.794	.250	.857	.823	.500	.912	.850	.916	.500	.000	.000	.500	.875	.943	.583	.944

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File Name : ELMMGVASAT
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Groups Printed- Total Volume

	Merwin C. Gill Way Southbound				Valley Boulevard Westbound				Private Driveway Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	16	0	7	23	1	180	3	184	0	0	1	1	6	262	5	273	481
12:15 PM	3	0	5	8	4	223	5	232	0	0	0	0	4	277	2	283	523
12:30 PM	2	0	4	6	7	143	1	151	0	0	1	1	6	178	1	185	343
12:45 PM	5	0	1	6	1	172	8	181	0	0	1	1	1	236	2	239	427
Total	26	0	17	43	13	718	17	748	0	0	3	3	17	953	10	980	1774
01:00 PM	8	0	3	11	1	193	2	196	1	0	3	4	2	210	6	218	429
01:15 PM	4	0	0	4	0	181	2	183	0	0	0	0	2	245	3	250	437
01:30 PM	0	0	0	0	1	178	5	184	0	0	1	1	2	246	5	253	438
01:45 PM	7	0	1	8	1	157	9	167	1	0	3	4	2	215	3	220	399
Total	19	0	4	23	3	709	18	730	2	0	7	9	8	916	17	941	1703
Grand Total	45	0	21	66	16	1427	35	1478	2	0	10	12	25	1869	27	1921	3477
Apprch %	68.2	0	31.8		1.1	96.5	2.4		16.7	0	83.3		1.3	97.3	1.4		
Total %	1.3	0	0.6	1.9	0.5	41	1	42.5	0.1	0	0.3	0.3	0.7	53.8	0.8	55.2	

	Merwin C. Gill Way Southbound				Valley Boulevard Westbound				Private Driveway Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**16**	0	**7**	**23**	1	180	3	184	0	0	**1**	**1**	**6**	262	**5**	273	481
12:15 PM	3	0	5	8	4	**223**	5	**232**	0	0	0	0	4	**277**	2	**283**	**523**
12:30 PM	2	0	4	6	**7**	143	1	151	0	0	1	1	6	178	1	185	343
12:45 PM	5	0	1	6	1	172	**8**	181	0	0	1	1	1	236	2	239	427
Total Volume	26	0	17	43	13	718	17	748	0	0	3	3	17	953	10	980	1774
% App. Total	60.5	0	39.5		1.7	96	2.3		0	0	100		1.7	97.2	1		
PHF	.406	.000	.607	.467	.464	.805	.531	.806	.000	.000	.750	.750	.708	.860	.500	.866	.848

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File Name : ELMMGVASAT
Site Code : 13413384
Start Date : 9/29/2013
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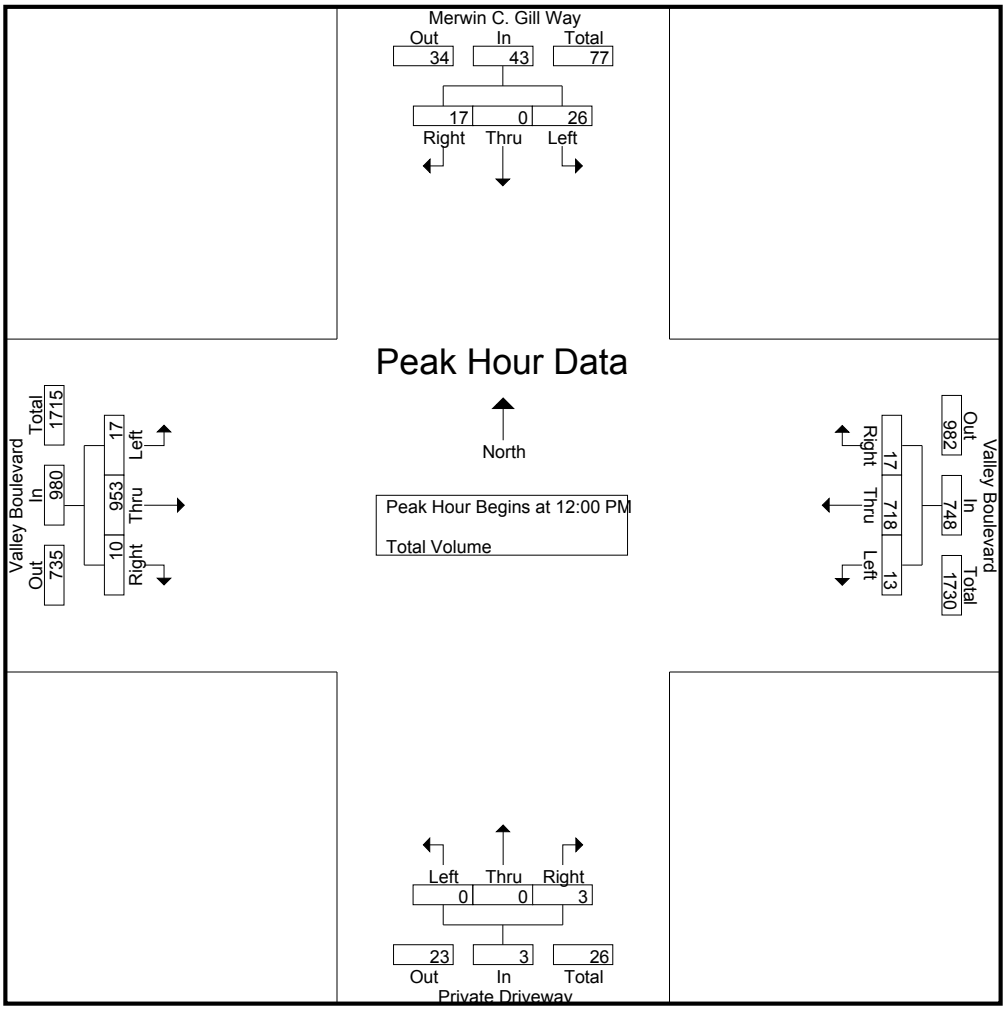


Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				12:15 PM				01:00 PM				12:00 PM			
+0 mins.	**16**	0	**7**	**23**	4	**223**	5	**232**	**1**	0	**3**	**4**	**6**	262	**5**	273
+15 mins.	3	0	5	8	**7**	143	1	151	0	0	0	0	4	**277**	2	**283**
+30 mins.	2	0	4	6	1	172	**8**	181	0	0	1	1	6	178	1	185
+45 mins.	5	0	1	6	1	193	2	196	1	0	3	4	1	236	2	239
Total Volume	26	0	17	43	13	731	16	760	2	0	7	9	17	953	10	980
% App. Total	60.5	0	39.5		1.7	96.2	2.1		22.2	0	77.8		1.7	97.2	1	
PHF	.406	.000	.607	.467	.464	.820	.500	.819	.500	.000	.583	.563	.708	.860	.500	.866

On-Ramp Queues - I-10 Eastbound Santa Anita - On-Ramp

Start Time (PM)	End Time (PM)	Entering Mixed Vihecles	Exceed Capacity ?
400	401	3	NO
401	402	7	NO
402	403	10	NO
403	404	3	NO
404	405	6	NO
405	406	2	NO
406	407	3	NO
407	408	0	NO
408	409	7	NO
409	410	4	NO
410	411	5	NO
411	412	2	NO
412	413	3	NO
413	414	3	NO
414	415	6	NO
415	416	3	NO
416	417	4	NO
417	418	5	NO
418	419	7	NO
419	420	1	NO
420	421	1	NO
421	422	7	NO
422	423	5	NO
423	424	5	NO
424	425	2	NO
425	426	3	NO
426	427	1	NO
427	428	6	NO
428	429	5	NO
429	430	2	NO
430	431	2	NO
431	432	1	NO
432	433	1	NO
433	434	2	NO
434	435	3	NO
435	436	5	NO
436	437	6	NO
437	438	4	NO
438	439	9	NO
439	440	7	NO
440	441	5	NO
441	442	2	NO
442	443	3	NO
443	444	2	NO
444	445	8	NO
445	446	5	NO
446	447	4	NO
447	448	3	NO
448	449	2	NO
449	450	2	NO
450	451	1	NO
451	452	1	NO
452	453	0	NO
453	454	4	NO
454	455	5	NO
455	456	3	NO
456	457	2	NO
457	458	1	NO
458	459	4	NO
459	460	2	NO

Start Time (PM)	End Time (PM)	Entering Mixed Vihecles	Exceed Capacity ?
500	501	9	NO
501	502	5	NO
502	503	2	NO
503	504	5	NO
504	505	7	NO
505	506	2	NO
506	507	2	NO
507	508	3	NO
508	509	5	NO
509	510	1	NO
510	511	2	NO
511	512	3	NO
512	513	1	NO
513	514	2	NO
514	515	2	NO
515	516	2	NO
516	517	3	NO
517	518	0	NO
518	519	1	NO
519	520	4	NO
520	521	5	NO
521	522	5	NO
522	523	6	NO
523	524	2	NO
524	525	3	NO
525	526	4	NO
526	527	1	NO
527	528	2	NO
528	529	2	NO
529	530	0	NO
530	531	1	NO
531	532	6	NO
532	533	2	NO
533	534	6	NO
534	535	5	NO
535	536	1	NO
536	537	1	NO
537	538	2	NO
538	539	0	NO
539	540	5	NO
540	541	2	NO
541	542	4	NO
542	543	2	NO
543	544	1	NO
544	545	4	NO
545	546	2	NO
546	547	3	NO
547	548	5	NO
548	549	2	NO
549	550	2	NO
550	551	4	NO
551	552	1	NO
552	553	5	NO
553	554	2	NO
554	555	2	NO
555	556	1	NO
556	557	2	NO
557	558	5	NO
558	559	2	NO
559	560	1	NO

On-Ramp Queues - I-10 Eastbound Valley Boulevard On-Ramp

Start Time (PM)	End Time (PM)	Entering Mixed Vihecles	Exceed Capacity ?
400	401	6	NO
401	402	5	NO
402	403	6	NO
403	404	2	NO
404	405	8	NO
405	406	2	NO
406	407	3	NO
407	408	4	NO
408	409	4	NO
409	410	5	NO
410	411	6	NO
411	412	2	NO
412	413	3	NO
413	414	3	NO
414	415	4	NO
415	416	8	NO
416	417	2	NO
417	418	2	NO
418	419	3	NO
419	420	1	NO
420	421	6	NO
421	422	7	NO
422	423	5	NO
423	424	2	NO
424	425	1	NO
425	426	2	NO
426	427	5	NO
427	428	0	NO
428	429	5	NO
429	430	6	NO
430	431	7	NO
431	432	2	NO
432	433	4	NO
433	434	4	NO
434	435	10	NO
435	436	2	NO
436	437	9	NO
437	438	7	NO
438	439	5	NO
439	440	5	NO
440	441	4	NO
441	442	3	NO
442	443	2	NO
443	444	6	NO
444	445	3	NO
445	446	5	NO
446	447	3	NO
447	448	5	NO
448	449	6	NO
449	450	1	NO
450	451	3	NO
451	452	1	NO
452	453	5	NO
453	454	4	NO
454	455	4	NO
455	456	3	NO
456	457	3	NO
457	458	2	NO
458	459	3	NO
459	460	5	NO

Start Time (PM)	End Time (PM)	Entering Mixed Vihecles	Exceed Capacity ?
500	501	11	NO
501	502	3	NO
502	503	7	NO
503	504	2	NO
504	505	1	NO
505	506	4	NO
506	507	4	NO
507	508	5	NO
508	509	4	NO
509	510	6	NO
510	511	7	NO
511	512	2	NO
512	513	1	NO
513	514	3	NO
514	515	1	NO
515	516	0	NO
516	517	6	NO
517	518	4	NO
518	519	2	NO
519	520	3	NO
520	521	2	NO
521	522	5	NO
522	523	7	NO
523	524	3	NO
524	525	2	NO
525	526	1	NO
526	527	4	NO
527	528	4	NO
528	529	0	NO
529	530	2	NO
530	531	6	NO
531	532	3	NO
532	533	3	NO
533	534	7	NO
534	535	0	NO
535	536	3	NO
536	537	10	NO
537	538	3	NO
538	539	5	NO
539	540	6	NO
540	541	1	NO
541	542	3	NO
542	543	2	NO
543	544	2	NO
544	545	5	NO
545	546	1	NO
546	547	2	NO
547	548	2	NO
548	549	3	NO
549	550	2	NO
550	551	1	NO
551	552	0	NO
552	553	4	NO
553	554	3	NO
554	555	1	NO
555	556	2	NO
556	557	3	NO
557	558	3	NO
558	559	1	NO
559	560	2	NO

On-Ramp Queues - I-10 Westbound Temple City On-Ramp

Start Time (AM)	End Time (AM)	Entering Mixed Vihecles	Exceed Capacity ?
700	701	12	NO
701	702	5	NO
702	703	12	NO
703	704	10	NO
704	705	9	NO
705	706	10	NO
706	707	11	NO
707	708	9	NO
708	709	8	NO
709	710	13	NO
710	711	5	NO
711	712	12	NO
712	713	11	NO
713	714	11	NO
714	715	3	NO
715	716	10	NO
716	717	6	NO
717	718	2	NO
718	719	13	NO
719	720	9	NO
720	721	15	NO
721	722	9	NO
722	723	15	NO
723	724	12	NO
724	725	13	NO
725	726	5	NO
726	727	8	NO
727	728	7	NO
728	729	11	NO
729	730	12	NO
730	731	15	NO
731	732	13	NO
732	733	5	NO
733	734	5	NO
734	735	6	NO
735	736	8	NO
736	737	11	NO
737	738	12	NO
738	739	6	NO
739	740	9	NO
740	741	16	NO
741	742	5	NO
742	743	6	NO
743	744	11	NO
744	745	12	NO
745	746	10	NO
746	747	9	NO
747	748	8	NO
748	749	13	NO
749	750	6	NO
750	751	16	NO
751	752	17	NO
752	753	19	YES
753	754	16	YES
754	755	13	YES
755	756	9	YES
756	757	8	YES
757	758	15	YES
758	759	14	YES
759	760	11	YES

Start Time (AM)	End Time (AM)	Entering Mixed Vihecles	Exceed Capacity ?
800	801	10	YES
801	802	4	YES
802	803	8	YES
803	804	14	YES
804	805	13	YES
805	806	14	YES
806	807	13	YES
807	808	8	YES
808	809	9	YES
809	810	14	YES
810	811	12	YES
811	812	13	YES
812	813	16	YES
813	814	13	YES
814	815	9	YES
815	816	9	YES
816	817	10	YES
817	818	15	YES
818	819	12	YES
819	820	8	YES
820	821	14	YES
821	822	10	YES
822	823	12	YES
823	824	12	YES
824	825	13	YES
825	826	10	YES
826	827	8	YES
827	828	12	YES
828	829	13	YES
829	830	10	YES
830	831	10	YES
831	832	11	YES
832	833	9	NO
833	834	13	NO
834	835	12	NO
835	836	7	NO
836	837	8	NO
837	838	9	NO
838	839	10	NO
839	840	11	NO
840	841	13	NO
841	842	5	NO
842	843	5	NO
843	844	6	NO
844	845	4	NO
845	846	8	NO
846	847	12	NO
847	848	10	NO
848	849	11	NO
849	850	7	NO
850	851	10	NO
851	852	12	NO
852	853	11	NO
853	854	8	NO
854	855	7	NO
855	856	12	NO
856	857	6	NO
857	858	9	NO
858	859	13	NO
859	860	8	NO

On-Ramp Queues - I-10 Eastbound Santa Anita - On-Ramp

Start Time (PM)	End Time (PM)	Entering Mixed Vihecles	Exceed Capacity ?
400	401	3	NO
401	402	7	NO
402	403	10	NO
403	404	3	NO
404	405	6	NO
405	406	2	NO
406	407	3	NO
407	408	0	NO
408	409	7	NO
409	410	4	NO
410	411	5	NO
411	412	2	NO
412	413	3	NO
413	414	3	NO
414	415	6	NO
415	416	3	NO
416	417	4	NO
417	418	5	NO
418	419	7	NO
419	420	1	NO
420	421	1	NO
421	422	7	NO
422	423	5	NO
423	424	5	NO
424	425	2	NO
425	426	3	NO
426	427	1	NO
427	428	6	NO
428	429	5	NO
429	430	2	NO
430	431	2	NO
431	432	1	NO
432	433	1	NO
433	434	2	NO
434	435	3	NO
435	436	5	NO
436	437	6	NO
437	438	4	NO
438	439	9	NO
439	440	7	NO
440	441	5	NO
441	442	2	NO
442	443	3	NO
443	444	2	NO
444	445	8	NO
445	446	5	NO
446	447	4	NO
447	448	3	NO
448	449	2	NO
449	450	2	NO
450	451	1	NO
451	452	1	NO
452	453	0	NO
453	454	4	NO
454	455	5	NO
455	456	3	NO
456	457	2	NO
457	458	1	NO
458	459	4	NO
459	460	2	NO

Start Time (PM)	End Time (PM)	Entering Mixed Vihecles	Exceed Capacity ?
500	501	9	NO
501	502	5	NO
502	503	2	NO
503	504	5	NO
504	505	7	NO
505	506	2	NO
506	507	2	NO
507	508	3	NO
508	509	5	NO
509	510	1	NO
510	511	2	NO
511	512	3	NO
512	513	1	NO
513	514	2	NO
514	515	2	NO
515	516	2	NO
516	517	3	NO
517	518	0	NO
518	519	1	NO
519	520	4	NO
520	521	5	NO
521	522	5	NO
522	523	6	NO
523	524	2	NO
524	525	3	NO
525	526	4	NO
526	527	1	NO
527	528	2	NO
528	529	2	NO
529	530	0	NO
530	531	1	NO
531	532	6	NO
532	533	2	NO
533	534	6	NO
534	535	5	NO
535	536	1	NO
536	537	1	NO
537	538	2	NO
538	539	0	NO
539	540	5	NO
540	541	2	NO
541	542	4	NO
542	543	2	NO
543	544	1	NO
544	545	4	NO
545	546	2	NO
546	547	3	NO
547	548	5	NO
548	549	2	NO
549	550	2	NO
550	551	4	NO
551	552	1	NO
552	553	5	NO
553	554	2	NO
554	555	2	NO
555	556	1	NO
556	557	2	NO
557	558	5	NO
558	559	2	NO
559	560	1	NO

On-Ramp Queues - I-10 Eastbound Valley Boulevard On-Ramp

Start Time (PM)	End Time (PM)	Entering Mixed Vihecles	Exceed Capacity ?
400	401	6	NO
401	402	5	NO
402	403	6	NO
403	404	2	NO
404	405	8	NO
405	406	2	NO
406	407	3	NO
407	408	4	NO
408	409	4	NO
409	410	5	NO
410	411	6	NO
411	412	2	NO
412	413	3	NO
413	414	3	NO
414	415	4	NO
415	416	8	NO
416	417	2	NO
417	418	2	NO
418	419	3	NO
419	420	1	NO
420	421	6	NO
421	422	7	NO
422	423	5	NO
423	424	2	NO
424	425	1	NO
425	426	2	NO
426	427	5	NO
427	428	0	NO
428	429	5	NO
429	430	6	NO
430	431	7	NO
431	432	2	NO
432	433	4	NO
433	434	4	NO
434	435	10	NO
435	436	2	NO
436	437	9	NO
437	438	7	NO
438	439	5	NO
439	440	5	NO
440	441	4	NO
441	442	3	NO
442	443	2	NO
443	444	6	NO
444	445	3	NO
445	446	5	NO
446	447	3	NO
447	448	5	NO
448	449	6	NO
449	450	1	NO
450	451	3	NO
451	452	1	NO
452	453	5	NO
453	454	4	NO
454	455	4	NO
455	456	3	NO
456	457	3	NO
457	458	2	NO
458	459	3	NO
459	460	5	NO

Start Time (PM)	End Time (PM)	Entering Mixed Vihecles	Exceed Capacity ?
500	501	11	NO
501	502	3	NO
502	503	7	NO
503	504	2	NO
504	505	1	NO
505	506	4	NO
506	507	4	NO
507	508	5	NO
508	509	4	NO
509	510	6	NO
510	511	7	NO
511	512	2	NO
512	513	1	NO
513	514	3	NO
514	515	1	NO
515	516	0	NO
516	517	6	NO
517	518	4	NO
518	519	2	NO
519	520	3	NO
520	521	2	NO
521	522	5	NO
522	523	7	NO
523	524	3	NO
524	525	2	NO
525	526	1	NO
526	527	4	NO
527	528	4	NO
528	529	0	NO
529	530	2	NO
530	531	6	NO
531	532	3	NO
532	533	3	NO
533	534	7	NO
534	535	0	NO
535	536	3	NO
536	537	10	NO
537	538	3	NO
538	539	5	NO
539	540	6	NO
540	541	1	NO
541	542	3	NO
542	543	2	NO
543	544	2	NO
544	545	5	NO
545	546	1	NO
546	547	2	NO
547	548	2	NO
548	549	3	NO
549	550	2	NO
550	551	1	NO
551	552	0	NO
552	553	4	NO
553	554	3	NO
554	555	1	NO
555	556	2	NO
556	557	3	NO
557	558	3	NO
558	559	1	NO
559	560	2	NO

On-Ramp Queues - I-10 Westbound Temple City On-Ramp

Start Time (AM)	End Time (AM)	Entering Mixed Vihecles	Exceed Capacity ?
700	701	12	NO
701	702	5	NO
702	703	12	NO
703	704	10	NO
704	705	9	NO
705	706	10	NO
706	707	11	NO
707	708	9	NO
708	709	8	NO
709	710	13	NO
710	711	5	NO
711	712	12	NO
712	713	11	NO
713	714	11	NO
714	715	3	NO
715	716	10	NO
716	717	6	NO
717	718	2	NO
718	719	13	NO
719	720	9	NO
720	721	15	NO
721	722	9	NO
722	723	15	NO
723	724	12	NO
724	725	13	NO
725	726	5	NO
726	727	8	NO
727	728	7	NO
728	729	11	NO
729	730	12	NO
730	731	15	NO
731	732	13	NO
732	733	5	NO
733	734	5	NO
734	735	6	NO
735	736	8	NO
736	737	11	NO
737	738	12	NO
738	739	6	NO
739	740	9	NO
740	741	16	NO
741	742	5	NO
742	743	6	NO
743	744	11	NO
744	745	12	NO
745	746	10	NO
746	747	9	NO
747	748	8	NO
748	749	13	NO
749	750	6	NO
750	751	16	NO
751	752	17	NO
752	753	19	YES
753	754	16	YES
754	755	13	YES
755	756	9	YES
756	757	8	YES
757	758	15	YES
758	759	14	YES
759	760	11	YES

Start Time (AM)	End Time (AM)	Entering Mixed Vihecles	Exceed Capacity ?
800	801	10	YES
801	802	4	YES
802	803	8	YES
803	804	14	YES
804	805	13	YES
805	806	14	YES
806	807	13	YES
807	808	8	YES
808	809	9	YES
809	810	14	YES
810	811	12	YES
811	812	13	YES
812	813	16	YES
813	814	13	YES
814	815	9	YES
815	816	9	YES
816	817	10	YES
817	818	15	YES
818	819	12	YES
819	820	8	YES
820	821	14	YES
821	822	10	YES
822	823	12	YES
823	824	12	YES
824	825	13	YES
825	826	10	YES
826	827	8	YES
827	828	12	YES
828	829	13	YES
829	830	10	YES
830	831	10	YES
831	832	11	YES
832	833	9	NO
833	834	13	NO
834	835	12	NO
835	836	7	NO
836	837	8	NO
837	838	9	NO
838	839	10	NO
839	840	11	NO
840	841	13	NO
841	842	5	NO
842	843	5	NO
843	844	6	NO
844	845	4	NO
845	846	8	NO
846	847	12	NO
847	848	10	NO
848	849	11	NO
849	850	7	NO
850	851	10	NO
851	852	12	NO
852	853	11	NO
853	854	8	NO
854	855	7	NO
855	856	12	NO
856	857	6	NO
857	858	9	NO
858	859	13	NO
859	860	8	NO

APPENDIX C

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

APPENDIX C-1

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

Existing Morning Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\existing am peak hour.vistropdb
Scenario 1: 1: Existing AM peak hour No Project
Report File: C:\...\revised Existing AM Peak hour.pdf
3/5/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Valley Boulevard - Arden Drive	Signalized	ICU1	SBL	0.756	-	C
2	Valley Boulevard - Valley Circle	Signalized	ICU1	SBL	0.578	-	A
3	Arden Drive - Rose Avenue	Signalized	ICU1	SBT	0.448	-	A
4	Valley Boulevard - Santa Anita	Signalized	ICU1	NBL	0.898	-	D
5	Valley Boulevard - Tyler Avenue	Signalized	ICU1	SBL	0.635	-	B
6	Valley Boulevard - Ramona Avenue	Signalized	ICU1	NBL2	0.704	-	C
7	Valley Boulevard - Peck Road	Signalized	ICU1	NBL	0.862	-	D
8	Ramona Avenue - Peck Road	Signalized	ICU1	WBL	0.639	-	B
9	Valley Boulevard - Gibson Road	Signalized	ICU1	SBT	0.690	-	B
10	Valley Boulevard - S.Baldwin Avenue	Signalized	ICU1	WBL	0.789	-	C
11	Valley Boulevard - Temple City	Signalized	ICU1	NBL	0.943	-	E
12	Valley Boulevard - Rio Hondo Avenue	Signalized	ICU1	NBL	0.605	-	B
13	Valley Boulevard - Mission Drive	Signalized	ICU1	SBL	0.577	-	A
14	Valley Boulevard - Rosemead Avenue	Signalized	ICU1	NBL	0.978	-	E
15	Lower Azusa Road - Arden Drive	Signalized	ICU1	NBL	0.673	-	B
16	Lower Azusa Drive - Arden Way	Two-way stop	HCM2010	NBL	0.140	35.3	E
17	Lower Azusa Boulevard - Santa Anita Avenue	Signalized	ICU1	SBL	0.917	-	E
18	Lower Azusa Road - Peck Road	Signalized	ICU1	NBL	0.863	-	D

19	Lower Azusa Road - Baldwin Avenue	Signalized	ICU1	WBL	0.773	-	C
20	Lower Azusa Road - Temple City Boulevard	Signalized	ICU1	WBL	0.736	-	C
21	Lower Azusa Road - Rosemead Boulevard	Signalized	ICU1	WBL	0.642	-	B
22	Garvey Avenue - Rosemead Boulevard	Signalized	ICU1	SBL	0.965	-	E
23	Garvey Avenue - Santa Anita Avenue	Signalized	ICU1	EBL	1.082	-	F
24	Garvey Avenue - Peck Road	Signalized	ICU1	EBL	0.919	-	E
25	Valley Boulevard - Garvey Avenue	Signalized	ICU1	NBL	0.736	-	C
26	Santa Anita Avenue - Ramona Boulevard	Signalized	ICU1	WBL	0.492	-	A
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	ICU1	WBL	0.709	-	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	ICU1	EBL	0.611	-	B
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		22.2	C
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.067	13.6	B
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	0.490	98.9	F
34	Arden Drive - Arden Way	Two-way stop	HCM2010	WBL	0.394	23.5	C
35	Temple City Boulevard - Loftus Drive	Signalized	ICU1	SBL	0.692	-	B
36	Temple City Bouevard - Marshall Street	Signalized	ICU1	NBL	0.450	-	A
37	Valley Boulevard - Easy Street/Mervin C Gill Way	Signalized	ICU1	EBL	0.517	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Valley Boulevard - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.756

Intersection Setup

Name	Arden			Arden			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	150.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Arden			Arden			Valley			Valley		
Base Volume Input [veh/h]	4	1	2	570	0	187	100	638	6	1	1316	290
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	2	570	0	187	100	638	6	1	1316	290
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	143	0	47	25	160	2	0	329	73
Total Analysis Volume [veh/h]	4	1	2	570	0	187	100	638	6	1	1316	290
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.756

Intersection Level Of Service Report
#2: Valley Boulevard - Valley Circle

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.578

Intersection Setup

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	yes			yes			no		

Volumes

Name									
Base Volume Input [veh/h]	1	0	0	0	1064	0	0	1515	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	0	1064	0	0	1515	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	266	0	0	379	4
Total Analysis Volume [veh/h]	1	0	0	0	1064	0	0	1515	14
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	4	5	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.578

Intersection Level Of Service Report
#3: Arden Drive - Rose Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.448

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	21	386	10	10	576	136	90	0	81	2	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	386	10	10	576	136	90	0	81	2	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	97	3	3	144	34	23	0	20	1	0	1
Total Analysis Volume [veh/h]	21	386	10	10	576	136	90	0	81	2	0	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	1	8	0	1	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.448

Intersection Level Of Service Report
#4: Valley Boulevard - Santa Anita

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.898

Intersection Setup

Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	125.00	100.00	100.00	225.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Valley			Valley		
Base Volume Input [veh/h]	532	561	40	60	849	342	85	463	8	32	977	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	532	561	40	60	849	342	85	463	8	32	977	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	133	140	10	15	212	86	21	116	2	8	244	6
Total Analysis Volume [veh/h]	532	561	40	60	849	342	85	463	8	32	977	24
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.898

Intersection Level Of Service Report
#5: Valley Boulevard - Tyler Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Valley			Valley			Tyler			Tyler		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name	Valley			Valley			Tyler			Tyler		
Base Volume Input [veh/h]	83	183	38	141	295	118	42	453	51	28	924	124
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	183	38	141	295	118	42	453	51	28	924	124
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	46	10	35	74	30	11	113	13	7	231	31
Total Analysis Volume [veh/h]	83	183	38	141	295	118	42	453	51	28	924	124
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.635

Intersection Level Of Service Report
#6: Valley Boulevard - Ramona Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.704

Intersection Setup

Name	Valley				Valley				Ramona			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left2	Left	Thru	Right	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0	0	1	1	0	0	1
Pocket Length [ft]	175.00	100.00	100.00	175.00	120.00	100.00	100.00	120.00	175.00	100.00	100.00	1000.00
Speed [mph]	35.00				35.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	yes				yes				yes			

Volumes

Name	Valley				Valley				Ramona			
Base Volume Input [veh/h]	188	25	707	31	149	433	4	0	6	11	155	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	25	707	31	149	433	4	0	6	11	155	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	6	177	8	37	108	1	0	2	3	39	16
Total Analysis Volume [veh/h]	188	25	707	31	149	433	4	0	6	11	155	64
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	8	0	7	4	0	0	0	3	2	0
Lead / Lag	Lag	-	-	-	Lag	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.704

Intersection Setup

Name	Ramona				Mall			
Approach	Westbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	1
Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				25.00			
Grade [%]	0.00				0.00			
Crosswalk	yes				yes			

Volumes

Name	Ramona				Mall			
Base Volume Input [veh/h]	54	466	380	380	17	17	24	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	466	380	380	17	17	24	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	117	95	95	4	4	6	2
Total Analysis Volume [veh/h]	54	466	380	380	17	17	24	6
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Permissive	Split
Signal Group	4	6	0	0	0	9	9	0
Lead / Lag	Lag	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.704

Intersection Level Of Service Report
#7: Valley Boulevard - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.862

Intersection Setup

Name	Peck			Peck			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	600.00	250.00	100.00	300.00	250.00	100.00	125.00	120.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Valley			Valley		
Base Volume Input [veh/h]	200	653	303	188	848	193	69	450	72	53	865	186
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	200	653	303	188	848	193	69	450	72	53	865	186
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	163	76	47	212	48	17	113	18	13	216	47
Total Analysis Volume [veh/h]	200	653	303	188	848	193	69	450	72	53	865	186
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.862

Intersection Level Of Service Report
#8: Ramona Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name	Peck			Peck			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	150.00	100.00	275.00	175.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	125.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Ramona			Ramona		
Base Volume Input [veh/h]	39	600	122	124	1114	188	105	241	13	254	570	174
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	600	122	124	1114	188	105	241	13	254	570	174
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	150	31	31	279	47	26	60	3	64	143	44
Total Analysis Volume [veh/h]	39	600	122	124	1114	188	105	241	13	254	570	174
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.639

Intersection Level Of Service Report
#9: Valley Boulevard - Gibson Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.690

Intersection Setup

Name	Gibson			Gibson			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	60.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Gibson			Gibson			Valley			Valley		
Base Volume Input [veh/h]	29	61	26	26	63	42	24	720	30	122	1285	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	61	26	26	63	42	24	720	30	122	1285	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	15	7	7	16	11	6	180	8	31	321	15
Total Analysis Volume [veh/h]	29	61	26	26	63	42	24	720	30	122	1285	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.690

Intersection Level Of Service Report
#10: Valley Boulevard - S.Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.789

Intersection Setup

Name	Baldwin			Baldwin			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Valley			Valley		
Base Volume Input [veh/h]	106	451	132	85	719	60	54	400	155	172	1002	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	451	132	85	719	60	54	400	155	172	1002	105
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	113	33	21	180	15	14	100	39	43	251	26
Total Analysis Volume [veh/h]	106	451	132	85	719	60	54	400	155	172	1002	105
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.789

Intersection Level Of Service Report
#11: Valley Boulevard - Temple City

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.943

Intersection Setup

Name	Temple City			Temple City			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	125.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Temple City			Temple City			Valley			Valley		
Base Volume Input [veh/h]	267	372	58	170	565	265	131	568	54	92	1072	179
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	267	372	58	170	565	265	131	568	54	92	1072	179
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	93	15	43	141	66	33	142	14	23	268	45
Total Analysis Volume [veh/h]	267	372	58	170	565	265	131	568	54	92	1072	179
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.943

Intersection Level Of Service Report
#12: Valley Boulevard - Rio Hondo Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.605

Intersection Setup

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	70.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Base Volume Input [veh/h]	122	13	101	31	24	25	11	628	123	94	1429	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	13	101	31	24	25	11	628	123	94	1429	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	3	25	8	6	6	3	157	31	24	357	4
Total Analysis Volume [veh/h]	122	13	101	31	24	25	11	628	123	94	1429	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.605

Intersection Level Of Service Report
#13: Valley Boulevard - Mission Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.577

Intersection Setup

Name	Mission		Valley		Valley	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	1	1	0	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		no	

Volumes

Name	Mission		Valley		Valley	
Base Volume Input [veh/h]	431	7	16	380	1024	532
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	431	7	16	380	1024	532
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	108	2	4	95	256	133
Total Analysis Volume [veh/h]	431	7	16	380	1024	532
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	5	2	6	0
Lead / Lag	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.577

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.978

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	227	1339	101	44	1322	303	181	321	131	168	673	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	1339	101	44	1322	303	181	321	131	168	673	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	335	25	11	331	76	45	80	33	42	168	24
Total Analysis Volume [veh/h]	227	1339	101	44	1322	303	181	321	131	168	673	97
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.978

Intersection Level Of Service Report
#15: Lower Azusa Road - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.673

Intersection Setup

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	75.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Base Volume Input [veh/h]	125	76	62	35	133	55	19	487	146	123	1126	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	76	62	35	133	55	19	487	146	123	1126	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	19	16	9	33	14	5	122	37	31	282	11
Total Analysis Volume [veh/h]	125	76	62	35	133	55	19	487	146	123	1126	45
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.673

Intersection Level Of Service Report
#16: Lower Azusa Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	35.3
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.140

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name						
Base Volume Input [veh/h]	19	124	615	19	88	1048
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	124	615	19	88	1048
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	31	154	5	22	262
Total Analysis Volume [veh/h]	19	124	615	19	88	1048
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.18	0.01	0.00	0.09	0.01
d_M, Delay for Movement [s/veh]	35.29	14.03	0.00	0.00	9.13	0.00
Movement LOS	E	B	A	A	A	A
95th-Percentile Queue Length [veh]	1.37	1.37	0.00	0.00	0.30	0.00
95th-Percentile Queue Length [ft]	34.22	34.22	0.00	0.00	7.56	0.00
d_A, Approach Delay [s/veh]	16.86		0.00		0.71	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.68					
Intersection LOS	E					

Intersection Level Of Service Report
#17: Lower Azusa Boulevard - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.917

Intersection Setup

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	2225.00	100.00	100.00	115.00	100.00	100.00	250.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	132	710	89	220	816	106	106	458	117	207	893	324
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	710	89	220	816	106	106	458	117	207	893	324
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	178	22	55	204	27	27	115	29	52	223	81
Total Analysis Volume [veh/h]	132	710	89	220	816	106	106	458	117	207	893	324
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.917

Intersection Level Of Service Report
#18: Lower Azusa Road - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.863

Intersection Setup

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	230.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	191	704	84	122	683	244	149	497	170	176	1014	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	191	704	84	122	683	244	149	497	170	176	1014	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	176	21	31	171	61	37	124	43	44	254	16
Total Analysis Volume [veh/h]	191	704	84	122	683	244	149	497	170	176	1014	63
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.863

Intersection Level Of Service Report
#19: Lower Azusa Road - Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.773

Intersection Setup

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	225.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	94	463	150	112	771	212	92	477	123	190	1009	149
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	463	150	112	771	212	92	477	123	190	1009	149
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	116	38	28	193	53	23	119	31	48	252	37
Total Analysis Volume [veh/h]	94	463	150	112	771	212	92	477	123	190	1009	149
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.773

Intersection Level Of Service Report
#20: Lower Azusa Road - Temple City Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.736

Intersection Setup

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	75.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	61	499	37	171	837	76	89	381	65	277	643	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	499	37	171	837	76	89	381	65	277	643	137
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	125	9	43	209	19	22	95	16	69	161	34
Total Analysis Volume [veh/h]	61	499	37	171	837	76	89	381	65	277	643	137
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.736

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.642

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	11	667	336	99	814	1	0	2	1	717	2	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	667	336	99	814	1	0	2	1	717	2	138
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	167	84	25	204	0	0	1	0	179	1	35
Total Analysis Volume [veh/h]	11	667	336	99	814	1	0	2	1	717	2	138
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.642

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.965

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	236	1404	55	512	1609	255	186	476	127	164	911	286
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	236	1404	55	512	1609	255	186	476	127	164	911	286
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	351	14	128	402	64	47	119	32	41	228	72
Total Analysis Volume [veh/h]	236	1404	55	512	1609	255	186	476	127	164	911	286
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.965

Intersection Level Of Service Report
#23: Garvey Avenue - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.082

Intersection Setup

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	300.00	100.00	100.00	250.00	100.00	100.00	75.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Base Volume Input [veh/h]	64	661	38	89	968	265	246	492	75	111	1146	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	661	38	89	968	265	246	492	75	111	1146	143
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	165	10	22	242	66	62	123	19	28	287	36
Total Analysis Volume [veh/h]	64	661	38	89	968	265	246	492	75	111	1146	143
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.082

Intersection Level Of Service Report
#24: Garvey Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.919

Intersection Setup

Name	Peck			Peck			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Garvey			Garvey		
Base Volume Input [veh/h]	110	463	40	34	743	512	142	370	79	52	816	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	463	40	34	743	512	142	370	79	52	816	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	116	10	9	186	128	36	93	20	13	204	11
Total Analysis Volume [veh/h]	110	463	40	34	743	512	142	370	79	52	816	45
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.919

Intersection Level Of Service Report
#25: Valley Boulevard - Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.736

Intersection Setup

Name	Valley			Valley			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Garvey			Garvey		
Base Volume Input [veh/h]	276	981	29	93	572	17	30	183	257	63	538	241
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	276	981	29	93	572	17	30	183	257	63	538	241
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	245	7	23	143	4	8	46	64	16	135	60
Total Analysis Volume [veh/h]	276	981	29	93	572	17	30	183	257	63	538	241
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.736

Intersection Level Of Service Report
#26: Santa Anita Avenue - Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.492

Intersection Setup

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	115.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Base Volume Input [veh/h]	43	932	224	71	1217	22	24	25	50	218	47	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	932	224	71	1217	22	24	25	50	218	47	98
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	233	56	18	304	6	6	6	13	55	12	25
Total Analysis Volume [veh/h]	43	932	224	71	1217	22	24	25	50	218	47	98
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.492

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.709

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	261	908	0	0	1090	358	0	0	0	493	202	350
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	261	908	0	0	1090	358	0	0	0	493	202	350
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	227	0	0	273	90	0	0	0	123	51	88
Total Analysis Volume [veh/h]	261	908	0	0	1090	358	0	0	0	493	202	350
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.709

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.611

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	753	295	313	1202	0	419	94	373	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	753	295	313	1202	0	419	94	373	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	188	74	78	301	0	105	24	93	0	0	0
Total Analysis Volume [veh/h]	0	753	295	313	1202	0	419	94	373	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.611

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	22.2
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	759	214	37	0	0	251
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	759	214	37	0	0	251
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	190	54	9	0	0	63
Total Analysis Volume [veh/h]	759	214	37	0	0	251
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	11.00		0.55	0.55
95th-Percentile Queue Length [ft]	274.95		13.86	13.86
Approach Delay [s/veh]	26.85	0.00	8.04	
Approach LOS	D	A	A	
Intersection Delay [s/veh]	22.17			
Intersection LOS	C			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	940	0	0	687	61	0	0	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	940	0	0	687	61	0	0	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	235	0	0	172	15	0	0	8
Total Analysis Volume [veh/h]	0	940	0	0	687	61	0	0	30
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.56
Movement LOS		A			A	A			B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.33
d_A, Approach Delay [s/veh]	0.00			0.00			13.56		
Approach LOS	A			A			B		
d_I, Intersection Delay [s/veh]	0.24								
Intersection LOS	B								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	98.9
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.490

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	53	639	737	800	34	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	639	737	800	34	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	160	184	200	9	19
Total Analysis Volume [veh/h]	53	639	737	800	34	76
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.01	0.01	0.49	0.31
d_M, Delay for Movement [s/veh]	14.34	0.00	0.00	0.00	98.90	25.82
Movement LOS	B	A	A	A	F	D
95th-Percentile Queue Length [veh]	0.41	0.00	0.00	0.00	1.99	1.25
95th-Percentile Queue Length [ft]	10.23	0.00	0.00	0.00	49.68	31.34
d_A, Approach Delay [s/veh]	1.10		0.00		48.41	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	2.60					
Intersection LOS	F					

Intersection Level Of Service Report
#34: Arden Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	23.5
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.394

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	384	54	2	485	127	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	384	54	2	485	127	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	14	1	121	32	4
Total Analysis Volume [veh/h]	384	54	2	485	127	15
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.39	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	8.04	0.00	23.48	17.71
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh]	0.00	0.00	2.04	2.04	1.98	1.98
95th-Percentile Queue Length [ft]	0.00	0.00	51.09	51.09	49.54	49.54
d_A, Approach Delay [s/veh]	0.00		0.03		22.87	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	3.06					
Intersection LOS	C					

Intersection Level Of Service Report
#35: Temple City Boulevard - Loftus Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	590	239	268	624	177	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	590	239	268	624	177	98
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	148	60	67	156	44	25
Total Analysis Volume [veh/h]	590	239	268	624	177	98
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Permissive	Overlap
Signal Group	8	0	7	4	1	0
Lead / Lag	-	-	Lag	-	Lag	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.692

Intersection Level Of Service Report
#36: Temple City Bouevard - Marshall Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.450

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	80	713	1	65	733	13	25	29	76	2	18	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	713	1	65	733	13	25	29	76	2	18	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	178	0	16	183	3	6	7	19	1	5	3
Total Analysis Volume [veh/h]	80	713	1	65	733	13	25	29	76	2	18	13
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	8	0	5	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.450

Intersection Level Of Service Report
#37: Valley Boulevard - Easy Street/Mervin C Gill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.517

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	1	6	0	8	15	793	4	3	1250	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	6	0	8	15	793	4	3	1250	41
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	0	2	4	198	1	1	313	10
Total Analysis Volume [veh/h]	0	0	1	6	0	8	15	793	4	3	1250	41
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	4	0	0	5	2	0	0	6	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.517

Signal Warrants Report For Intersection #16: Lower Azusa Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	1136	634	143
2	1091	609	137
3	1068	596	134
4	909	507	114
5	863	482	109
6	772	431	97
7	716	399	90
8	682	380	86
9	545	304	69
10	511	285	64
11	511	285	64
12	488	273	61
13	443	247	56
14	409	228	51
15	409	228	51
16	398	222	50
17	227	127	29
18	125	70	16
19	114	63	14
20	45	25	6
21	34	19	4
22	34	19	4
23	23	13	3
24	23	13	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	1770	1	143	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	6	1700	1	137	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	6	1664	1	134	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	6	1416	1	114	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	6	1345	1	109	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	6	1203	1	97	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
7	6	1115	1	90	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
8	6	1062	1	86	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
9	6	849	1	69	No	No	No	No	No	Yes	Yes	Yes	No	No
10	6	796	1	64	No	No	No	No	No	Yes	Yes	Yes	No	No
11	6	796	1	64	No	No	No	No	No	Yes	Yes	Yes	No	No
12	6	761	1	61	No	No	No	No	No	Yes	Yes	Yes	No	No
13	6	690	1	56	No	No	No	No	No	No	Yes	Yes	No	No
14	6	637	1	51	No	No	No	No	No	No	No	Yes	No	No
15	6	637	1	51	No	No	No	No	No	No	No	Yes	No	No
16	6	620	1	50	No	No	No	No	No	No	No	Yes	No	No
17	6	354	1	29	No	No	No	No	No	No	No	No	No	No
18	6	195	1	16	No	No	No	No	No	No	No	No	No	No
19	6	177	1	14	No	No	No	No	No	No	No	No	No	No
20	6	70	1	6	No	No	No	No	No	No	No	No	No	No
21	6	53	1	4	No	No	No	No	No	No	No	No	No	No
22	6	53	1	4	No	No	No	No	No	No	No	No	No	No
23	6	36	1	3	No	No	No	No	No	No	No	No	No	No
24	6	36	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	3	5	8	8	12	13	16	8	5

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	16.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:40
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	143
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1913
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	251	759
2	241	729
3	236	713
4	201	607
5	191	577
6	171	516
7	158	478
8	151	455
9	120	364
10	113	342
11	113	342
12	108	326
13	98	296
14	90	273
15	90	273
16	88	266
17	50	152
18	28	83
19	25	76
20	10	30
21	8	23
22	8	23
23	5	15
24	5	15

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	251	1	759	No	No	No	No	No	No	No	No	Yes	Yes
2	2	241	1	729	No	No	No	No	No	No	No	No	Yes	Yes
3	2	236	1	713	No	No	No	No	No	No	No	No	Yes	Yes
4	2	201	1	607	No	No	No	No	No	No	No	No	Yes	No
5	2	191	1	577	No	No	No	No	No	No	No	No	Yes	No
6	2	171	1	516	No	No	No	No	No	No	No	No	No	No
7	2	158	1	478	No	No	No	No	No	No	No	No	No	No
8	2	151	1	455	No	No	No	No	No	No	No	No	No	No
9	2	120	1	364	No	No	No	No	No	No	No	No	No	No
10	2	113	1	342	No	No	No	No	No	No	No	No	No	No
11	2	113	1	342	No	No	No	No	No	No	No	No	No	No
12	2	108	1	326	No	No	No	No	No	No	No	No	No	No
13	2	98	1	296	No	No	No	No	No	No	No	No	No	No
14	2	90	1	273	No	No	No	No	No	No	No	No	No	No
15	2	90	1	273	No	No	No	No	No	No	No	No	No	No
16	2	88	1	266	No	No	No	No	No	No	No	No	No	No
17	2	50	1	152	No	No	No	No	No	No	No	No	No	No
18	2	28	1	83	No	No	No	No	No	No	No	No	No	No
19	2	25	1	76	No	No	No	No	No	No	No	No	No	No
20	2	10	1	30	No	No	No	No	No	No	No	No	No	No
21	2	8	1	23	No	No	No	No	No	No	No	No	No	No
22	2	8	1	23	No	No	No	No	No	No	No	No	No	No
23	2	5	1	15	No	No	No	No	No	No	No	No	No	No
24	2	5	1	15	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	5	3

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	26.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	5:39
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	759
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1010
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection #30: Temple City Boulevard - Olney Street

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	940	748	30
2	902	718	29
3	884	703	28
4	752	598	24
5	714	568	23
6	639	509	20
7	592	471	19
8	564	449	18
9	451	359	14
10	423	337	14
11	423	337	14
12	404	322	13
13	367	292	12
14	338	269	11
15	338	269	11
16	329	262	11
17	188	150	6
18	103	82	3
19	94	75	3
20	38	30	1
21	28	22	1
22	28	22	1
23	19	15	1
24	19	15	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1688	1	30	No	No	No	No	No	No	No	No	No	No
2	3	1620	1	29	No	No	No	No	No	No	No	No	No	No
3	3	1587	1	28	No	No	No	No	No	No	No	No	No	No
4	3	1350	1	24	No	No	No	No	No	No	No	No	No	No
5	3	1282	1	23	No	No	No	No	No	No	No	No	No	No
6	3	1148	1	20	No	No	No	No	No	No	No	No	No	No
7	3	1063	1	19	No	No	No	No	No	No	No	No	No	No
8	3	1013	1	18	No	No	No	No	No	No	No	No	No	No
9	3	810	1	14	No	No	No	No	No	No	No	No	No	No
10	3	760	1	14	No	No	No	No	No	No	No	No	No	No
11	3	760	1	14	No	No	No	No	No	No	No	No	No	No
12	3	726	1	13	No	No	No	No	No	No	No	No	No	No
13	3	659	1	12	No	No	No	No	No	No	No	No	No	No
14	3	607	1	11	No	No	No	No	No	No	No	No	No	No
15	3	607	1	11	No	No	No	No	No	No	No	No	No	No
16	3	591	1	11	No	No	No	No	No	No	No	No	No	No
17	3	338	1	6	No	No	No	No	No	No	No	No	No	No
18	3	185	1	3	No	No	No	No	No	No	No	No	No	No
19	3	169	1	3	No	No	No	No	No	No	No	No	No	No
20	3	68	1	1	No	No	No	No	No	No	No	No	No	No
21	3	50	1	1	No	No	No	No	No	No	No	No	No	No
22	3	50	1	1	No	No	No	No	No	No	No	No	No	No
23	3	34	1	1	No	No	No	No	No	No	No	No	No	No
24	3	34	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:06
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	30
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1718
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #31: S. Baldwin Avenue - Flair Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	692	1537	110
2	664	1476	106
3	650	1445	103
4	554	1230	88
5	526	1168	84
6	471	1045	75
7	436	968	69
8	415	922	66
9	332	738	53
10	311	692	50
11	311	692	50
12	298	661	47
13	270	599	43
14	249	553	40
15	249	553	40
16	242	538	39
17	138	307	22
18	76	169	12
19	69	154	11
20	28	61	4
21	21	46	3
22	21	46	3
23	14	31	2
24	14	31	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	2229	2	110	No	No	No	No	Yes	Yes	Yes	Yes	No	No
2	3	2140	2	106	No	No	No	No	Yes	Yes	Yes	Yes	No	No
3	3	2095	2	103	No	No	No	No	Yes	Yes	Yes	Yes	No	No
4	3	1784	2	88	No	No	No	No	No	Yes	Yes	Yes	No	No
5	3	1694	2	84	No	No	No	No	No	Yes	Yes	Yes	No	No
6	3	1516	2	75	No	No	No	No	No	No	Yes	Yes	No	No
7	3	1404	2	69	No	No	No	No	No	No	No	Yes	No	No
8	3	1337	2	66	No	No	No	No	No	No	No	Yes	No	No
9	3	1070	2	53	No	No	No	No	No	No	No	No	No	No
10	3	1003	2	50	No	No	No	No	No	No	No	No	No	No
11	3	1003	2	50	No	No	No	No	No	No	No	No	No	No
12	3	959	2	47	No	No	No	No	No	No	No	No	No	No
13	3	869	2	43	No	No	No	No	No	No	No	No	No	No
14	3	802	2	40	No	No	No	No	No	No	No	No	No	No
15	3	802	2	40	No	No	No	No	No	No	No	No	No	No
16	3	780	2	39	No	No	No	No	No	No	No	No	No	No
17	3	445	2	22	No	No	No	No	No	No	No	No	No	No
18	3	245	2	12	No	No	No	No	No	No	No	No	No	No
19	3	223	2	11	No	No	No	No	No	No	No	No	No	No
20	3	89	2	4	No	No	No	No	No	No	No	No	No	No
21	3	67	2	3	No	No	No	No	No	No	No	No	No	No
22	3	67	2	3	No	No	No	No	No	No	No	No	No	No
23	3	45	2	2	No	No	No	No	No	No	No	No	No	No
24	3	45	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	3	5	6	8	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	48.4
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:28
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	110
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2339
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #34: Arden Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	E
1	487	438	142
2	468	420	136
3	458	412	133
4	390	350	114
5	370	333	108
6	331	298	97
7	307	276	89
8	292	263	85
9	234	210	68
10	219	197	64
11	219	197	64
12	209	188	61
13	190	171	55
14	175	158	51
15	175	158	51
16	170	153	50
17	97	88	28
18	54	48	16
19	49	44	14
20	19	18	6
21	15	13	4
22	15	13	4
23	10	9	3
24	10	9	3

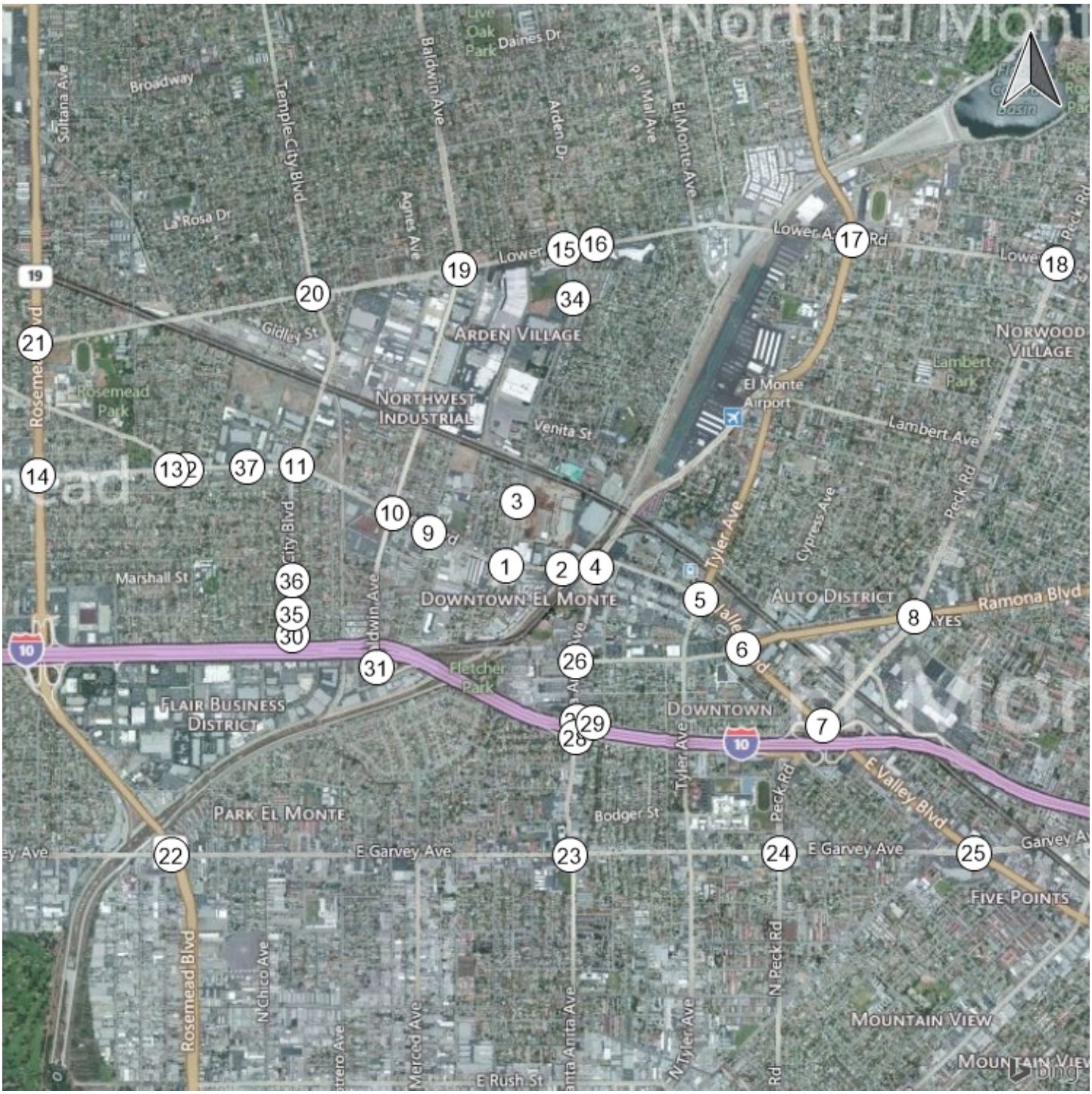
Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	925	1	142	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
2	4	888	1	136	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
3	4	870	1	133	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
4	4	740	1	114	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
5	4	703	1	108	No	No	Yes	Yes	No	No	Yes	Yes	No	No
6	4	629	1	97	No	No	No	Yes	No	No	No	Yes	No	No
7	4	583	1	89	No	No	No	Yes	No	No	No	Yes	No	No
8	4	555	1	85	No	No	No	Yes	No	No	No	Yes	No	No
9	4	444	1	68	No	No	No	No	No	No	No	No	No	No
10	4	416	1	64	No	No	No	No	No	No	No	No	No	No
11	4	416	1	64	No	No	No	No	No	No	No	No	No	No
12	4	397	1	61	No	No	No	No	No	No	No	No	No	No
13	4	361	1	55	No	No	No	No	No	No	No	No	No	No
14	4	333	1	51	No	No	No	No	No	No	No	No	No	No
15	4	333	1	51	No	No	No	No	No	No	No	No	No	No
16	4	323	1	50	No	No	No	No	No	No	No	No	No	No
17	4	185	1	28	No	No	No	No	No	No	No	No	No	No
18	4	102	1	16	No	No	No	No	No	No	No	No	No	No
19	4	93	1	14	No	No	No	No	No	No	No	No	No	No
20	4	37	1	6	No	No	No	No	No	No	No	No	No	No
21	4	28	1	4	No	No	No	No	No	No	No	No	No	No
22	4	28	1	4	No	No	No	No	No	No	No	No	No	No
23	4	19	1	3	No	No	No	No	No	No	No	No	No	No
24	4	19	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	3	5	8	1	4	5	8	4	0

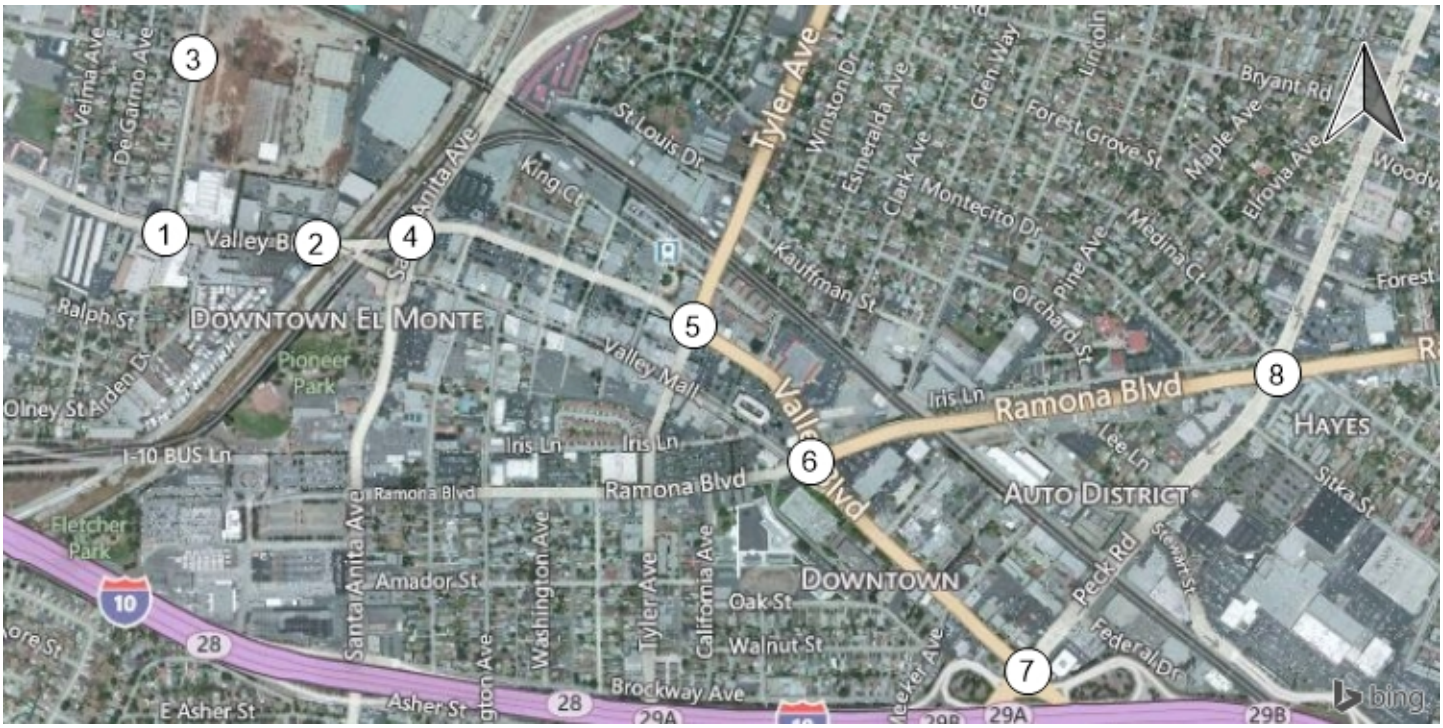
Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	22.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:54
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	142
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1067
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

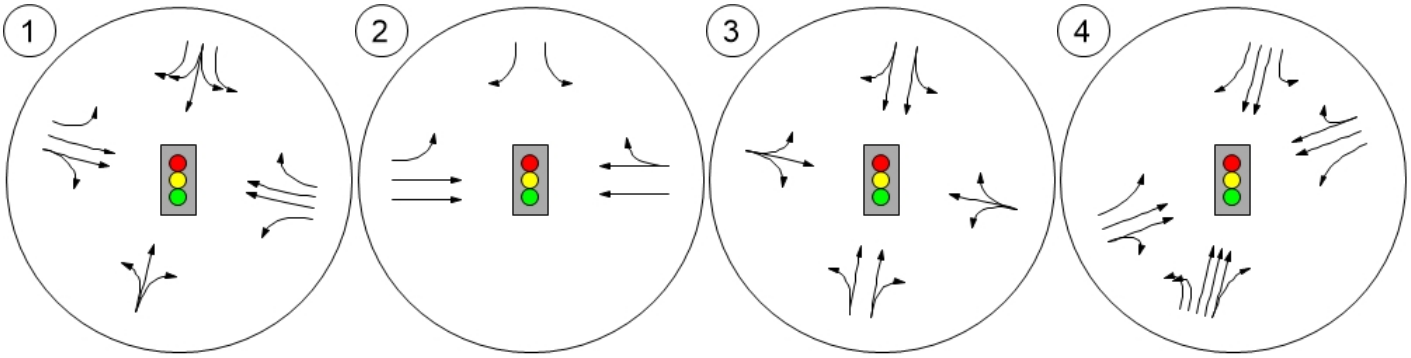
Report Figure 1: Study Intersections



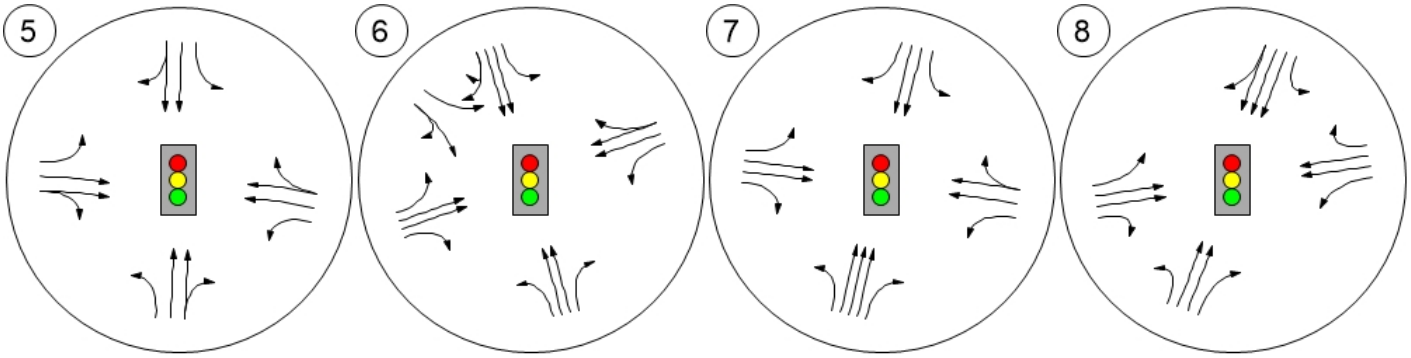
Report Figure 2: Lane Configuration and Traffic Control



Valley Boulevard - Arden Driv Valley Boulevard - Valley Circ Arden Drive - Rose Avenue Valley Boulevard - Santa Anit

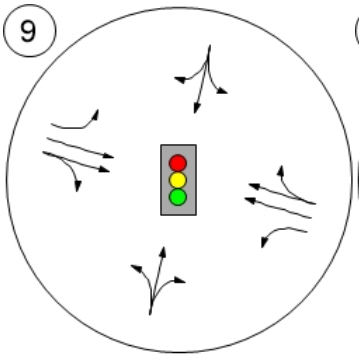


Valley Boulevard - Tyler Aven Valley Boulevard - Ramona A Valley Boulevard - Peck Roa Ramona Avenue - Peck Roa

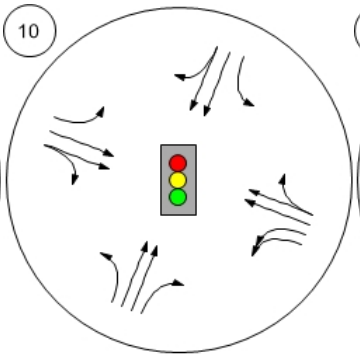


Report Figure 2: Lane Configuration and Traffic Control

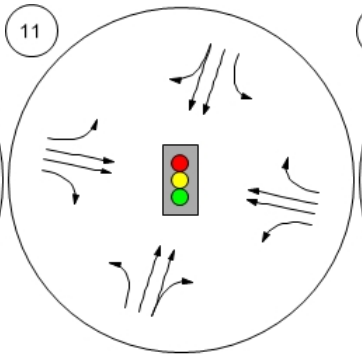
Valley Boulevard - Gibson Ro



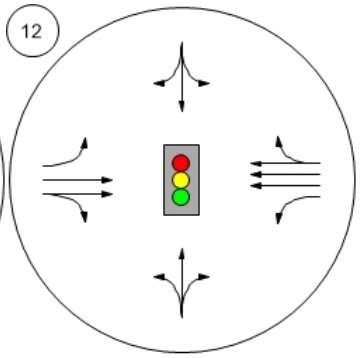
Valley Boulevard - S.Baldwin



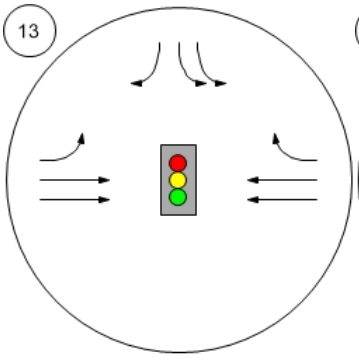
Valley Boulevard - Temple Ci



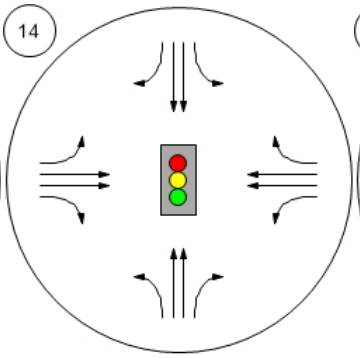
Valley Boulevard - Rio Hondo



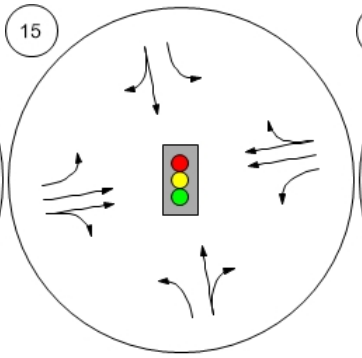
Valley Boulevard - Mission Dr



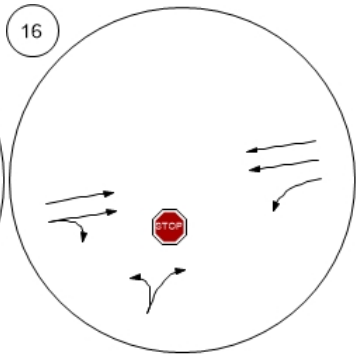
Valley Boulevard - Rosemea



Lower Azusa Road - Arden D

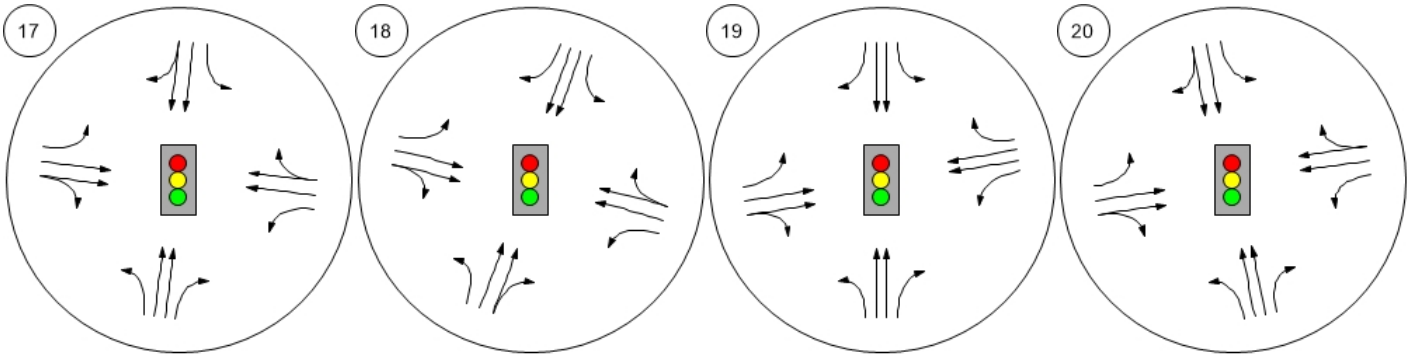


Lower Azusa Drive - Arden W

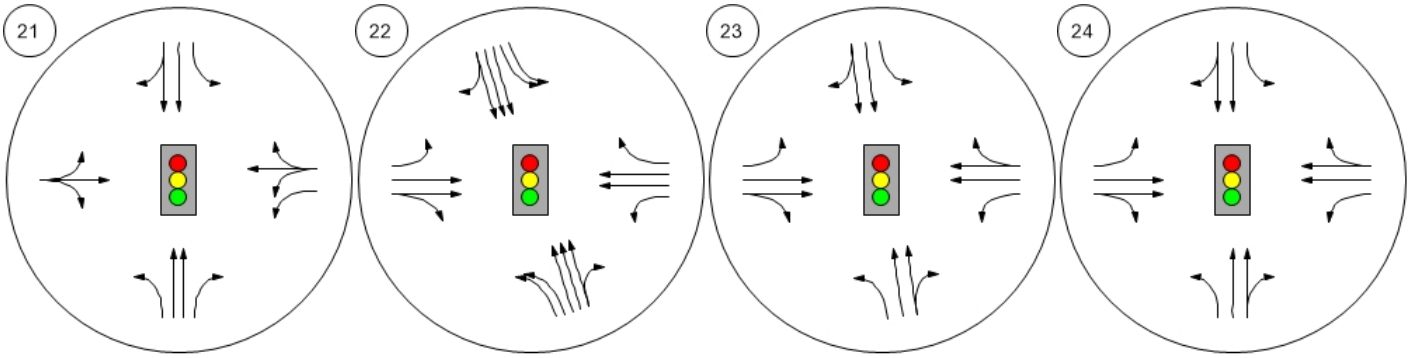


Report Figure 2: Lane Configuration and Traffic Control

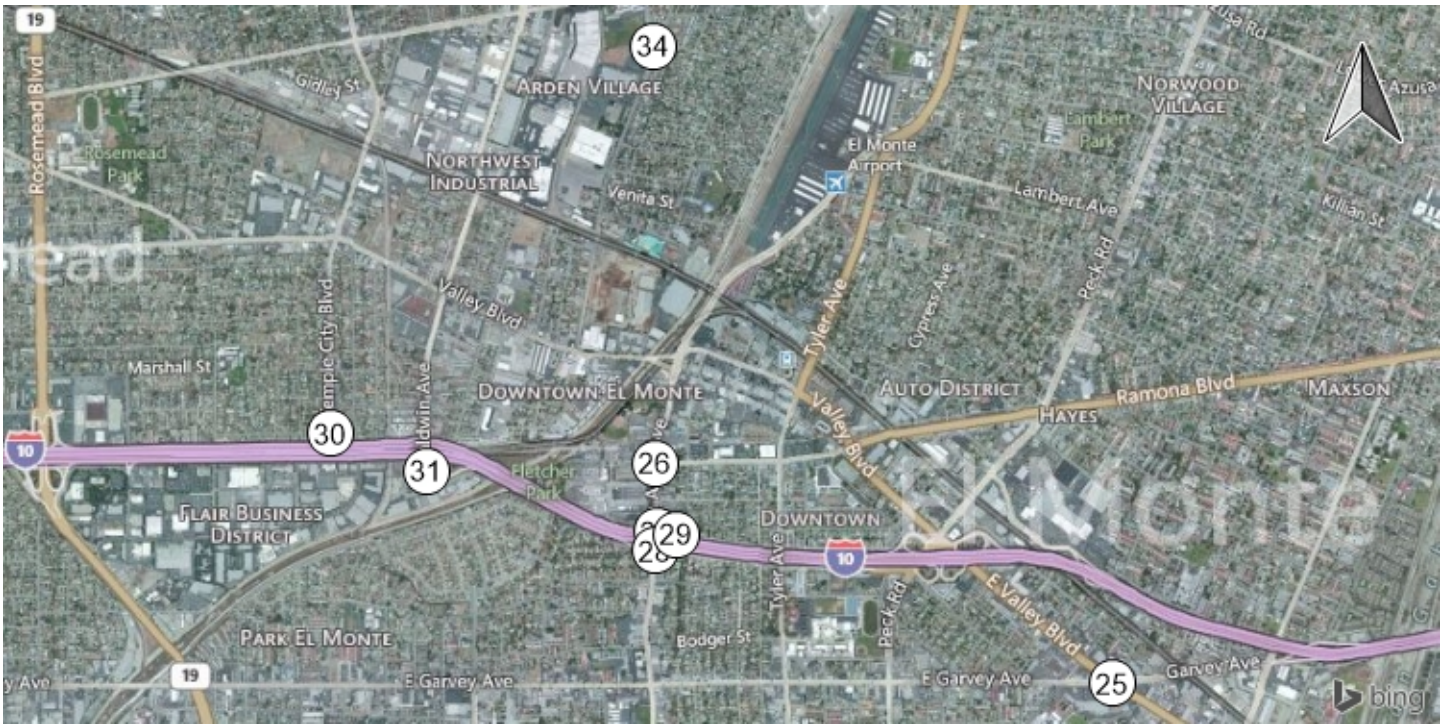
Lower Azusa Boulevard - Sa Lower Azusa Road - Peck Ro Lower Azusa Road - Baldwin Lower Azusa Road - Temple



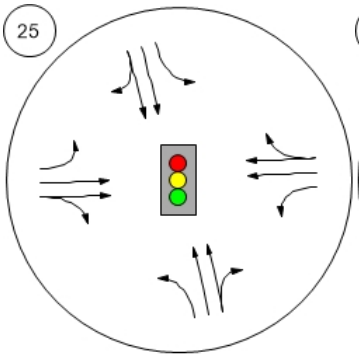
Lower Azusa Road - Roseme Garvey Avenue - Rosemead Garvey Avenue - Santa Anita Garvey Avenue - Peck Road



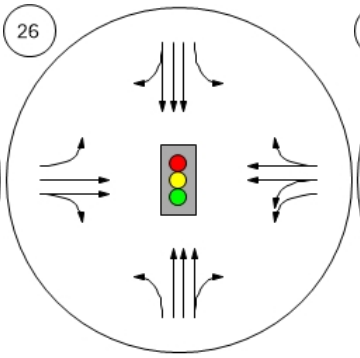
Report Figure 2: Lane Configuration and Traffic Control



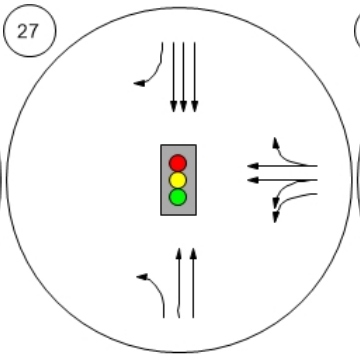
Valley Boulevard - Garvey Av



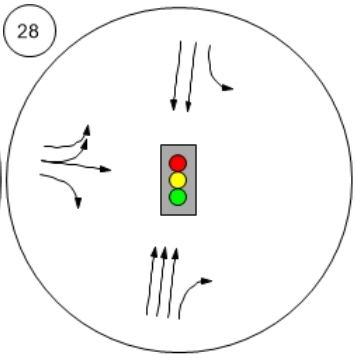
Santa Anita Avenue - Ramon



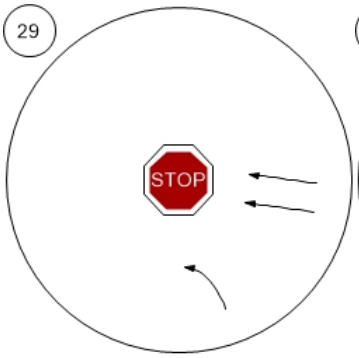
Santa Anita Avenue - Brockw



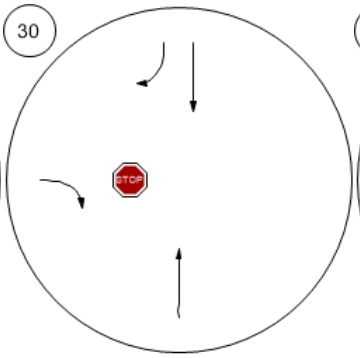
Santa Anita Avenue - Asher



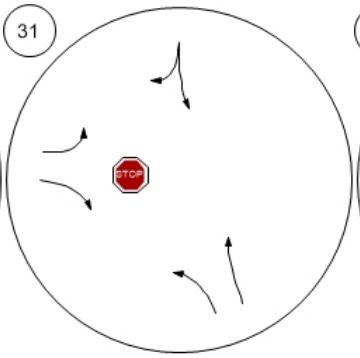
I-10 Westbound Off-Ramp -



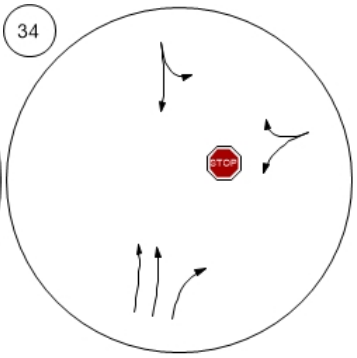
Temple City Boulevard - Olne



S. Baldwin Avenue - Flair Dri

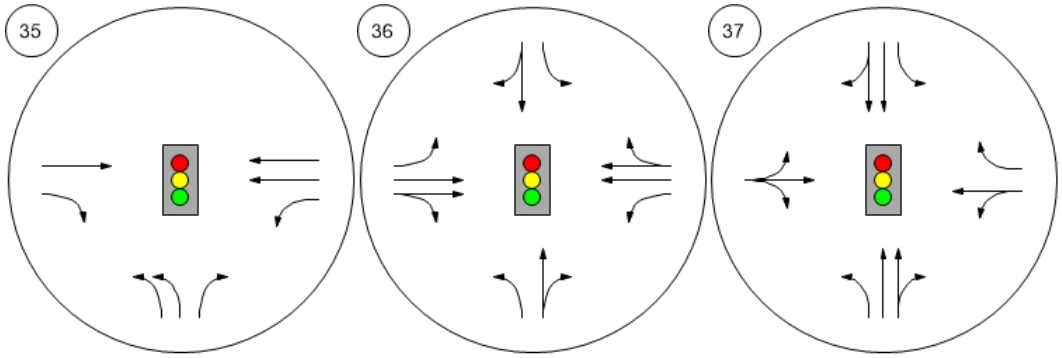


Arden Drive - Arden Way



Report Figure 2: Lane Configuration and Traffic Control

Temple City Boulevard - Loft Temple City Bouevard - Mars Valley Boulevard - Easy Stre



APPENDIX C-2

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

Existing Evening Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\existing pm peak hour.vistropdb
Scenario 1: Existing pm peak hour (No Project)
Report File: C:\...\test.pdf
3/5/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Valley Boulevard - Arden Drive	Signalized	ICU1	SBL	0.564	-	A
2	Valley Boulevard - Valley Circle	Signalized	ICU1	SBL	0.562	-	A
3	Arden Drive - Rose Avenue	Signalized	ICU1	NBT	0.363	-	A
4	Valley Boulevard - Santa Anita	Signalized	ICU1	NBL	0.731	-	C
5	Valley Boulevard - Tyler Avenue	Signalized	ICU1	NBL	0.606	-	B
6	Valley Boulevard - Ramona Avenue	Signalized	ICU1	SBL	0.713	-	C
7	Valley Boulevard - Peck Road	Signalized	ICU1	WBL	0.878	-	D
8	Ramona Avenue - Peck Road	Signalized	ICU1	SBL	0.829	-	D
9	Valley Boulevard - Gibson Road	Signalized	ICU1	NBR	0.613	-	B
10	Valley Boulevard - S.Baldwin Avenue	Signalized	ICU1	WBL	0.800	-	C
11	Valley Boulevard - Temple City	Signalized	ICU1	EBL	0.773	-	C
12	Valley Boulevard - Rio Hondo Avenue	Signalized	ICU1	NBR	0.779	-	C
13	Valley Boulevard - Mission Drive	Signalized	ICU1	SBL	0.462	-	A
14	Valley Boulevard - Rosemead Avenue	Signalized	ICU1	EBL	0.884	-	D
15	Lower Azusa Road - Arden Drive	Signalized	ICU1	NBL	0.629	-	B
16	Lower Azusa Drive - Arden Way	Two-way stop	HCM2010	NBL	0.120	63.8	F
17	Lower Azusa Boulevard - Santa Anita Avenue	Signalized	ICU1	SBL	0.915	-	E
18	Lower Azusa Road - Peck Road	Signalized	ICU1	EBL	0.865	-	D

19	Lower Azusa Road - Baldwin Avenue	Signalized	ICU1	EBL	0.797	-	C
20	Lower Azusa Road - Temple City Boulevard	Signalized	ICU1	WBL	0.867	-	D
21	Lower Azusa Road - Rosemeaad Boulevard	Signalized	ICU1	WBL	0.807	-	D
22	Garvey Avenue - Rosemead Boulevard	Signalized	ICU1	SBL	0.901	-	E
23	Garvey Avenue - Santa Anita Avenue	Signalized	ICU1	EBL	0.911	-	E
24	Garvey Avenue - Peck Road	Signalized	ICU1	EBL	0.791	-	C
25	Valley Boulevard - Garvey Avenue	Signalized	ICU1	NBL	0.843	-	D
26	Santa Anita Avenue - Ramona Boulevard	Signalized	ICU1	WBL	0.568	-	A
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	ICU1	WBL	0.703	-	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	ICU1	EBL	0.724	-	C
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		10.4	B
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.028	15.2	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	1.558	344.0	F
34	Arden Drive - Arden Way	Two-way stop	HCM2010	SWBL	0.274	24.3	C
35	Temple City Boulevard - Loftus Drive	Signalized	ICU1	WBL	0.798	-	C
36	Temple City Boulevard - Marshall Drive	Signalized	ICU1	NBL	0.459	-	A
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signalized	ICU1	SBL	0.471	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Valley Boulevard - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.564

Intersection Setup

Name	Arden			Arden			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	150.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Arden			Arden			Valley			Valley		
Base Volume Input [veh/h]	5	2	12	330	7	110	115	1060	25	13	734	310
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	2	12	330	7	110	115	1060	25	13	734	310
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	3	83	2	28	29	265	6	3	184	78
Total Analysis Volume [veh/h]	5	2	12	330	7	110	115	1060	25	13	734	310
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.564

Intersection Level Of Service Report
#2: Valley Boulevard - Valley Circle

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.562

Intersection Setup

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	yes			yes			no		

Volumes

Name									
Base Volume Input [veh/h]	5	0	1	1	1469	0	0	1164	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	1	1	1469	0	0	1164	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	367	0	0	291	3
Total Analysis Volume [veh/h]	5	0	1	1	1469	0	0	1164	10
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	4	5	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.562

Intersection Level Of Service Report
#3: Arden Drive - Rose Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.363

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	2	433	2	2	367	41	127	0	53	10	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	433	2	2	367	41	127	0	53	10	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	108	1	1	92	10	32	0	13	3	0	3
Total Analysis Volume [veh/h]	2	433	2	2	367	41	127	0	53	10	0	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	1	8	0	1	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.363

Intersection Level Of Service Report
#4: Valley Boulevard - Santa Anita

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.731

Intersection Setup

Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	125.00	100.00	100.00	225.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Valley			Valley		
Base Volume Input [veh/h]	442	1024	74	58	627	133	215	682	5	101	467	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	442	1024	74	58	627	133	215	682	5	101	467	54
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	111	256	19	15	157	33	54	171	1	25	117	14
Total Analysis Volume [veh/h]	442	1024	74	58	627	133	215	682	5	101	467	54
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.731

Intersection Level Of Service Report
#5: Valley Boulevard - Tyler Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.606

Intersection Setup

Name	Tyler			Tyler			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00
Speed [mph]	25.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Tyler			Tyler			Valley			Valley		
Base Volume Input [veh/h]	122	207	74	95	286	77	55	496	119	119	833	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	207	74	95	286	77	55	496	119	119	833	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	52	19	24	72	19	14	124	30	30	208	17
Total Analysis Volume [veh/h]	122	207	74	95	286	77	55	496	119	119	833	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.606

Intersection Level Of Service Report
#6: Valley Boulevard - Ramona Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	Valley				Valley				Ramona			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left2	Left	Thru	Right	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0	0	1	1	0	0	1
Pocket Length [ft]	175.00	100.00	100.00	175.00	120.00	100.00	100.00	120.00	175.00	100.00	100.00	1000.00
Speed [mph]	35.00				35.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	yes				yes				yes			

Volumes

Name	Valley				Valley				Ramona			
Base Volume Input [veh/h]	194	436	436	56	394	621	7	0	32	20	461	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	194	436	436	56	394	621	7	0	32	20	461	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	109	109	14	99	155	2	0	8	5	115	16
Total Analysis Volume [veh/h]	194	436	436	56	394	621	7	0	32	20	461	64
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	8	0	7	4	0	0	0	5	2	0
Lead / Lag	Lag	-	-	-	Lag	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.713

Intersection Setup

Name	Ramona				Mall			
Approach	Westbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	1
Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				25.00			
Grade [%]	0.00				0.00			
Crosswalk	yes				yes			

Volumes

Name	Ramona				Mall			
Base Volume Input [veh/h]	32	232	197	7	17	106	105	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	232	197	7	17	106	105	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	58	49	2	4	27	26	2
Total Analysis Volume [veh/h]	32	232	197	7	17	106	105	7
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Permissive	Split
Signal Group	1	6	0	0	0	9	9	0
Lead / Lag	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.713

Intersection Level Of Service Report
#7: Valley Boulevard - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.878

Intersection Setup

Name	Peck			Peck			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	600.00	250.00	100.00	300.00	250.00	100.00	125.00	120.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Valley			Valley		
Base Volume Input [veh/h]	36	558	256	185	799	143	116	1219	328	195	819	155
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	558	256	185	799	143	116	1219	328	195	819	155
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	140	64	46	200	36	29	305	82	49	205	39
Total Analysis Volume [veh/h]	36	558	256	185	799	143	116	1219	328	195	819	155
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.878

Intersection Level Of Service Report
#8: Ramona Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.829

Intersection Setup

Name	Peck			Peck			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	150.00	100.00	275.00	175.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	125.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Ramona			Ramona		
Base Volume Input [veh/h]	48	1004	397	186	691	114	161	608	28	174	326	155
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	1004	397	186	691	114	161	608	28	174	326	155
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	251	99	47	173	29	40	152	7	44	82	39
Total Analysis Volume [veh/h]	48	1004	397	186	691	114	161	608	28	174	326	155
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.829

Intersection Level Of Service Report
#9: Valley Boulevard - Gibson Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name	Gibson			Gibson			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	60.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Gibson			Gibson			Valley			Valley		
Base Volume Input [veh/h]	25	23	53	23	13	31	16	1195	28	42	762	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	23	53	23	13	31	16	1195	28	42	762	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	6	13	6	3	8	4	299	7	11	191	9
Total Analysis Volume [veh/h]	25	23	53	23	13	31	16	1195	28	42	762	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.613

Intersection Level Of Service Report
#10: Valley Boulevard - S.Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

Name	Baldwin			Baldwin			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Valley			Valley		
Base Volume Input [veh/h]	93	832	181	131	496	111	110	907	106	132	552	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	832	181	131	496	111	110	907	106	132	552	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	208	45	33	124	28	28	227	27	33	138	33
Total Analysis Volume [veh/h]	93	832	181	131	496	111	110	907	106	132	552	133
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.800

Intersection Level Of Service Report
#11: Valley Boulevard - Temple City

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.773

Intersection Setup

Name	Temple City			Temple City			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	125.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Temple City			Temple City			Valley			Valley		
Base Volume Input [veh/h]	117	646	70	142	431	109	210	966	69	93	534	103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	117	646	70	142	431	109	210	966	69	93	534	103
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	162	18	36	108	27	53	242	17	23	134	26
Total Analysis Volume [veh/h]	117	646	70	142	431	109	210	966	69	93	534	103
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.773

Intersection Level Of Service Report
#12: Valley Boulevard - Rio Hondo Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.779

Intersection Setup

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	70.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Base Volume Input [veh/h]	150	43	225	26	9	18	25	962	104	82	668	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	43	225	26	9	18	25	962	104	82	668	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	11	56	7	2	5	6	241	26	21	167	7
Total Analysis Volume [veh/h]	150	43	225	26	9	18	25	962	104	82	668	27
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	3	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.779

Intersection Level Of Service Report
#13: Valley Boulevard - Mission Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.462

Intersection Setup

Name	Mission		Valley		Valley	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	1	1	0	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Mission		Valley		Valley	
Base Volume Input [veh/h]	464	16	24	680	514	323
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	464	16	24	680	514	323
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	4	6	170	129	81
Total Analysis Volume [veh/h]	464	16	24	680	514	323
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	3	8	5	2	1	6
Lead / Lag	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.462

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.884

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	158	1363	156	96	1184	213	261	591	131	160	431	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	158	1363	156	96	1184	213	261	591	131	160	431	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	341	39	24	296	53	65	148	33	40	108	15
Total Analysis Volume [veh/h]	158	1363	156	96	1184	213	261	591	131	160	431	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.884

Intersection Level Of Service Report
#15: Lower Azusa Road - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.629

Intersection Setup

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	75.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Base Volume Input [veh/h]	109	126	64	40	79	38	47	942	133	79	661	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	126	64	40	79	38	47	942	133	79	661	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	32	16	10	20	10	12	236	33	20	165	12
Total Analysis Volume [veh/h]	109	126	64	40	79	38	47	942	133	79	661	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.629

Intersection Level Of Service Report
#16: Lower Azusa Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	63.8
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.120

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name						
Base Volume Input [veh/h]	10	258	1092	24	76	744
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	258	1092	24	76	744
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	65	273	6	19	186
Total Analysis Volume [veh/h]	10	258	1092	24	76	744
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.54	0.01	0.00	0.12	0.01
d_M, Delay for Movement [s/veh]	63.83	28.11	0.00	0.00	11.46	0.00
Movement LOS	F	D	A	A	B	A
95th-Percentile Queue Length [veh]	4.59	4.59	0.00	0.00	0.41	0.00
95th-Percentile Queue Length [ft]	114.82	114.82	0.00	0.00	10.17	0.00
d_A, Approach Delay [s/veh]	29.44		0.00		1.06	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	3.98					
Intersection LOS	F					

Intersection Level Of Service Report
#17: Lower Azusa Boulevard - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.915

Intersection Setup

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	2225.00	100.00	100.00	115.00	100.00	100.00	250.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	160	917	198	313	951	106	53	672	83	155	597	269
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	160	917	198	313	951	106	53	672	83	155	597	269
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	229	50	78	238	27	13	168	21	39	149	67
Total Analysis Volume [veh/h]	160	917	198	313	951	106	53	672	83	155	597	269
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.915

Intersection Level Of Service Report
#18: Lower Azusa Road - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.865

Intersection Setup

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	230.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	170	564	94	215	727	145	250	781	224	178	601	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	564	94	215	727	145	250	781	224	178	601	159
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	141	24	54	182	36	63	195	56	45	150	40
Total Analysis Volume [veh/h]	170	564	94	215	727	145	250	781	224	178	601	159
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.865

Intersection Level Of Service Report
#19: Lower Azusa Road - Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.797

Intersection Setup

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	225.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	80	847	255	171	492	131	214	724	56	122	613	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	847	255	171	492	131	214	724	56	122	613	148
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	212	64	43	123	33	54	181	14	31	153	37
Total Analysis Volume [veh/h]	80	847	255	171	492	131	214	724	56	122	613	148
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	2	0	1	2	0	1	2	0	1	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.797

Intersection Level Of Service Report
#20: Lower Azusa Road - Temple City Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.867

Intersection Setup

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	75.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	85	747	40	200	496	46	198	738	30	270	488	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	747	40	200	496	46	198	738	30	270	488	143
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	187	10	50	124	12	50	185	8	68	122	36
Total Analysis Volume [veh/h]	85	747	40	200	496	46	198	738	30	270	488	143
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.867

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemeaad Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.807

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	11	815	651	207	830	1	3	7	4	407	0	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	815	651	207	830	1	3	7	4	407	0	111
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	204	163	52	208	0	1	2	1	102	0	28
Total Analysis Volume [veh/h]	11	815	651	207	830	1	3	7	4	407	0	111
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.807

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.901

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	296	1280	121	526	1676	183	184	696	96	156	440	321
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	296	1280	121	526	1676	183	184	696	96	156	440	321
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	320	30	132	419	46	46	174	24	39	110	80
Total Analysis Volume [veh/h]	296	1280	121	526	1676	183	184	696	96	156	440	321
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.901

Intersection Level Of Service Report
#23: Garvey Avenue - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.911

Intersection Setup

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	300.00	100.00	100.00	250.00	100.00	100.00	75.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Base Volume Input [veh/h]	57	870	75	98	991	208	273	1000	76	87	675	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	870	75	98	991	208	273	1000	76	87	675	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	218	19	25	248	52	68	250	19	22	169	15
Total Analysis Volume [veh/h]	57	870	75	98	991	208	273	1000	76	87	675	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.911

Intersection Level Of Service Report
#24: Garvey Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.791

Intersection Setup

Name	Peck			Peck			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Garvey			Garvey		
Base Volume Input [veh/h]	132	572	73	63	740	174	260	796	121	58	461	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	572	73	63	740	174	260	796	121	58	461	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	143	18	16	185	44	65	199	30	15	115	8
Total Analysis Volume [veh/h]	132	572	73	63	740	174	260	796	121	58	461	31
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.791

Intersection Level Of Service Report
#25: Valley Boulevard - Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name	Valley			Valley			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Garvey			Garvey		
Base Volume Input [veh/h]	200	775	35	162	854	14	31	642	359	54	283	145
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	200	775	35	162	854	14	31	642	359	54	283	145
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	194	9	41	214	4	8	161	90	14	71	36
Total Analysis Volume [veh/h]	200	775	35	162	854	14	31	642	359	54	283	145
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.843

Intersection Level Of Service Report
#26: Santa Anita Avenue - Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.568

Intersection Setup

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	115.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Base Volume Input [veh/h]	40	1392	230	79	968	32	48	52	50	149	25	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	1392	230	79	968	32	48	52	50	149	25	60
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	348	58	20	242	8	12	13	13	37	6	15
Total Analysis Volume [veh/h]	40	1392	230	79	968	32	48	52	50	149	25	60
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.568

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.703

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	406	1390	0	0	890	294	0	0	0	319	147	262
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	406	1390	0	0	890	294	0	0	0	319	147	262
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	348	0	0	223	74	0	0	0	80	37	66
Total Analysis Volume [veh/h]	406	1390	0	0	890	294	0	0	0	319	147	262
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.703

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.724

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	1212	174	263	992	0	663	143	435	287	147	262
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1212	174	263	992	0	663	143	435	287	147	262
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	303	44	66	248	0	166	36	109	72	37	66
Total Analysis Volume [veh/h]	0	1212	174	263	992	0	663	143	435	287	147	262
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.724

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	461	214	37	0	0	210
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	461	214	37	0	0	210
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	115	54	9	0	0	53
Total Analysis Volume [veh/h]	461	214	37	0	0	210
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.13		0.45	0.45
95th-Percentile Queue Length [ft]	78.21		11.27	11.27
Approach Delay [s/veh]	11.54	0.00	7.88	
Approach LOS	B	A	A	
Intersection Delay [s/veh]	10.39			
Intersection LOS	B			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	893	0	0	852	48	0	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	893	0	0	852	48	0	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	223	0	0	213	12	0	0	3
Total Analysis Volume [veh/h]	0	893	0	0	852	48	0	0	10
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.22
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.12
d_A, Approach Delay [s/veh]	0.00			0.00			15.22		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.08								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	344.0
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.558

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	26	920	445	159	207	391
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	920	445	159	207	391
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	230	111	40	52	98
Total Analysis Volume [veh/h]	26	920	445	159	207	391
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.00	1.56	0.70
d_M, Delay for Movement [s/veh]	8.76	0.00	0.00	0.00	343.98	25.29
Movement LOS	A	A	A	A	F	D
95th-Percentile Queue Length [veh]	0.08	0.00	0.00	0.00	14.59	5.57
95th-Percentile Queue Length [ft]	2.03	0.00	0.00	0.00	364.66	139.37
d_A, Approach Delay [s/veh]	0.24		0.00		135.60	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	37.86					
Intersection LOS	F					

Intersection Level Of Service Report
#34: Arden Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	24.3
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.274

Intersection Setup

Name						
Approach	Northbound		Southbound		Southwestbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name						
Base Volume Input [veh/h]	616	104	1	417	71	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	616	104	1	417	71	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	154	26	0	104	18	2
Total Analysis Volume [veh/h]	616	104	1	417	71	9
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.27	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	8.70	0.00	24.27	17.64
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh]	0.00	0.00	2.19	2.19	1.18	1.18
95th-Percentile Queue Length [ft]	0.00	0.00	54.70	54.70	29.58	29.58
d_A, Approach Delay [s/veh]	0.00		0.02		23.52	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.55					
Intersection LOS	C					

Intersection Level Of Service Report
#35: Temple City Boulevard - Loftus Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.798

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	752	150	220	596	291	155
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	752	150	220	596	291	155
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	188	38	55	149	73	39
Total Analysis Volume [veh/h]	752	150	220	596	291	155
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Permissive	Overlap
Signal Group	8	0	5	2	1	0
Lead / Lag	-	-	Lag	-	Lag	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.798

Intersection Level Of Service Report
#36: Temple City Boulevard - Marshall Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.459

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	68	903	2	26	794	8	24	34	57	5	12	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	903	2	26	794	8	24	34	57	5	12	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	226	1	7	199	2	6	9	14	1	3	1
Total Analysis Volume [veh/h]	68	903	2	26	794	8	24	34	57	5	12	4
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.459

Intersection Level Of Service Report
#37: Valley Boulevard - Easy Street/Merwin C. Gill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.471

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	1	30	0	15	16	1113	6	4	781	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	30	0	15	16	1113	6	4	781	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	8	0	4	4	278	2	1	195	4
Total Analysis Volume [veh/h]	0	0	1	30	0	15	16	1113	6	4	781	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	4	4	0	5	2	0	0	6	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.471

Signal Warrants Report For Intersection #16: Lower Azusa Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	820	1116	268
2	787	1071	257
3	771	1049	252
4	656	893	214
5	623	848	204
6	558	759	182
7	517	703	169
8	492	670	161
9	394	536	129
10	369	502	121
11	369	502	121
12	353	480	115
13	320	435	105
14	295	402	96
15	295	402	96
16	287	391	94
17	164	223	54
18	90	123	29
19	82	112	27
20	33	45	11
21	25	33	8
22	25	33	8
23	16	22	5
24	16	22	5

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	1936	1	268	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	6	1858	1	257	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	6	1820	1	252	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	6	1549	1	214	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	6	1471	1	204	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	6	1317	1	182	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	6	1220	1	169	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	6	1162	1	161	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	6	930	1	129	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
10	6	871	1	121	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
11	6	871	1	121	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
12	6	833	1	115	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
13	6	755	1	105	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
14	6	697	1	96	No	No	No	Yes	No	No	Yes	Yes	No	No
15	6	697	1	96	No	No	No	Yes	No	No	Yes	Yes	No	No
16	6	678	1	94	No	No	No	Yes	No	No	Yes	Yes	No	No
17	6	387	1	54	No	No	No	No	No	No	No	No	No	No
18	6	213	1	29	No	No	No	No	No	No	No	No	No	No
19	6	194	1	27	No	No	No	No	No	No	No	No	No	No
20	6	78	1	11	No	No	No	No	No	No	No	No	No	No
21	6	58	1	8	No	No	No	No	No	No	No	No	No	No
22	6	58	1	8	No	No	No	No	No	No	No	No	No	No
23	6	38	1	5	No	No	No	No	No	No	No	No	No	No
24	6	38	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					8	11	13	16	9	13	16	16	13	8

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	29.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2:11
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	268
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2204
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	210	461
2	202	443
3	197	433
4	168	369
5	160	350
6	143	313
7	132	290
8	126	277
9	101	221
10	95	207
11	95	207
12	90	198
13	82	180
14	76	166
15	76	166
16	74	161
17	42	92
18	23	51
19	21	46
20	8	18
21	6	14
22	6	14
23	4	9
24	4	9

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	210	1	461	No	No	No	No	No	No	No	No	No	No
2	2	202	1	443	No	No	No	No	No	No	No	No	No	No
3	2	197	1	433	No	No	No	No	No	No	No	No	No	No
4	2	168	1	369	No	No	No	No	No	No	No	No	No	No
5	2	160	1	350	No	No	No	No	No	No	No	No	No	No
6	2	143	1	313	No	No	No	No	No	No	No	No	No	No
7	2	132	1	290	No	No	No	No	No	No	No	No	No	No
8	2	126	1	277	No	No	No	No	No	No	No	No	No	No
9	2	101	1	221	No	No	No	No	No	No	No	No	No	No
10	2	95	1	207	No	No	No	No	No	No	No	No	No	No
11	2	95	1	207	No	No	No	No	No	No	No	No	No	No
12	2	90	1	198	No	No	No	No	No	No	No	No	No	No
13	2	82	1	180	No	No	No	No	No	No	No	No	No	No
14	2	76	1	166	No	No	No	No	No	No	No	No	No	No
15	2	76	1	166	No	No	No	No	No	No	No	No	No	No
16	2	74	1	161	No	No	No	No	No	No	No	No	No	No
17	2	42	1	92	No	No	No	No	No	No	No	No	No	No
18	2	23	1	51	No	No	No	No	No	No	No	No	No	No
19	2	21	1	46	No	No	No	No	No	No	No	No	No	No
20	2	8	1	18	No	No	No	No	No	No	No	No	No	No
21	2	6	1	14	No	No	No	No	No	No	No	No	No	No
22	2	6	1	14	No	No	No	No	No	No	No	No	No	No
23	2	4	1	9	No	No	No	No	No	No	No	No	No	No
24	2	4	1	9	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:28
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	461
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	671
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #30: Temple City Boulevard - Olney Street

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	893	900	10
2	857	864	10
3	839	846	9
4	714	720	8
5	679	684	8
6	607	612	7
7	563	567	6
8	536	540	6
9	429	432	5
10	402	405	5
11	402	405	5
12	384	387	4
13	348	351	4
14	321	324	4
15	321	324	4
16	313	315	4
17	179	180	2
18	98	99	1
19	89	90	1
20	36	36	0
21	27	27	0
22	27	27	0
23	18	18	0
24	18	18	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1793	1	10	No	No	No	No	No	No	No	No	No	No
2	3	1721	1	10	No	No	No	No	No	No	No	No	No	No
3	3	1685	1	9	No	No	No	No	No	No	No	No	No	No
4	3	1434	1	8	No	No	No	No	No	No	No	No	No	No
5	3	1363	1	8	No	No	No	No	No	No	No	No	No	No
6	3	1219	1	7	No	No	No	No	No	No	No	No	No	No
7	3	1130	1	6	No	No	No	No	No	No	No	No	No	No
8	3	1076	1	6	No	No	No	No	No	No	No	No	No	No
9	3	861	1	5	No	No	No	No	No	No	No	No	No	No
10	3	807	1	5	No	No	No	No	No	No	No	No	No	No
11	3	807	1	5	No	No	No	No	No	No	No	No	No	No
12	3	771	1	4	No	No	No	No	No	No	No	No	No	No
13	3	699	1	4	No	No	No	No	No	No	No	No	No	No
14	3	645	1	4	No	No	No	No	No	No	No	No	No	No
15	3	645	1	4	No	No	No	No	No	No	No	No	No	No
16	3	628	1	4	No	No	No	No	No	No	No	No	No	No
17	3	359	1	2	No	No	No	No	No	No	No	No	No	No
18	3	197	1	1	No	No	No	No	No	No	No	No	No	No
19	3	179	1	1	No	No	No	No	No	No	No	No	No	No
20	3	72	1	0	No	No	No	No	No	No	No	No	No	No
21	3	54	1	0	No	No	No	No	No	No	No	No	No	No
22	3	54	1	0	No	No	No	No	No	No	No	No	No	No
23	3	36	1	0	No	No	No	No	No	No	No	No	No	No
24	3	36	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:02
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	10
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1803
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #31: S. Baldwin Avenue - Flair Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	946	604	598
2	908	580	574
3	889	568	562
4	757	483	478
5	719	459	454
6	643	411	407
7	596	381	377
8	568	362	359
9	454	290	287
10	426	272	269
11	426	272	269
12	407	260	257
13	369	236	233
14	341	217	215
15	341	217	215
16	331	211	209
17	189	121	120
18	104	66	66
19	95	60	60
20	38	24	24
21	28	18	18
22	28	18	18
23	19	12	12
24	19	12	12

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1550	2	598	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1488	2	574	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1457	2	562	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1240	2	478	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	1178	2	454	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	3	1054	2	407	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	3	977	2	377	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	3	930	2	359	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	3	744	2	287	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
10	3	698	2	269	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
11	3	698	2	269	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
12	3	667	2	257	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
13	3	605	2	233	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No
14	3	558	2	215	No	Yes	Yes	Yes	No	No	No	Yes	No	No
15	3	558	2	215	No	Yes	Yes	Yes	No	No	No	Yes	No	No
16	3	542	2	209	No	Yes	Yes	Yes	No	No	No	Yes	No	No
17	3	310	2	120	No	No	No	No	No	No	No	No	No	No
18	3	170	2	66	No	No	No	No	No	No	No	No	No	No
19	3	155	2	60	No	No	No	No	No	No	No	No	No	No
20	3	62	2	24	No	No	No	No	No	No	No	No	No	No
21	3	46	2	18	No	No	No	No	No	No	No	No	No	No
22	3	46	2	18	No	No	No	No	No	No	No	No	No	No
23	3	31	2	12	No	No	No	No	No	No	No	No	No	No
24	3	31	2	12	No	No	No	No	No	No	No	No	No	No
Hours Met					13	16	16	16	8	9	12	16	12	8

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	135.6
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	22:31
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	598
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2148
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection #34: Arden Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	NE
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	NE
1	720	418	80
2	691	401	77
3	677	393	75
4	576	334	64
5	547	318	61
6	490	284	54
7	454	263	50
8	432	251	48
9	346	201	38
10	324	188	36
11	324	188	36
12	310	180	34
13	281	163	31
14	259	150	29
15	259	150	29
16	252	146	28
17	144	84	16
18	79	46	9
19	72	42	8
20	29	17	3
21	22	13	2
22	22	13	2
23	14	8	2
24	14	8	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	1138	1	80	No	No	No	No	Yes	Yes	Yes	Yes	No	No
2	4	1092	1	77	No	No	No	No	Yes	Yes	Yes	Yes	No	No
3	4	1070	1	75	No	No	No	No	Yes	Yes	Yes	Yes	No	No
4	4	910	1	64	No	No	No	No	No	Yes	Yes	Yes	No	No
5	4	865	1	61	No	No	No	No	No	Yes	Yes	Yes	No	No
6	4	774	1	54	No	No	No	No	No	No	Yes	Yes	No	No
7	4	717	1	50	No	No	No	No	No	No	No	Yes	No	No
8	4	683	1	48	No	No	No	No	No	No	No	Yes	No	No
9	4	547	1	38	No	No	No	No	No	No	No	No	No	No
10	4	512	1	36	No	No	No	No	No	No	No	No	No	No
11	4	512	1	36	No	No	No	No	No	No	No	No	No	No
12	4	490	1	34	No	No	No	No	No	No	No	No	No	No
13	4	444	1	31	No	No	No	No	No	No	No	No	No	No
14	4	409	1	29	No	No	No	No	No	No	No	No	No	No
15	4	409	1	29	No	No	No	No	No	No	No	No	No	No
16	4	398	1	28	No	No	No	No	No	No	No	No	No	No
17	4	228	1	16	No	No	No	No	No	No	No	No	No	No
18	4	125	1	9	No	No	No	No	No	No	No	No	No	No
19	4	114	1	8	No	No	No	No	No	No	No	No	No	No
20	4	46	1	3	No	No	No	No	No	No	No	No	No	No
21	4	35	1	2	No	No	No	No	No	No	No	No	No	No
22	4	35	1	2	No	No	No	No	No	No	No	No	No	No
23	4	22	1	2	No	No	No	No	No	No	No	No	No	No
24	4	22	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	3	5	6	8	0	0

Warrant 3 Condition A

Orientation	NE
Total Stopped Delay Per Vehicle on Minor Approach (s)	23.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:31
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	80
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1218
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

APPENDIX C-3

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

Existing Saturday Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\existing sat peak hour.vistropdb
Report File: C:\...\revised existing saturday no project.pdf

Scenario 1: Existing Saturday peak hour
3/5/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Valley Boulevard - Arden Drive	Signalized	ICU1	SBL	0.481	-	A
2	Valley Boulevard - Valley Circle	Signalized	ICU1	WBT	0.364	-	A
3	Arden Drive - Rose Avenue	Signalized	ICU1	NBT	0.230	-	A
4	Valley Boulevard - Santa Anita	Signalized	ICU1	NBL	0.639	-	B
5	Valley Boulevard - Tyler Avenue	Signalized	ICU1	NBL	0.504	-	A
6	Valley Boulevard - Ramona Avenue	Signalized	ICU1	WBL	0.732	-	C
7	Valley Boulevard - Peck Road	Signalized	ICU1	SBL	0.830	-	D
8	Ramona Avenue - Peck Road	Signalized	ICU1	EBL	0.759	-	C
9	Valley Boulevard - Gibson Road	Signalized	ICU1	SBR	0.451	-	A
10	Valley Boulevard - S.Baldwin Avenue	Signalized	ICU1	WBL	0.634	-	B
11	Valley Boulevard - Temple City	Signalized	ICU1	EBL	0.641	-	B
12	Valley Boulevard - Rio Hondo Avenue	Signalized	ICU1	NBR	0.598	-	A
13	Valley Boulevard - Mission Drive	Signalized	ICU1	SBL	0.382	-	A
14	Valley Boulevard - Rosemead Avenue	Signalized	ICU1	NBL	0.904	-	E
15	Lower Azusa Road - Arden Drive	Signalized	ICU1	NBL	0.496	-	A
16	Lower Azusa Drive - Arden Way	Two-way stop	HCM2010	NBL	0.154	39.0	E
17	Lower Azusa Boulevard - Santa Anita Avenue	Signalized	ICU1	SBL	0.809	-	D
18	Lower Azusa Road - Peck Road	Signalized	ICU1	NBL	0.751	-	C

19	Lower Azusa Road - Baldwin Avenue	Signalized	ICU1	EBL	0.707	-	C
20	Lower Azusa Road - Temple City Boulevard	Signalized	ICU1	WBL	0.742	-	C
21	Lower Azusa Road - Rosemead Boulevard	Signalized	ICU1	WBL	0.648	-	B
22	Garvey Avenue - Rosemead Boulevard	Signalized	ICU1	SBL	0.957	-	E
23	Garvey Avenue - Santa Anita Avenue	Signalized	ICU1	EBL	0.735	-	C
24	Garvey Avenue - Peck Road	Signalized	ICU1	EBL	0.706	-	C
25	Valley Boulevard - Garvey Avenue	Signalized	ICU1	NBL	0.661	-	B
26	Santa Anita Avenue - Ramona Boulevard	Signalized	ICU1	WBL	0.416	-	A
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	ICU1	WBR	0.641	-	B
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	ICU1	EBL	0.563	-	A
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		10.6	B
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.067	15.4	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	0.766	101.0	F
34	Arden Drive - Arden Way	Two-way stop	HCM2010	SWBL	0.128	13.8	B
35	Temple City - Loftus Drive	Signalized	ICU1	SBL	0.587	-	A
36	Temple City - Marshall Drive	Signalized	ICU1	NBL	0.411	-	A
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signalized	ICU1	SBL	0.425	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Valley Boulevard - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.481

Intersection Setup

Name	Arden			Arden			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	150.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Arden			Arden			Valley			Valley		
Base Volume Input [veh/h]	29	4	6	227	6	97	117	666	22	15	675	150
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	4	6	227	6	97	117	666	22	15	675	150
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	2	57	2	24	29	167	6	4	169	38
Total Analysis Volume [veh/h]	29	4	6	227	6	97	117	666	22	15	675	150
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.481

Intersection Level Of Service Report
#2: Valley Boulevard - Valley Circle

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.364

Intersection Setup

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	yes			yes			yes		

Volumes

Name									
Base Volume Input [veh/h]	0	0	0	0	771	0	0	843	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	771	0	0	843	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	193	0	0	211	0
Total Analysis Volume [veh/h]	0	0	0	0	771	0	0	843	1
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	4	5	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.364

Intersection Level Of Service Report
#3: Arden Drive - Rose Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.230

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	4	273	0	0	266	21	29	0	32	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	273	0	0	266	21	29	0	32	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	68	0	0	67	5	7	0	8	0	0	0
Total Analysis Volume [veh/h]	4	273	0	0	266	21	29	0	32	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	1	8	0	1	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.230

Intersection Level Of Service Report
#4: Valley Boulevard - Santa Anita

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	125.00	100.00	100.00	225.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Valley			Valley		
Base Volume Input [veh/h]	294	564	49	40	591	138	150	451	20	77	496	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	294	564	49	40	591	138	150	451	20	77	496	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	141	12	10	148	35	38	113	5	19	124	11
Total Analysis Volume [veh/h]	294	564	49	40	591	138	150	451	20	77	496	43
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.639

Intersection Level Of Service Report
#5: Valley Boulevard - Tyler Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.504

Intersection Setup

Name	Valley			Valley			Tyler			Tyler		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Tyler			Tyler		
Base Volume Input [veh/h]	112	166	82	92	202	64	55	516	122	83	556	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	166	82	92	202	64	55	516	122	83	556	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	42	21	23	51	16	14	129	31	21	139	12
Total Analysis Volume [veh/h]	112	166	82	92	202	64	55	516	122	83	556	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.504

Intersection Level Of Service Report
#6: Valley Boulevard - Ramona Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.732

Intersection Setup

Name	Valley				Valley				Ramona			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Thru	Right	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				35.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	yes				yes				yes			

Volumes

Name	Valley				Valley				Ramona			
Base Volume Input [veh/h]	212	237	0	150	13	278	0	6	249	0	475	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	212	237	0	150	13	278	0	6	249	0	475	109
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	59	0	38	3	70	0	2	62	0	119	27
Total Analysis Volume [veh/h]	212	237	0	150	13	278	0	6	249	0	475	109
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	0	7	4	0	0	5	0	2	0
Lead / Lag	Lag	-	-	-	Lag	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.732

Intersection Setup

Name	Ramona				Mall			
Approach	Westbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00			
Grade [%]	0.00				0.00			
Crosswalk	yes				yes			

Volumes

Name	Ramona				Mall			
Base Volume Input [veh/h]	297	410	0	98	0	108	109	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	297	410	0	98	0	108	109	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	103	0	25	0	27	27	4
Total Analysis Volume [veh/h]	297	410	0	98	0	108	109	16
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Permissive	Split
Signal Group	1	6	0	0	0	9	9	0
Lead / Lag	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.732

Intersection Level Of Service Report
#7: Valley Boulevard - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.830

Intersection Setup

Name	Peck			Peck			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	600.00	250.00	100.00	300.00	250.00	100.00	125.00	120.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Valley			Valley		
Base Volume Input [veh/h]	205	867	271	257	834	153	154	557	105	60	518	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	205	867	271	257	834	153	154	557	105	60	518	267
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	217	68	64	209	38	39	139	26	15	130	67
Total Analysis Volume [veh/h]	205	867	271	257	834	153	154	557	105	60	518	267
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.830

Intersection Level Of Service Report
#8: Ramona Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.759

Intersection Setup

Name	Peck			Peck			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	150.00	100.00	275.00	175.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	125.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Ramona			Ramona		
Base Volume Input [veh/h]	163	847	114	66	927	372	272	376	209	152	373	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	847	114	66	927	372	272	376	209	152	373	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	212	29	17	232	93	68	94	52	38	93	16
Total Analysis Volume [veh/h]	163	847	114	66	927	372	272	376	209	152	373	63
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.759

Intersection Level Of Service Report
#9: Valley Boulevard - Gibson Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.451

Intersection Setup

Name	Gibson			Gibson			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	60.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Gibson			Gibson			Valley			Valley		
Base Volume Input [veh/h]	17	8	38	28	21	37	14	736	27	31	729	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	8	38	28	21	37	14	736	27	31	729	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	10	7	5	9	4	184	7	8	182	7
Total Analysis Volume [veh/h]	17	8	38	28	21	37	14	736	27	31	729	26
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.451

Intersection Level Of Service Report
#10: Valley Boulevard - S.Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.634

Intersection Setup

Name	Baldwin			Baldwin			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Valley			Valley		
Base Volume Input [veh/h]	58	667	145	118	576	136	142	540	111	155	549	113
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	667	145	118	576	136	142	540	111	155	549	113
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	167	36	30	144	34	36	135	28	39	137	28
Total Analysis Volume [veh/h]	58	667	145	118	576	136	142	540	111	155	549	113
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.634

Intersection Level Of Service Report
#11: Valley Boulevard - Temple City

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

Intersection Setup

Name	Temple City			Temple City			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	125.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Valley			Valley		
Base Volume Input [veh/h]	91	340	67	112	469	118	217	707	52	94	529	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	340	67	112	469	118	217	707	52	94	529	85
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	85	17	28	117	30	54	177	13	24	132	21
Total Analysis Volume [veh/h]	91	340	67	112	469	118	217	707	52	94	529	85
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.641

Intersection Level Of Service Report
#12: Valley Boulevard - Rio Hondo Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.598

Intersection Setup

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	70.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Base Volume Input [veh/h]	85	18	150	19	7	18	19	782	80	69	702	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	18	150	19	7	18	19	782	80	69	702	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	5	38	5	2	5	5	196	20	17	176	2
Total Analysis Volume [veh/h]	85	18	150	19	7	18	19	782	80	69	702	9
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.598

Intersection Level Of Service Report
#13: Valley Boulevard - Mission Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.382

Intersection Setup

Name	Mission		Valley		Valley	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	1	1	0	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		no	

Volumes

Name	Mission		Valley		Valley	
Base Volume Input [veh/h]	266	21	16	636	586	212
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	266	21	16	636	586	212
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	5	4	159	147	53
Total Analysis Volume [veh/h]	266	21	16	636	586	212
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	4	5	2	6	0
Lead / Lag	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.382

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.904

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	242	1256	142	75	1140	252	231	548	141	164	487	75
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	242	1256	142	75	1140	252	231	548	141	164	487	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	314	36	19	285	63	58	137	35	41	122	19
Total Analysis Volume [veh/h]	242	1256	142	75	1140	252	231	548	141	164	487	75
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.904

Intersection Level Of Service Report
#15: Lower Azusa Road - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.496

Intersection Setup

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	75.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Base Volume Input [veh/h]	74	43	30	34	40	25	22	808	67	57	761	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	43	30	34	40	25	22	808	67	57	761	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	11	8	9	10	6	6	202	17	14	190	9
Total Analysis Volume [veh/h]	74	43	30	34	40	25	22	808	67	57	761	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.496

Intersection Level Of Service Report
#16: Lower Azusa Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	39.0
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.154

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name						
Base Volume Input [veh/h]	21	194	830	36	57	749
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	194	830	36	57	749
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	49	208	9	14	187
Total Analysis Volume [veh/h]	21	194	830	36	57	749
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.34	0.01	0.00	0.07	0.01
d_M, Delay for Movement [s/veh]	39.03	18.90	0.00	0.00	9.94	0.00
Movement LOS	E	C	A	A	A	A
95th-Percentile Queue Length [veh]	2.64	2.64	0.00	0.00	0.23	0.00
95th-Percentile Queue Length [ft]	65.96	65.96	0.00	0.00	5.85	0.00
d_A, Approach Delay [s/veh]	20.86		0.00		0.70	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.68					
Intersection LOS	E					

Intersection Level Of Service Report
#17: Lower Azusa Boulevard - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.809

Intersection Setup

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	2225.00	100.00	100.00	115.00	100.00	100.00	250.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	217	654	136	241	653	131	116	608	145	142	581	237
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	217	654	136	241	653	131	116	608	145	142	581	237
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	164	34	60	163	33	29	152	36	36	145	59
Total Analysis Volume [veh/h]	217	654	136	241	653	131	116	608	145	142	581	237
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.809

Intersection Level Of Service Report
#18: Lower Azusa Road - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

Intersection Setup

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	230.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	241	672	141	104	547	143	192	522	186	173	512	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	241	672	141	104	547	143	192	522	186	173	512	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	168	35	26	137	36	48	131	47	43	128	17
Total Analysis Volume [veh/h]	241	672	141	104	547	143	192	522	186	173	512	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.751

Intersection Level Of Service Report
#19: Lower Azusa Road - Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.707

Intersection Setup

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	225.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	84	675	165	149	573	171	169	590	112	133	573	150
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	675	165	149	573	171	169	590	112	133	573	150
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	169	41	37	143	43	42	148	28	33	143	38
Total Analysis Volume [veh/h]	84	675	165	149	573	171	169	590	112	133	573	150
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.707

Intersection Level Of Service Report
#20: Lower Azusa Road - Temple City Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.742

Intersection Setup

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	75.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	47	542	51	200	616	73	128	450	31	316	518	142
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	542	51	200	616	73	128	450	31	316	518	142
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	136	13	50	154	18	32	113	8	79	130	36
Total Analysis Volume [veh/h]	47	542	51	200	616	73	128	450	31	316	518	142
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.742

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	21	885	486	98	893	2	0	2	3	488	0	87
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	885	486	98	893	2	0	2	3	488	0	87
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	221	122	25	223	1	0	1	1	122	0	22
Total Analysis Volume [veh/h]	21	885	486	98	893	2	0	2	3	488	0	87
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.648

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.957

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	327	1129	167	577	983	219	249	549	135	207	469	402
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	327	1129	167	577	983	219	249	549	135	207	469	402
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	282	42	144	246	55	62	137	34	52	117	101
Total Analysis Volume [veh/h]	327	1129	167	577	983	219	249	549	135	207	469	402
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.957

Intersection Level Of Service Report
#23: Garvey Avenue - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.735

Intersection Setup

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	300.00	100.00	100.00	250.00	100.00	100.00	75.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Base Volume Input [veh/h]	75	381	67	105	412	238	259	789	101	88	608	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	381	67	105	412	238	259	789	101	88	608	106
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	95	17	26	103	60	65	197	25	22	152	27
Total Analysis Volume [veh/h]	75	381	67	105	412	238	259	789	101	88	608	106
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.735

Intersection Level Of Service Report
#24: Garvey Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.706

Intersection Setup

Name	Peck			Peck			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Garvey			Garvey		
Base Volume Input [veh/h]	140	489	84	68	518	199	210	611	101	63	476	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	489	84	68	518	199	210	611	101	63	476	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	122	21	17	130	50	53	153	25	16	119	12
Total Analysis Volume [veh/h]	140	489	84	68	518	199	210	611	101	63	476	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.706

Intersection Level Of Service Report
#25: Valley Boulevard - Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.661

Intersection Setup

Name	Valley			Valley			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Garvey			Garvey		
Base Volume Input [veh/h]	225	629	41	135	549	40	46	312	300	72	264	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	225	629	41	135	549	40	46	312	300	72	264	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	157	10	34	137	10	12	78	75	18	66	47
Total Analysis Volume [veh/h]	225	629	41	135	549	40	46	312	300	72	264	187
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.661

Intersection Level Of Service Report
#26: Santa Anita Avenue - Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.416

Intersection Setup

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	115.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Base Volume Input [veh/h]	31	921	129	32	921	13	11	18	33	182	20	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	921	129	32	921	13	11	18	33	182	20	62
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	230	32	8	230	3	3	5	8	46	5	16
Total Analysis Volume [veh/h]	31	921	129	32	921	13	11	18	33	182	20	62
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.416

Intersection Level Of Service Report

#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	262	874	0	0	741	395	0	0	0	322	96	208
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	262	874	0	0	741	395	0	0	0	322	96	208
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	219	0	0	185	99	0	0	0	81	24	52
Total Analysis Volume [veh/h]	262	874	0	0	741	395	0	0	0	322	96	208
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.641

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	727	271	239	717	0	462	85	229	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	727	271	239	717	0	462	85	229	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	182	68	60	179	0	116	21	57	0	0	0
Total Analysis Volume [veh/h]	0	727	271	239	717	0	462	85	229	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.563

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	460	214	37	0	0	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	460	214	37	0	0	139
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	115	54	9	0	0	35
Total Analysis Volume [veh/h]	460	214	37	0	0	139
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.12		0.28	0.28
95th-Percentile Queue Length [ft]	77.88		7.11	7.11
Approach Delay [s/veh]	11.52	0.00	7.63	
Approach LOS	B	A	A	
Intersection Delay [s/veh]	10.62			
Intersection LOS	B			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	15.4
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	505	0	0	831	17	0	0	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	505	0	0	831	17	0	0	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	126	0	0	208	4	0	0	6
Total Analysis Volume [veh/h]	0	505	0	0	831	17	0	0	25
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.36
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.37
d_A, Approach Delay [s/veh]	0.00			0.00			15.36		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.28								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	101.0
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.766

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	65	802	575	133	87	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	802	575	133	87	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	201	144	33	22	27
Total Analysis Volume [veh/h]	65	802	575	133	87	108
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.01	0.01	0.00	0.77	0.23
d_M, Delay for Movement [s/veh]	9.31	0.00	0.00	0.00	101.00	14.72
Movement LOS	A	A	A	A	F	B
95th-Percentile Queue Length [veh]	0.23	0.00	0.00	0.00	4.29	0.86
95th-Percentile Queue Length [ft]	5.83	0.00	0.00	0.00	107.14	21.49
d_A, Approach Delay [s/veh]	0.70		0.00		53.21	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	6.20					
Intersection LOS	F					

Intersection Level Of Service Report
#34: Arden Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.128

Intersection Setup

Name						
Approach	Northbound		Southbound		Southwestbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	311	116	3	267	61	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	311	116	3	267	61	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	29	1	67	15	3
Total Analysis Volume [veh/h]	311	116	3	267	61	11
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.13	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.86	0.00	13.76	11.10
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.81	0.81	0.50	0.50
95th-Percentile Queue Length [ft]	0.00	0.00	20.30	20.30	12.42	12.42
d_A, Approach Delay [s/veh]	0.00		0.09		13.35	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.28					
Intersection LOS	B					

Intersection Level Of Service Report
#35: Temple City - Loftus Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	456	118	233	635	179	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	456	118	233	635	179	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	30	58	159	45	24
Total Analysis Volume [veh/h]	456	118	233	635	179	97
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Permissive	Overlap
Signal Group	8	0	7	4	1	0
Lead / Lag	-	-	Lag	-	Lag	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.587

Intersection Level Of Service Report
#36: Temple City - Marshall Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.411

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	34	498	3	31	745	8	23	22	61	4	2	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	498	3	31	745	8	23	22	61	4	2	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	125	1	8	186	2	6	6	15	1	1	2
Total Analysis Volume [veh/h]	34	498	3	31	745	8	23	22	61	4	2	6
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.411

Intersection Level Of Service Report
#37: Valley Boulevard - Easy Street/Merwin C. Gill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.425

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	3	26	0	17	17	953	10	13	718	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	3	26	0	17	17	953	10	13	718	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1	7	0	4	4	238	3	3	180	4
Total Analysis Volume [veh/h]	0	0	3	26	0	17	17	953	10	13	718	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	4	0	5	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.425

Signal Warrants Report For Intersection #16: Lower Azusa Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	806	866	215
2	774	831	206
3	758	814	202
4	645	693	172
5	613	658	163
6	548	589	146
7	508	546	135
8	484	520	129
9	387	416	103
10	363	390	97
11	363	390	97
12	347	372	92
13	314	338	84
14	290	312	77
15	290	312	77
16	282	303	75
17	161	173	43
18	89	95	24
19	81	87	22
20	32	35	9
21	24	26	6
22	24	26	6
23	16	17	4
24	16	17	4

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	1672	1	215	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	6	1605	1	206	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	6	1572	1	202	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	6	1338	1	172	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	6	1271	1	163	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	6	1137	1	146	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	6	1054	1	135	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	6	1004	1	129	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	6	803	1	103	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
10	6	753	1	97	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
11	6	753	1	97	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
12	6	719	1	92	No	No	No	Yes	No	No	Yes	Yes	No	No
13	6	652	1	84	No	No	No	Yes	No	No	Yes	Yes	No	No
14	6	602	1	77	No	No	No	No	No	No	No	Yes	No	No
15	6	602	1	77	No	No	No	No	No	No	No	Yes	No	No
16	6	585	1	75	No	No	No	No	No	No	No	Yes	No	No
17	6	334	1	43	No	No	No	No	No	No	No	No	No	No
18	6	184	1	24	No	No	No	No	No	No	No	No	No	No
19	6	168	1	22	No	No	No	No	No	No	No	No	No	No
20	6	67	1	9	No	No	No	No	No	No	No	No	No	No
21	6	50	1	6	No	No	No	No	No	No	No	No	No	No
22	6	50	1	6	No	No	No	No	No	No	No	No	No	No
23	6	33	1	4	No	No	No	No	No	No	No	No	No	No
24	6	33	1	4	No	No	No	No	No	No	No	No	No	No
Hours Met					5	8	8	13	8	11	13	16	11	8

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	20.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:14
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	215
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1887
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	139	460
2	133	442
3	131	432
4	111	368
5	106	350
6	95	313
7	88	290
8	83	276
9	67	221
10	63	207
11	63	207
12	60	198
13	54	179
14	50	166
15	50	166
16	49	161
17	28	92
18	15	51
19	14	46
20	6	18
21	4	14
22	4	14
23	3	9
24	3	9

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	139	1	460	No	No	No	No	No	No	No	No	No	No
2	2	133	1	442	No	No	No	No	No	No	No	No	No	No
3	2	131	1	432	No	No	No	No	No	No	No	No	No	No
4	2	111	1	368	No	No	No	No	No	No	No	No	No	No
5	2	106	1	350	No	No	No	No	No	No	No	No	No	No
6	2	95	1	313	No	No	No	No	No	No	No	No	No	No
7	2	88	1	290	No	No	No	No	No	No	No	No	No	No
8	2	83	1	276	No	No	No	No	No	No	No	No	No	No
9	2	67	1	221	No	No	No	No	No	No	No	No	No	No
10	2	63	1	207	No	No	No	No	No	No	No	No	No	No
11	2	63	1	207	No	No	No	No	No	No	No	No	No	No
12	2	60	1	198	No	No	No	No	No	No	No	No	No	No
13	2	54	1	179	No	No	No	No	No	No	No	No	No	No
14	2	50	1	166	No	No	No	No	No	No	No	No	No	No
15	2	50	1	166	No	No	No	No	No	No	No	No	No	No
16	2	49	1	161	No	No	No	No	No	No	No	No	No	No
17	2	28	1	92	No	No	No	No	No	No	No	No	No	No
18	2	15	1	51	No	No	No	No	No	No	No	No	No	No
19	2	14	1	46	No	No	No	No	No	No	No	No	No	No
20	2	6	1	18	No	No	No	No	No	No	No	No	No	No
21	2	4	1	14	No	No	No	No	No	No	No	No	No	No
22	2	4	1	14	No	No	No	No	No	No	No	No	No	No
23	2	3	1	9	No	No	No	No	No	No	No	No	No	No
24	2	3	1	9	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:28
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	460
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	599
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #30: Temple City Boulevard - Olney Street

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	505	848	25
2	485	814	24
3	475	797	24
4	404	678	20
5	384	644	19
6	343	577	17
7	318	534	16
8	303	509	15
9	242	407	12
10	227	382	11
11	227	382	11
12	217	365	11
13	197	331	10
14	182	305	9
15	182	305	9
16	177	297	9
17	101	170	5
18	56	93	3
19	51	85	3
20	20	34	1
21	15	25	1
22	15	25	1
23	10	17	1
24	10	17	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1353	1	25	No	No	No	No	No	No	No	No	No	No
2	3	1299	1	24	No	No	No	No	No	No	No	No	No	No
3	3	1272	1	24	No	No	No	No	No	No	No	No	No	No
4	3	1082	1	20	No	No	No	No	No	No	No	No	No	No
5	3	1028	1	19	No	No	No	No	No	No	No	No	No	No
6	3	920	1	17	No	No	No	No	No	No	No	No	No	No
7	3	852	1	16	No	No	No	No	No	No	No	No	No	No
8	3	812	1	15	No	No	No	No	No	No	No	No	No	No
9	3	649	1	12	No	No	No	No	No	No	No	No	No	No
10	3	609	1	11	No	No	No	No	No	No	No	No	No	No
11	3	609	1	11	No	No	No	No	No	No	No	No	No	No
12	3	582	1	11	No	No	No	No	No	No	No	No	No	No
13	3	528	1	10	No	No	No	No	No	No	No	No	No	No
14	3	487	1	9	No	No	No	No	No	No	No	No	No	No
15	3	487	1	9	No	No	No	No	No	No	No	No	No	No
16	3	474	1	9	No	No	No	No	No	No	No	No	No	No
17	3	271	1	5	No	No	No	No	No	No	No	No	No	No
18	3	149	1	3	No	No	No	No	No	No	No	No	No	No
19	3	136	1	3	No	No	No	No	No	No	No	No	No	No
20	3	54	1	1	No	No	No	No	No	No	No	No	No	No
21	3	40	1	1	No	No	No	No	No	No	No	No	No	No
22	3	40	1	1	No	No	No	No	No	No	No	No	No	No
23	3	27	1	1	No	No	No	No	No	No	No	No	No	No
24	3	27	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:06
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	25
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1378
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #31: S. Baldwin Avenue - Flair Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	867	708	195
2	832	680	187
3	815	666	183
4	694	566	156
5	659	538	148
6	590	481	133
7	546	446	123
8	520	425	117
9	416	340	94
10	390	319	88
11	390	319	88
12	373	304	84
13	338	276	76
14	312	255	70
15	312	255	70
16	303	248	68
17	173	142	39
18	95	78	21
19	87	71	20
20	35	28	8
21	26	21	6
22	26	21	6
23	17	14	4
24	17	14	4

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1575	2	195	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1512	2	187	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1481	2	183	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1260	2	156	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	1197	2	148	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
6	3	1071	2	133	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
7	3	992	2	123	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
8	3	945	2	117	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
9	3	756	2	94	No	No	No	No	No	Yes	Yes	Yes	No	No
10	3	709	2	88	No	No	No	No	No	No	Yes	Yes	No	No
11	3	709	2	88	No	No	No	No	No	No	Yes	Yes	No	No
12	3	677	2	84	No	No	No	No	No	No	Yes	Yes	No	No
13	3	614	2	76	No	No	No	No	No	No	No	Yes	No	No
14	3	567	2	70	No	No	No	No	No	No	No	Yes	No	No
15	3	567	2	70	No	No	No	No	No	No	No	Yes	No	No
16	3	551	2	68	No	No	No	No	No	No	No	Yes	No	No
17	3	315	2	39	No	No	No	No	No	No	No	No	No	No
18	3	173	2	21	No	No	No	No	No	No	No	No	No	No
19	3	158	2	20	No	No	No	No	No	No	No	No	No	No
20	3	63	2	8	No	No	No	No	No	No	No	No	No	No
21	3	47	2	6	No	No	No	No	No	No	No	No	No	No
22	3	47	2	6	No	No	No	No	No	No	No	No	No	No
23	3	31	2	4	No	No	No	No	No	No	No	No	No	No
24	3	31	2	4	No	No	No	No	No	No	No	No	No	No
Hours Met					0	3	5	8	8	9	12	16	8	4

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	53.2
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2:52
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	195
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1770
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #34: Arden Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	NE
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	NE
1	270	427	72
2	259	410	69
3	254	401	68
4	216	342	58
5	205	325	55
6	184	290	49
7	170	269	45
8	162	256	43
9	130	205	35
10	122	192	32
11	122	192	32
12	116	184	31
13	105	167	28
14	97	154	26
15	97	154	26
16	95	149	25
17	54	85	14
18	30	47	8
19	27	43	7
20	11	17	3
21	8	13	2
22	8	13	2
23	5	9	1
24	5	9	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	697	1	72	No	No	No	No	No	No	Yes	Yes	No	No
2	4	669	1	69	No	No	No	No	No	No	Yes	Yes	No	No
3	4	655	1	68	No	No	No	No	No	No	Yes	Yes	No	No
4	4	558	1	58	No	No	No	No	No	No	No	Yes	No	No
5	4	530	1	55	No	No	No	No	No	No	No	Yes	No	No
6	4	474	1	49	No	No	No	No	No	No	No	No	No	No
7	4	439	1	45	No	No	No	No	No	No	No	No	No	No
8	4	418	1	43	No	No	No	No	No	No	No	No	No	No
9	4	335	1	35	No	No	No	No	No	No	No	No	No	No
10	4	314	1	32	No	No	No	No	No	No	No	No	No	No
11	4	314	1	32	No	No	No	No	No	No	No	No	No	No
12	4	300	1	31	No	No	No	No	No	No	No	No	No	No
13	4	272	1	28	No	No	No	No	No	No	No	No	No	No
14	4	251	1	26	No	No	No	No	No	No	No	No	No	No
15	4	251	1	26	No	No	No	No	No	No	No	No	No	No
16	4	244	1	25	No	No	No	No	No	No	No	No	No	No
17	4	139	1	14	No	No	No	No	No	No	No	No	No	No
18	4	77	1	8	No	No	No	No	No	No	No	No	No	No
19	4	70	1	7	No	No	No	No	No	No	No	No	No	No
20	4	28	1	3	No	No	No	No	No	No	No	No	No	No
21	4	21	1	2	No	No	No	No	No	No	No	No	No	No
22	4	21	1	2	No	No	No	No	No	No	No	No	No	No
23	4	14	1	1	No	No	No	No	No	No	No	No	No	No
24	4	14	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	3	5	0	0

Warrant 3 Condition A

Orientation	NE
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.3
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:16
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	72
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	769
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

APPENDIX C-4

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

Existing-Plus-Project Morning Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\existing am peak hour.vistropdb
Scenario 2: 2: Existing AM peak hour With Project
Report File: C:\...\Revised Existing AM WITH PROJECT Peak hour.pdf
3/5/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Valley Boulevard - Arden Drive	Signalized	ICU1	SBL	0.799	-	C
2	Valley Boulevard - Valley Circle	Signalized	ICU1	SBL	0.607	-	B
3	Arden Drive - Rose Avenue	Signalized	ICU1	EBL	0.500	-	A
4	Valley Boulevard - Santa Anita	Signalized	ICU1	NBL	0.923	-	E
5	Valley Boulevard - Tyler Avenue	Signalized	ICU1	SBL	0.657	-	B
6	Valley Boulevard - Ramona Avenue	Signalized	ICU1	NBL2	0.726	-	C
7	Valley Boulevard - Peck Road	Signalized	ICU1	NBL	0.869	-	D
8	Ramona Avenue - Peck Road	Signalized	ICU1	WBL	0.648	-	B
9	Valley Boulevard - Gibson Road	Signalized	ICU1	SBT	0.702	-	C
10	Valley Boulevard - S.Baldwin Avenue	Signalized	ICU1	WBL	0.794	-	C
11	Valley Boulevard - Temple City	Signalized	ICU1	NBL	0.945	-	E
12	Valley Boulevard - Rio Hondo Avenue	Signalized	ICU1	NBL	0.610	-	B
13	Valley Boulevard - Mission Drive	Signalized	ICU1	SBL	0.578	-	A
14	Valley Boulevard - Rosemead Avenue	Signalized	ICU1	NBL	0.979	-	E
15	Lower Azusa Road - Arden Drive	Signalized	ICU1	NBL	0.686	-	B
16	Lower Azusa Drive - Arden Way	Two-way stop	HCM2010	NBL	0.145	36.4	E
17	Lower Azusa Boulevard - Santa Anita Avenue	Signalized	ICU1	SBL	0.919	-	E
	Lower Azusa Road - Peck						

18	Lower Azusa Road - Peck Road	Signalized	ICU1	NBL	0.863	-	D
19	Lower Azusa Road - Baldwin Avenue	Signalized	ICU1	WBL	0.777	-	C
20	Lower Azusa Road - Temple City Boulevard	Signalized	ICU1	WBL	0.741	-	C
21	Lower Azusa Road - Rosemeaad Boulevard	Signalized	ICU1	WBL	0.649	-	B
22	Garvey Avenue - Rosemead Boulevard	Signalized	ICU1	SBL	0.965	-	E
23	Garvey Avenue - Santa Anita Avenue	Signalized	ICU1	EBL	1.086	-	F
24	Garvey Avenue - Peck Road	Signalized	ICU1	EBL	0.921	-	E
25	Valley Boulevard - Garvey Avenue	Signalized	ICU1	NWBL	0.738	-	C
26	Santa Anita Avenue - Ramona Boulevard	Signalized	ICU1	WBL	0.496	-	A
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	ICU1	WBL	0.715	-	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	ICU1	EBL	0.613	-	B
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		22.7	C
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.067	13.7	B
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	0.498	101.6	F
32	Arden Drive - Southerly Project Driveway	Two-way stop	HCM2010	WBL	0.061	18.0	C
33	Valley Circle - Project Driveway	Two-way stop	HCM2010	EBT	0.000	9.2	A
34	Arden Drive - Arden Way	Two-way stop	HCM2010	WBL	0.443	26.2	D
35	Temple City Boulevard - Loftus Drive	Signalized	ICU1	SBL	0.695	-	B
36	Temple City Bouevard - Marshall Street	Signalized	ICU1	NBL	0.450	-	A
37	Valley Boulevard - Easy Street/Mervin C Gill Way	Signalized	ICU1	WBL	0.519	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Valley Boulevard - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.799

Intersection Setup

Name	Arden			Arden			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	150.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Arden			Arden			Valley			Valley		
Base Volume Input [veh/h]	4	1	2	639	0	224	140	634	6	1	1304	376
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	2	639	0	224	140	634	6	1	1304	376
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	160	0	56	35	159	2	0	326	94
Total Analysis Volume [veh/h]	4	1	2	639	0	224	140	634	6	1	1304	376
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.799

Intersection Level Of Service Report
#2: Valley Boulevard - Valley Circle

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.607

Intersection Setup

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	yes			yes			no		

Volumes

Name									
Base Volume Input [veh/h]	5	0	2	3	1120	0	0	1586	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	2	3	1120	0	0	1586	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	1	280	0	0	397	5
Total Analysis Volume [veh/h]	5	0	2	3	1120	0	0	1586	19
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	4	5	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.607

Intersection Level Of Service Report
#3: Arden Drive - Rose Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.500

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	21	402	43	49	577	136	90	3	81	89	2	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	402	43	49	577	136	90	3	81	89	2	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	101	11	12	144	34	23	1	20	22	1	5
Total Analysis Volume [veh/h]	21	402	43	49	577	136	90	3	81	89	2	18
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	1	8	0	1	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.500

Intersection Level Of Service Report
#4: Valley Boulevard - Santa Anita

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.923

Intersection Setup

Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	125.00	100.00	100.00	225.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Valley			Valley		
Base Volume Input [veh/h]	551	561	40	60	849	348	90	504	21	32	1030	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	551	561	40	60	849	348	90	504	21	32	1030	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	138	140	10	15	212	87	23	126	5	8	258	6
Total Analysis Volume [veh/h]	551	561	40	60	849	348	90	504	21	32	1030	24
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.923

Intersection Level Of Service Report
#5: Valley Boulevard - Tyler Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.657

Intersection Setup

Name	Valley			Valley			Tyler			Tyler		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name	Valley			Valley			Tyler			Tyler		
Base Volume Input [veh/h]	92	183	38	141	295	124	47	482	58	28	961	124
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	183	38	141	295	124	47	482	58	28	961	124
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	46	10	35	74	31	12	121	15	7	240	31
Total Analysis Volume [veh/h]	92	183	38	141	295	124	47	482	58	28	961	124
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.657

Intersection Level Of Service Report
#6: Valley Boulevard - Ramona Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.726

Intersection Setup

Name	Valley				Valley				Ramona			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0	0	1	1	0	0	1
Pocket Length [ft]	175.00	100.00	100.00	175.00	120.00	100.00	100.00	120.00	175.00	100.00	100.00	1000.00
Speed [mph]	35.00				35.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	yes				yes				yes			

Volumes

Name	Valley				Valley				Ramona			
Base Volume Input [veh/h]	188	25	724	31	165	446	4	0	11	6	155	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	25	724	31	165	446	4	0	11	6	155	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	6	181	8	41	112	1	0	3	2	39	0
Total Analysis Volume [veh/h]	188	25	724	31	165	446	4	0	11	6	155	0
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	8	0	7	4	0	0	5	0	2	0
Lead / Lag	Lag	-	-	-	Lag	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.726

Intersection Setup

Name	Ramona				Mall			
Approach	Westbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	1
Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				25.00			
Grade [%]	0.00				0.00			
Crosswalk	yes				yes			

Volumes

Name	Ramona				Mall			
Base Volume Input [veh/h]	54	466	380	400	17	17	24	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	466	380	400	17	17	24	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	117	95	100	4	4	6	2
Total Analysis Volume [veh/h]	54	466	380	400	17	17	24	6
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Permissive	Split
Signal Group	1	6	0	0	0	9	9	0
Lead / Lag	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.726

Intersection Level Of Service Report
#7: Valley Boulevard - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.869

Intersection Setup

Name	Peck			Peck			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	600.00	250.00	100.00	300.00	250.00	100.00	125.00	120.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Valley			Valley		
Base Volume Input [veh/h]	206	653	303	188	848	193	69	459	77	53	876	186
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	206	653	303	188	848	193	69	459	77	53	876	186
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	163	76	47	212	48	17	115	19	13	219	47
Total Analysis Volume [veh/h]	206	653	303	188	848	193	69	459	77	53	876	186
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.869

Intersection Level Of Service Report
#8: Ramona Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

Name	Peck			Peck			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	150.00	100.00	275.00	175.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	125.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Ramona			Ramona		
Base Volume Input [veh/h]	39	600	122	124	1114	194	110	252	13	254	584	174
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	600	122	124	1114	194	110	252	13	254	584	174
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	150	31	31	279	49	28	63	3	64	146	44
Total Analysis Volume [veh/h]	39	600	122	124	1114	194	110	252	13	254	584	174
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.648

Intersection Level Of Service Report
#9: Valley Boulevard - Gibson Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.702

Intersection Setup

Name	Gibson			Gibson			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	60.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Gibson			Gibson			Valley			Valley		
Base Volume Input [veh/h]	29	61	34	26	63	42	24	748	30	128	1307	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	61	34	26	63	42	24	748	30	128	1307	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	15	9	7	16	11	6	187	8	32	327	15
Total Analysis Volume [veh/h]	29	61	34	26	63	42	24	748	30	128	1307	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.702

Intersection Level Of Service Report
#10: Valley Boulevard - S.Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

Intersection Setup

Name	Baldwin			Baldwin			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Valley			Valley		
Base Volume Input [veh/h]	106	451	140	88	719	60	54	417	155	178	1015	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	451	140	88	719	60	54	417	155	178	1015	107
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	113	35	22	180	15	14	104	39	45	254	27
Total Analysis Volume [veh/h]	106	451	140	88	719	60	54	417	155	178	1015	107
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.794

Intersection Level Of Service Report
#11: Valley Boulevard - Temple City

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.945

Intersection Setup

Name	Temple City			Temple City			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	125.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Temple City			Temple City			Valley			Valley		
Base Volume Input [veh/h]	267	372	61	175	565	265	131	577	54	94	1079	183
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	267	372	61	175	565	265	131	577	54	94	1079	183
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	93	15	44	141	66	33	144	14	24	270	46
Total Analysis Volume [veh/h]	267	372	61	175	565	265	131	577	54	94	1079	183
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.945

Intersection Level Of Service Report
#12: Valley Boulevard - Rio Hondo Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.610

Intersection Setup

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	70.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Base Volume Input [veh/h]	122	13	104	33	24	25	11	633	123	96	1433	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	13	104	33	24	25	11	633	123	96	1433	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	3	26	8	6	6	3	158	31	24	358	4
Total Analysis Volume [veh/h]	122	13	104	33	24	25	11	633	123	96	1433	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.610

Intersection Level Of Service Report
#13: Valley Boulevard - Mission Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.578

Intersection Setup

Name	Mission		Valley		Valley	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	1	1	0	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		no	

Volumes

Name	Mission		Valley		Valley	
Base Volume Input [veh/h]	433	7	16	383	1026	533
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	433	7	16	383	1026	533
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	108	2	4	96	257	133
Total Analysis Volume [veh/h]	433	7	16	383	1026	533
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	3	8	5	2	1	6
Lead / Lag	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.578

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.979

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	227	1339	101	44	1322	303	181	323	131	168	674	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	1339	101	44	1322	303	181	323	131	168	674	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	335	25	11	331	76	45	81	33	42	169	24
Total Analysis Volume [veh/h]	227	1339	101	44	1322	303	181	323	131	168	674	97
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.979

Intersection Level Of Service Report
#15: Lower Azusa Road - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

Intersection Setup

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	75.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Base Volume Input [veh/h]	136	83	62	35	142	55	19	487	160	123	1126	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	136	83	62	35	142	55	19	487	160	123	1126	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	21	16	9	36	14	5	122	40	31	282	11
Total Analysis Volume [veh/h]	136	83	62	35	142	55	19	487	160	123	1126	45
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.686

Intersection Level Of Service Report
#16: Lower Azusa Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	36.4
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.145

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name						
Base Volume Input [veh/h]	19	130	615	19	96	1048
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	130	615	19	96	1048
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	33	154	5	24	262
Total Analysis Volume [veh/h]	19	130	615	19	96	1048
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.19	0.01	0.00	0.10	0.01
d_M, Delay for Movement [s/veh]	36.43	14.27	0.00	0.00	9.17	0.00
Movement LOS	E	B	A	A	A	A
95th-Percentile Queue Length [veh]	1.45	1.45	0.00	0.00	0.33	0.00
95th-Percentile Queue Length [ft]	36.29	36.29	0.00	0.00	8.32	0.00
d_A, Approach Delay [s/veh]	17.09		0.00		0.77	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.78					
Intersection LOS	E					

Intersection Level Of Service Report
#17: Lower Azusa Boulevard - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.919

Intersection Setup

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	2225.00	100.00	100.00	115.00	100.00	100.00	250.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	132	711	91	220	818	106	106	460	117	210	896	324
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	711	91	220	818	106	106	460	117	210	896	324
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	178	23	55	205	27	27	115	29	53	224	81
Total Analysis Volume [veh/h]	132	711	91	220	818	106	106	460	117	210	896	324
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.919

Intersection Level Of Service Report
#18: Lower Azusa Road - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.863

Intersection Setup

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	230.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	191	704	85	122	683	244	149	499	170	178	1017	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	191	704	85	122	683	244	149	499	170	178	1017	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	176	21	31	171	61	37	125	43	45	254	16
Total Analysis Volume [veh/h]	191	704	85	122	683	244	149	499	170	178	1017	63
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.863

Intersection Level Of Service Report
#19: Lower Azusa Road - Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.777

Intersection Setup

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	225.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	95	464	150	115	773	212	92	488	125	190	1018	151
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	464	150	115	773	212	92	488	125	190	1018	151
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	116	38	29	193	53	23	122	31	48	255	38
Total Analysis Volume [veh/h]	95	464	150	115	773	212	92	488	125	190	1018	151
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.777

Intersection Level Of Service Report
#20: Lower Azusa Road - Temple City Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.741

Intersection Setup

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	75.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	62	501	37	171	840	76	89	390	67	277	650	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	501	37	171	840	76	89	390	67	277	650	137
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	125	9	43	210	19	22	98	17	69	163	34
Total Analysis Volume [veh/h]	62	501	37	171	840	76	89	390	67	277	650	137
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.741

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemeaad Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.649

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	11	667	336	107	814	1	0	2	1	718	2	144
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	667	336	107	814	1	0	2	1	718	2	144
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	167	84	27	204	0	0	1	0	180	1	36
Total Analysis Volume [veh/h]	11	667	336	107	814	1	0	2	1	718	2	144
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	5	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.649

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.965

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	236	1404	55	512	1609	255	186	476	127	164	911	286
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	236	1404	55	512	1609	255	186	476	127	164	911	286
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	351	14	128	402	64	47	119	32	41	228	72
Total Analysis Volume [veh/h]	236	1404	55	512	1609	255	186	476	127	164	911	286
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.965

Intersection Level Of Service Report
#23: Garvey Avenue - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.086

Intersection Setup

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	300.00	100.00	100.00	250.00	100.00	100.00	75.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Base Volume Input [veh/h]	64	669	38	89	974	267	249	492	75	111	1146	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	669	38	89	974	267	249	492	75	111	1146	143
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	167	10	22	244	67	62	123	19	28	287	36
Total Analysis Volume [veh/h]	64	669	38	89	974	267	249	492	75	111	1146	143
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.086

Intersection Level Of Service Report
#24: Garvey Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.921

Intersection Setup

Name	Peck			Peck			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Garvey			Garvey		
Base Volume Input [veh/h]	110	468	40	35	747	512	142	370	79	52	816	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	468	40	35	747	512	142	370	79	52	816	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	117	10	9	187	128	36	93	20	13	204	12
Total Analysis Volume [veh/h]	110	468	40	35	747	512	142	370	79	52	816	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.921

Intersection Level Of Service Report
#25: Valley Boulevard - Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.738

Intersection Setup

Name	Garvey			Garvey			Valley			Valley		
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	175.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Garvey			Garvey			Valley			Valley		
Base Volume Input [veh/h]	30	183	257	63	538	241	276	986	29	93	576	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	183	257	63	538	241	276	986	29	93	576	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	46	64	16	135	60	69	247	7	23	144	4
Total Analysis Volume [veh/h]	30	183	257	63	538	241	276	986	29	93	576	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.738

Intersection Level Of Service Report
#26: Santa Anita Avenue - Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.496

Intersection Setup

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	115.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Base Volume Input [veh/h]	43	949	224	71	1230	22	24	25	50	218	47	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	949	224	71	1230	22	24	25	50	218	47	98
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	237	56	18	308	6	6	6	13	55	12	25
Total Analysis Volume [veh/h]	43	949	224	71	1230	22	24	25	50	218	47	98
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.496

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.715

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	261	920	0	0	1103	358	0	0	0	493	202	355
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	261	920	0	0	1103	358	0	0	0	493	202	355
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	230	0	0	276	90	0	0	0	123	51	89
Total Analysis Volume [veh/h]	261	920	0	0	1103	358	0	0	0	493	202	355
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.715

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	765	295	317	1212	0	419	94	373	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	765	295	317	1212	0	419	94	373	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	191	74	79	303	0	105	24	93	0	0	0
Total Analysis Volume [veh/h]	0	765	295	317	1212	0	419	94	373	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.613

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	22.7
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	764	214	37	0	0	251
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	764	214	37	0	0	251
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	191	54	9	0	0	63
Total Analysis Volume [veh/h]	764	214	37	0	0	251
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	11.24		0.55	0.55
95th-Percentile Queue Length [ft]	280.95		13.86	13.86
Approach Delay [s/veh]	27.47	0.00	8.04	
Approach LOS	D	A	A	
Intersection Delay [s/veh]	22.66			
Intersection LOS	C			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	940	0	0	697	61	0	0	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	940	0	0	697	61	0	0	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	235	0	0	174	15	0	0	8
Total Analysis Volume [veh/h]	0	940	0	0	697	61	0	0	30
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.68
Movement LOS		A			A	A			B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.41
d_A, Approach Delay [s/veh]	0.00			0.00			13.68		
Approach LOS	A			A			B		
d_I, Intersection Delay [s/veh]	0.24								
Intersection LOS	B								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	101.6
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.498

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	53	651	737	800	34	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	651	737	800	34	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	163	184	200	9	19
Total Analysis Volume [veh/h]	53	651	737	800	34	76
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.01	0.01	0.50	0.31
d_M, Delay for Movement [s/veh]	14.34	0.00	0.00	0.00	101.60	25.82
Movement LOS	B	A	A	A	F	D
95th-Percentile Queue Length [veh]	0.41	0.00	0.00	0.00	2.02	1.25
95th-Percentile Queue Length [ft]	10.23	0.00	0.00	0.00	50.57	31.34
d_A, Approach Delay [s/veh]	1.08		0.00		49.24	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	2.63					
Intersection LOS	F					

Intersection Level Of Service Report
#32: Arden Drive - Southerly Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

Name	Arden		Arden		South Project Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		yes	

Volumes

Name	Arden		Arden		South Project Dwy	
Base Volume Input [veh/h]	432	97	9	730	18	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	432	97	9	730	18	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	108	24	2	183	5	5
Total Analysis Volume [veh/h]	432	97	9	730	18	20
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.01	0.06	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	8.46	0.00	18.00	10.00
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.03	0.00	0.19	0.08
95th-Percentile Queue Length [ft]	0.00	0.00	0.65	0.00	4.85	2.08
d_A, Approach Delay [s/veh]	0.00		0.10		13.79	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.46					
Intersection LOS	C					

Intersection Level Of Service Report
#33: Valley Circle - Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Valley Circle			Valley Circle			Project Driveway			Project Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name	Valley Circle			Valley Circle			Project Driveway			Project Driveway		
Base Volume Input [veh/h]	4	19	0	0	4	0	0	0	3	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	19	0	0	4	0	0	0	3	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	5	0	0	1	0	0	0	1	0	0	0
Total Analysis Volume [veh/h]	4	19	0	0	4	0	0	0	3	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			no	no
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			no	no
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.21	0.00	0.00	7.24	0.00	0.00	8.68	9.18	8.33	8.68	9.17	8.38
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.04	0.04	0.04	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	1.07	1.07	1.07	0.00	0.00	0.00	0.21	0.21	0.21	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	1.25			0.00			8.33			8.74		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.79											
Intersection LOS	A											

Intersection Level Of Service Report
#34: Arden Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	26.2
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.443

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	402	60	2	508	135	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	402	60	2	508	135	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	15	1	127	34	4
Total Analysis Volume [veh/h]	402	60	2	508	135	15
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.44	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	8.09	0.00	26.18	19.89
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh]	0.00	0.00	2.26	2.26	2.36	2.36
95th-Percentile Queue Length [ft]	0.00	0.00	56.61	56.61	58.91	58.91
d_A, Approach Delay [s/veh]	0.00		0.03		25.55	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	3.43					
Intersection LOS	D					

Intersection Level Of Service Report
#35: Temple City Boulevard - Loftus Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.695

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	590	239	268	624	188	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	590	239	268	624	188	98
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	148	60	67	156	47	25
Total Analysis Volume [veh/h]	590	239	268	624	188	98
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Permissive	Overlap
Signal Group	8	0	5	2	1	0
Lead / Lag	-	-	Lag	-	Lag	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.695

Intersection Level Of Service Report
#36: Temple City Bouevard - Marshall Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.450

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	80	713	1	66	733	14	27	29	76	2	18	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	713	1	66	733	14	27	29	76	2	18	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	178	0	17	183	4	7	7	19	1	5	4
Total Analysis Volume [veh/h]	80	713	1	66	733	14	27	29	76	2	18	15
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.450

Intersection Level Of Service Report
#37: Valley Boulevard - Easy Street/Mervin C Gill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.519

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	1	6	0	8	15	802	4	3	1257	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	6	0	8	15	802	4	3	1257	41
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	0	2	4	201	1	1	314	10
Total Analysis Volume [veh/h]	0	0	1	6	0	8	15	802	4	3	1257	41
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	4	0	0	5	2	0	0	6	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.519

Signal Warrants Report For Intersection #16: Lower Azusa Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	1144	634	149
2	1098	609	143
3	1075	596	140
4	915	507	119
5	869	482	113
6	778	431	101
7	721	399	94
8	686	380	89
9	549	304	72
10	515	285	67
11	515	285	67
12	492	273	64
13	446	247	58
14	412	228	54
15	412	228	54
16	400	222	52
17	229	127	30
18	126	70	16
19	114	63	15
20	46	25	6
21	34	19	4
22	34	19	4
23	23	13	3
24	23	13	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	1778	1	149	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	6	1707	1	143	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	6	1671	1	140	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	6	1422	1	119	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	6	1351	1	113	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	6	1209	1	101	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	6	1120	1	94	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
8	6	1066	1	89	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
9	6	853	1	72	No	No	No	No	No	Yes	Yes	Yes	No	No
10	6	800	1	67	No	No	No	No	No	Yes	Yes	Yes	No	No
11	6	800	1	67	No	No	No	No	No	Yes	Yes	Yes	No	No
12	6	765	1	64	No	No	No	No	No	Yes	Yes	Yes	No	No
13	6	693	1	58	No	No	No	No	No	No	Yes	Yes	No	No
14	6	640	1	54	No	No	No	No	No	No	Yes	Yes	No	No
15	6	640	1	54	No	No	No	No	No	No	Yes	Yes	No	No
16	6	622	1	52	No	No	No	No	No	No	No	Yes	No	No
17	6	356	1	30	No	No	No	No	No	No	No	No	No	No
18	6	196	1	16	No	No	No	No	No	No	No	No	No	No
19	6	177	1	15	No	No	No	No	No	No	No	No	No	No
20	6	71	1	6	No	No	No	No	No	No	No	No	No	No
21	6	53	1	4	No	No	No	No	No	No	No	No	No	No
22	6	53	1	4	No	No	No	No	No	No	No	No	No	No
23	6	36	1	3	No	No	No	No	No	No	No	No	No	No
24	6	36	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	3	5	8	8	12	15	16	8	6

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	17.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:42
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	149
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1927
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	251	764
2	241	733
3	236	718
4	201	611
5	191	581
6	171	520
7	158	481
8	151	458
9	120	367
10	113	344
11	113	344
12	108	329
13	98	298
14	90	275
15	90	275
16	88	267
17	50	153
18	28	84
19	25	76
20	10	31
21	8	23
22	8	23
23	5	15
24	5	15

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	251	1	764	No	No	No	No	No	No	No	No	Yes	Yes
2	2	241	1	733	No	No	No	No	No	No	No	No	Yes	Yes
3	2	236	1	718	No	No	No	No	No	No	No	No	Yes	Yes
4	2	201	1	611	No	No	No	No	No	No	No	No	Yes	No
5	2	191	1	581	No	No	No	No	No	No	No	No	Yes	No
6	2	171	1	520	No	No	No	No	No	No	No	No	No	No
7	2	158	1	481	No	No	No	No	No	No	No	No	No	No
8	2	151	1	458	No	No	No	No	No	No	No	No	No	No
9	2	120	1	367	No	No	No	No	No	No	No	No	No	No
10	2	113	1	344	No	No	No	No	No	No	No	No	No	No
11	2	113	1	344	No	No	No	No	No	No	No	No	No	No
12	2	108	1	329	No	No	No	No	No	No	No	No	No	No
13	2	98	1	298	No	No	No	No	No	No	No	No	No	No
14	2	90	1	275	No	No	No	No	No	No	No	No	No	No
15	2	90	1	275	No	No	No	No	No	No	No	No	No	No
16	2	88	1	267	No	No	No	No	No	No	No	No	No	No
17	2	50	1	153	No	No	No	No	No	No	No	No	No	No
18	2	28	1	84	No	No	No	No	No	No	No	No	No	No
19	2	25	1	76	No	No	No	No	No	No	No	No	No	No
20	2	10	1	31	No	No	No	No	No	No	No	No	No	No
21	2	8	1	23	No	No	No	No	No	No	No	No	No	No
22	2	8	1	23	No	No	No	No	No	No	No	No	No	No
23	2	5	1	15	No	No	No	No	No	No	No	No	No	No
24	2	5	1	15	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	5	3

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	27.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	5:49
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	764
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1015
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection #30: Temple City Boulevard - Olney Street

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	940	758	30
2	902	728	29
3	884	713	28
4	752	606	24
5	714	576	23
6	639	515	20
7	592	478	19
8	564	455	18
9	451	364	14
10	423	341	14
11	423	341	14
12	404	326	13
13	367	296	12
14	338	273	11
15	338	273	11
16	329	265	11
17	188	152	6
18	103	83	3
19	94	76	3
20	38	30	1
21	28	23	1
22	28	23	1
23	19	15	1
24	19	15	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1698	1	30	No	No	No	No	No	No	No	No	No	No
2	3	1630	1	29	No	No	No	No	No	No	No	No	No	No
3	3	1597	1	28	No	No	No	No	No	No	No	No	No	No
4	3	1358	1	24	No	No	No	No	No	No	No	No	No	No
5	3	1290	1	23	No	No	No	No	No	No	No	No	No	No
6	3	1154	1	20	No	No	No	No	No	No	No	No	No	No
7	3	1070	1	19	No	No	No	No	No	No	No	No	No	No
8	3	1019	1	18	No	No	No	No	No	No	No	No	No	No
9	3	815	1	14	No	No	No	No	No	No	No	No	No	No
10	3	764	1	14	No	No	No	No	No	No	No	No	No	No
11	3	764	1	14	No	No	No	No	No	No	No	No	No	No
12	3	730	1	13	No	No	No	No	No	No	No	No	No	No
13	3	663	1	12	No	No	No	No	No	No	No	No	No	No
14	3	611	1	11	No	No	No	No	No	No	No	No	No	No
15	3	611	1	11	No	No	No	No	No	No	No	No	No	No
16	3	594	1	11	No	No	No	No	No	No	No	No	No	No
17	3	340	1	6	No	No	No	No	No	No	No	No	No	No
18	3	186	1	3	No	No	No	No	No	No	No	No	No	No
19	3	170	1	3	No	No	No	No	No	No	No	No	No	No
20	3	68	1	1	No	No	No	No	No	No	No	No	No	No
21	3	51	1	1	No	No	No	No	No	No	No	No	No	No
22	3	51	1	1	No	No	No	No	No	No	No	No	No	No
23	3	34	1	1	No	No	No	No	No	No	No	No	No	No
24	3	34	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:06
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	30
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1728
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #31: S. Baldwin Avenue - Flair Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	704	1537	110
2	676	1476	106
3	662	1445	103
4	563	1230	88
5	535	1168	84
6	479	1045	75
7	444	968	69
8	422	922	66
9	338	738	53
10	317	692	50
11	317	692	50
12	303	661	47
13	275	599	43
14	253	553	40
15	253	553	40
16	246	538	39
17	141	307	22
18	77	169	12
19	70	154	11
20	28	61	4
21	21	46	3
22	21	46	3
23	14	31	2
24	14	31	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	2241	2	110	No	No	No	No	Yes	Yes	Yes	Yes	No	No
2	3	2152	2	106	No	No	No	No	Yes	Yes	Yes	Yes	No	No
3	3	2107	2	103	No	No	No	No	Yes	Yes	Yes	Yes	No	No
4	3	1793	2	88	No	No	No	No	No	Yes	Yes	Yes	No	No
5	3	1703	2	84	No	No	No	No	No	Yes	Yes	Yes	No	No
6	3	1524	2	75	No	No	No	No	No	No	Yes	Yes	No	No
7	3	1412	2	69	No	No	No	No	No	No	No	Yes	No	No
8	3	1344	2	66	No	No	No	No	No	No	No	Yes	No	No
9	3	1076	2	53	No	No	No	No	No	No	No	No	No	No
10	3	1009	2	50	No	No	No	No	No	No	No	No	No	No
11	3	1009	2	50	No	No	No	No	No	No	No	No	No	No
12	3	964	2	47	No	No	No	No	No	No	No	No	No	No
13	3	874	2	43	No	No	No	No	No	No	No	No	No	No
14	3	806	2	40	No	No	No	No	No	No	No	No	No	No
15	3	806	2	40	No	No	No	No	No	No	No	No	No	No
16	3	784	2	39	No	No	No	No	No	No	No	No	No	No
17	3	448	2	22	No	No	No	No	No	No	No	No	No	No
18	3	246	2	12	No	No	No	No	No	No	No	No	No	No
19	3	224	2	11	No	No	No	No	No	No	No	No	No	No
20	3	89	2	4	No	No	No	No	No	No	No	No	No	No
21	3	67	2	3	No	No	No	No	No	No	No	No	No	No
22	3	67	2	3	No	No	No	No	No	No	No	No	No	No
23	3	45	2	2	No	No	No	No	No	No	No	No	No	No
24	3	45	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	3	5	6	8	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	49.2
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:30
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	110
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2351
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #32: Arden Drive - Southerly Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	E
1	739	529	38
2	709	508	36
3	695	497	36
4	591	423	30
5	562	402	29
6	503	360	26
7	466	333	24
8	443	317	23
9	355	254	18
10	333	238	17
11	333	238	17
12	318	227	16
13	288	206	15
14	266	190	14
15	266	190	14
16	259	185	13
17	148	106	8
18	81	58	4
19	74	53	4
20	30	21	2
21	22	16	1
22	22	16	1
23	15	11	1
24	15	11	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	1268	2	38	No	No	No	No	No	No	No	No	No	No
2	5	1217	2	36	No	No	No	No	No	No	No	No	No	No
3	5	1192	2	36	No	No	No	No	No	No	No	No	No	No
4	5	1014	2	30	No	No	No	No	No	No	No	No	No	No
5	5	964	2	29	No	No	No	No	No	No	No	No	No	No
6	5	863	2	26	No	No	No	No	No	No	No	No	No	No
7	5	799	2	24	No	No	No	No	No	No	No	No	No	No
8	5	760	2	23	No	No	No	No	No	No	No	No	No	No
9	5	609	2	18	No	No	No	No	No	No	No	No	No	No
10	5	571	2	17	No	No	No	No	No	No	No	No	No	No
11	5	571	2	17	No	No	No	No	No	No	No	No	No	No
12	5	545	2	16	No	No	No	No	No	No	No	No	No	No
13	5	494	2	15	No	No	No	No	No	No	No	No	No	No
14	5	456	2	14	No	No	No	No	No	No	No	No	No	No
15	5	456	2	14	No	No	No	No	No	No	No	No	No	No
16	5	444	2	13	No	No	No	No	No	No	No	No	No	No
17	5	254	2	8	No	No	No	No	No	No	No	No	No	No
18	5	139	2	4	No	No	No	No	No	No	No	No	No	No
19	5	127	2	4	No	No	No	No	No	No	No	No	No	No
20	5	51	2	2	No	No	No	No	No	No	No	No	No	No
21	5	38	2	1	No	No	No	No	No	No	No	No	No	No
22	5	38	2	1	No	No	No	No	No	No	No	No	No	No
23	5	26	2	1	No	No	No	No	No	No	No	No	No	No
24	5	26	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.8
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:08
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	38
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1306
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #33: Valley Circle - Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	4	23	0	3
2	4	22	0	3
3	4	22	0	3
4	3	18	0	2
5	3	17	0	2
6	3	16	0	2
7	3	14	0	2
8	2	14	0	2
9	2	11	0	1
10	2	10	0	1
11	2	10	0	1
12	2	10	0	1
13	2	9	0	1
14	1	8	0	1
15	1	8	0	1
16	1	8	0	1
17	1	5	0	1
18	0	3	0	0
19	0	2	0	0
20	0	1	0	0
21	0	1	0	0
22	0	1	0	0
23	0	0	0	0
24	0	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	27	2	3	No	No	No	No	No	No	No	No	No	No
2	2	26	2	3	No	No	No	No	No	No	No	No	No	No
3	2	26	2	3	No	No	No	No	No	No	No	No	No	No
4	2	21	2	2	No	No	No	No	No	No	No	No	No	No
5	2	20	2	2	No	No	No	No	No	No	No	No	No	No
6	2	19	2	2	No	No	No	No	No	No	No	No	No	No
7	2	17	2	2	No	No	No	No	No	No	No	No	No	No
8	2	16	2	2	No	No	No	No	No	No	No	No	No	No
9	2	13	2	1	No	No	No	No	No	No	No	No	No	No
10	2	12	2	1	No	No	No	No	No	No	No	No	No	No
11	2	12	2	1	No	No	No	No	No	No	No	No	No	No
12	2	12	2	1	No	No	No	No	No	No	No	No	No	No
13	2	11	2	1	No	No	No	No	No	No	No	No	No	No
14	2	9	2	1	No	No	No	No	No	No	No	No	No	No
15	2	9	2	1	No	No	No	No	No	No	No	No	No	No
16	2	9	2	1	No	No	No	No	No	No	No	No	No	No
17	2	6	2	1	No	No	No	No	No	No	No	No	No	No
18	2	3	2	0	No	No	No	No	No	No	No	No	No	No
19	2	2	2	0	No	No	No	No	No	No	No	No	No	No
20	2	1	2	0	No	No	No	No	No	No	No	No	No	No
21	2	1	2	0	No	No	No	No	No	No	No	No	No	No
22	2	1	2	0	No	No	No	No	No	No	No	No	No	No
23	2	0	2	0	No	No	No	No	No	No	No	No	No	No
24	2	0	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.7	8.3
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:00
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	0	3
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	30	30
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection #34: Arden Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	E
1	510	462	150
2	490	444	144
3	479	434	141
4	408	370	120
5	388	351	114
6	347	314	102
7	321	291	95
8	306	277	90
9	245	222	72
10	230	208	68
11	230	208	68
12	219	199	65
13	199	180	59
14	184	166	54
15	184	166	54
16	179	162	53
17	102	92	30
18	56	51	17
19	51	46	15
20	20	18	6
21	15	14	5
22	15	14	5
23	10	9	3
24	10	9	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	972	1	150	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	4	934	1	144	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
3	4	913	1	141	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
4	4	778	1	120	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
5	4	739	1	114	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
6	4	661	1	102	No	No	No	Yes	No	No	Yes	Yes	No	No
7	4	612	1	95	No	No	No	Yes	No	No	No	Yes	No	No
8	4	583	1	90	No	No	No	Yes	No	No	No	Yes	No	No
9	4	467	1	72	No	No	No	No	No	No	No	No	No	No
10	4	438	1	68	No	No	No	No	No	No	No	No	No	No
11	4	438	1	68	No	No	No	No	No	No	No	No	No	No
12	4	418	1	65	No	No	No	No	No	No	No	No	No	No
13	4	379	1	59	No	No	No	No	No	No	No	No	No	No
14	4	350	1	54	No	No	No	No	No	No	No	No	No	No
15	4	350	1	54	No	No	No	No	No	No	No	No	No	No
16	4	341	1	53	No	No	No	No	No	No	No	No	No	No
17	4	194	1	30	No	No	No	No	No	No	No	No	No	No
18	4	107	1	17	No	No	No	No	No	No	No	No	No	No
19	4	97	1	15	No	No	No	No	No	No	No	No	No	No
20	4	38	1	6	No	No	No	No	No	No	No	No	No	No
21	4	29	1	5	No	No	No	No	No	No	No	No	No	No
22	4	29	1	5	No	No	No	No	No	No	No	No	No	No
23	4	19	1	3	No	No	No	No	No	No	No	No	No	No
24	4	19	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					1	4	5	8	3	5	6	8	5	1

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	25.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:03
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	150
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1122
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

APPENDIX C-5

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

Existing-Plus-Project Evening Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\existing pm peak hour.vistropdb
Report File: C:\...\revised existing pm peak hour with project printout.pdf

Scenario 2: Existing pm peak hour With-Project
3/6/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Valley Boulevard - Arden Drive	Signalized	ICU1	SBL	0.709	-	C
2	Valley Boulevard - Valley Circle	Signalized	ICU1	SBL	0.610	-	B
3	Arden Drive - Rose Avenue	Signalized	ICU1	WBL	0.570	-	A
4	Valley Boulevard - Santa Anita	Signalized	ICU1	NBL	0.779	-	C
5	Valley Boulevard - Tyler Avenue	Signalized	ICU1	NBL	0.648	-	B
6	Valley Boulevard - Ramona Avenue	Signalized	ICU1	SBL	0.746	-	C
7	Valley Boulevard - Peck Road	Signalized	ICU1	WBL	0.888	-	D
8	Ramona Avenue - Peck Road	Signalized	ICU1	SBL	0.837	-	D
9	Valley Boulevard - Gibson Road	Signalized	ICU1	NBR	0.647	-	B
10	Valley Boulevard - S.Baldwin Avenue	Signalized	ICU1	WBL	0.818	-	D
11	Valley Boulevard - Temple City	Signalized	ICU1	EBL	0.788	-	C
12	Valley Boulevard - Rio Hondo Avenue	Signalized	ICU1	NBR	0.791	-	C
13	Valley Boulevard - Mission Drive	Signalized	ICU1	SBL	0.465	-	A
14	Valley Boulevard - Rosemead Avenue	Signalized	ICU1	EBL	0.885	-	D
15	Lower Azusa Road - Arden Drive	Signalized	ICU1	NBL	0.661	-	B
16	Lower Azusa Drive - Arden Way	Two-way stop	HCM2010	NBL	0.129	69.6	F
17	Lower Azusa Boulevard - Santa Anita Avenue	Signalized	ICU1	SBL	0.922	-	E
	Lower Azusa Road - Peck						

18	Lower Azusa Road - Peck Road	Signalized	ICU1	EBL	0.870	-	D
19	Lower Azusa Road - Baldwin Avenue	Signalized	ICU1	EBL	0.808	-	D
20	Lower Azusa Road - Temple City Boulevard	Signalized	ICU1	WBL	0.875	-	D
21	Lower Azusa Road - Rosemeaad Boulevard	Signalized	ICU1	WBL	0.820	-	D
22	Garvey Avenue - Rosemead Boulevard	Signalized	ICU1	SBL	0.901	-	E
23	Garvey Avenue - Santa Anita Avenue	Signalized	ICU1	EBL	0.921	-	E
24	Garvey Avenue - Peck Road	Signalized	ICU1	EBL	0.794	-	C
25	Valley Boulevard - Garvey Avenue	Signalized	ICU1	NBL	0.846	-	D
26	Santa Anita Avenue - Ramona Boulevard	Signalized	ICU1	WBL	0.574	-	A
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	ICU1	WBL	0.715	-	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	ICU1	EBL	0.734	-	C
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		10.5	B
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.028	15.5	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	1.607	366.5	F
32	Arden Drive - Southerly Project Driveway	Two-way stop	HCM2010	WBL	0.171	21.8	C
33	Valley Circle - Project Driveway	Two-way stop	HCM2010	EBT	0.000	9.2	A
34	Arden Drive - Arden Way	Two-way stop	HCM2010	SWBL	0.370	29.8	D
35	Temple City Boulevard - Loftus Drive	Signalized	ICU1	WBL	0.807	-	D
36	Temple City Boulevard - Marshall Drive	Signalized	ICU1	NBL	0.461	-	A
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signalized	ICU1	SBL	0.481	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Valley Boulevard - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.709

Intersection Setup

Name	Arden			Arden			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	150.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Arden			Arden			Valley			Valley		
Base Volume Input [veh/h]	5	2	12	530	7	203	218	1021	25	13	709	469
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	2	12	530	7	203	218	1021	25	13	709	469
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	3	133	2	51	55	255	6	3	177	117
Total Analysis Volume [veh/h]	5	2	12	530	7	203	218	1021	25	13	709	469
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.709

Intersection Level Of Service Report
#2: Valley Boulevard - Valley Circle

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.610

Intersection Setup

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	yes			yes			no		

Volumes

Name									
Base Volume Input [veh/h]	14	0	7	7	1603	0	0	1293	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	0	7	7	1603	0	0	1293	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	2	2	401	0	0	323	5
Total Analysis Volume [veh/h]	14	0	7	7	1603	0	0	1293	18
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	4	5	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.610

Intersection Level Of Service Report
#3: Arden Drive - Rose Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.570

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	2	471	88	74	367	41	127	6	53	257	6	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	471	88	74	367	41	127	6	53	257	6	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	118	22	19	92	10	32	2	13	64	2	12
Total Analysis Volume [veh/h]	2	471	88	74	367	41	127	6	53	257	6	48
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.570

Intersection Level Of Service Report
#4: Valley Boulevard - Santa Anita

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.779

Intersection Setup

Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name	Santa Anita			Santa Anita			Valley			Valley		
Base Volume Input [veh/h]	477	1024	74	58	627	144	227	781	37	101	562	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	477	1024	74	58	627	144	227	781	37	101	562	54
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	119	256	19	15	157	36	57	195	9	25	141	14
Total Analysis Volume [veh/h]	477	1024	74	58	627	144	227	781	37	101	562	54
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.779

Intersection Level Of Service Report
#5: Valley Boulevard - Tyler Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

Name	Valley			Valley			Tyler			Tyler		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name	Valley			Valley			Tyler			Tyler		
Base Volume Input [veh/h]	139	207	74	95	286	88	67	566	137	119	900	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	207	74	95	286	88	67	566	137	119	900	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	52	19	24	72	22	17	142	34	30	225	17
Total Analysis Volume [veh/h]	139	207	74	95	286	88	67	566	137	119	900	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.648

Intersection Level Of Service Report
#6: Valley Boulevard - Ramona Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.746

Intersection Setup

Name	Valley				Valley				Ramona			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0	0	1	1	0	0	1
Pocket Length [ft]	175.00	100.00	100.00	175.00	120.00	100.00	100.00	120.00	175.00	100.00	100.00	1000.00
Speed [mph]	35.00				35.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	yes				yes				yes			

Volumes

Name	Valley				Valley				Ramona			
Base Volume Input [veh/h]	194	25	467	56	432	653	7	0	20	6	461	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	194	25	467	56	432	653	7	0	20	6	461	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	6	117	14	108	163	2	0	5	2	115	16
Total Analysis Volume [veh/h]	194	25	467	56	432	653	7	0	20	6	461	64
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	8	0	7	4	0	0	5	0	2	0
Lead / Lag	Lag	-	-	-	Lag	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.746

Intersection Setup

Name	Ramona				Mall			
Approach	Westbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	1
Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				25.00			
Grade [%]	0.00				0.00			
Crosswalk	yes				yes			

Volumes

Name	Ramona				Mall			
Base Volume Input [veh/h]	32	232	380	233	17	106	105	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	232	380	233	17	106	105	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	58	95	58	4	27	26	2
Total Analysis Volume [veh/h]	32	232	380	233	17	106	105	7
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Permissive	Split
Signal Group	1	6	0	0	0	9	9	0
Lead / Lag	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.746

Intersection Level Of Service Report
#7: Valley Boulevard - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.888

Intersection Setup

Name	Peck			Peck			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	600.00	250.00	100.00	300.00	250.00	100.00	125.00	120.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Valley			Valley		
Base Volume Input [veh/h]	47	558	256	185	799	143	116	1239	340	195	839	155
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	558	256	185	799	143	116	1239	340	195	839	155
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	140	64	46	200	36	29	310	85	49	210	39
Total Analysis Volume [veh/h]	47	558	256	185	799	143	116	1239	340	195	839	155
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.888

Intersection Level Of Service Report
#8: Ramona Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.837

Intersection Setup

Name	Peck			Peck			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	150.00	100.00	275.00	175.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	125.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Ramona			Ramona		
Base Volume Input [veh/h]	48	1004	397	186	691	125	173	634	28	174	351	155
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	1004	397	186	691	125	173	634	28	174	351	155
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	251	99	47	173	31	43	159	7	44	88	39
Total Analysis Volume [veh/h]	48	1004	397	186	691	125	173	634	28	174	351	155
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.837

Intersection Level Of Service Report
#9: Valley Boulevard - Gibson Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.647

Intersection Setup

Name	Gibson			Gibson			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	60.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Gibson			Gibson			Valley			Valley		
Base Volume Input [veh/h]	25	23	67	23	13	31	16	1245	28	57	815	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	23	67	23	13	31	16	1245	28	57	815	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	6	17	6	3	8	4	311	7	14	204	9
Total Analysis Volume [veh/h]	25	23	67	23	13	31	16	1245	28	57	815	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.647

Intersection Level Of Service Report
#10: Valley Boulevard - S.Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.818

Intersection Setup

Name	Baldwin			Baldwin			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Valley			Valley		
Base Volume Input [veh/h]	93	832	195	137	496	111	110	938	106	147	584	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	832	195	137	496	111	110	938	106	147	584	139
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	208	49	34	124	28	28	235	27	37	146	35
Total Analysis Volume [veh/h]	93	832	195	137	496	111	110	938	106	147	584	139
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.818

Intersection Level Of Service Report
#11: Valley Boulevard - Temple City

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.788

Intersection Setup

Name	Temple City			Temple City			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	125.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Temple City			Temple City			Valley			Valley		
Base Volume Input [veh/h]	117	646	76	150	431	109	210	983	69	99	552	112
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	117	646	76	150	431	109	210	983	69	99	552	112
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	162	19	38	108	27	53	246	17	25	138	28
Total Analysis Volume [veh/h]	117	646	76	150	431	109	210	983	69	99	552	112
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.788

Intersection Level Of Service Report
#12: Valley Boulevard - Rio Hondo Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.791

Intersection Setup

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	70.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Base Volume Input [veh/h]	150	43	231	29	9	18	25	970	104	88	677	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	43	231	29	9	18	25	970	104	88	677	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	11	58	7	2	5	6	243	26	22	169	8
Total Analysis Volume [veh/h]	150	43	231	29	9	18	25	970	104	88	677	30
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.791

Intersection Level Of Service Report
#13: Valley Boulevard - Mission Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.465

Intersection Setup

Name	Mission		Valley		Valley	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Mission		Valley		Valley	
Base Volume Input [veh/h]	468	16	24	686	520	326
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	468	16	24	686	520	326
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	117	4	6	172	130	82
Total Analysis Volume [veh/h]	468	16	24	686	520	326
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	4	5	2	1	6
Lead / Lag	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.465

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.885

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	158	1363	156	96	1184	213	261	594	131	160	434	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	158	1363	156	96	1184	213	261	594	131	160	434	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	341	39	24	296	53	65	149	33	40	109	15
Total Analysis Volume [veh/h]	158	1363	156	96	1184	213	261	594	131	160	434	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.885

Intersection Level Of Service Report
#15: Lower Azusa Road - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.661

Intersection Setup

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	75.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Base Volume Input [veh/h]	135	144	64	40	96	38	47	942	158	79	661	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	144	64	40	96	38	47	942	158	79	661	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	36	16	10	24	10	12	236	40	20	165	12
Total Analysis Volume [veh/h]	135	144	64	40	96	38	47	942	158	79	661	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.661

Intersection Level Of Service Report
#16: Lower Azusa Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	69.6
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.129

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name						
Base Volume Input [veh/h]	10	273	1092	24	90	744
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	273	1092	24	90	744
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	68	273	6	23	186
Total Analysis Volume [veh/h]	10	273	1092	24	90	744
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.57	0.01	0.00	0.14	0.01
d_M, Delay for Movement [s/veh]	69.55	30.77	0.00	0.00	11.62	0.00
Movement LOS	F	D	A	A	B	A
95th-Percentile Queue Length [veh]	5.20	5.20	0.00	0.00	0.49	0.00
95th-Percentile Queue Length [ft]	130.04	130.04	0.00	0.00	12.33	0.00
d_A, Approach Delay [s/veh]	32.14		0.00		1.25	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	4.54					
Intersection LOS	F					

Intersection Level Of Service Report
#17: Lower Azusa Boulevard - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.922

Intersection Setup

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	2225.00	100.00	100.00	115.00	100.00	100.00	250.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	160	920	204	313	954	106	53	678	83	161	603	269
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	160	920	204	313	954	106	53	678	83	161	603	269
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	230	51	78	239	27	13	170	21	40	151	67
Total Analysis Volume [veh/h]	160	920	204	313	954	106	53	678	83	161	603	269
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.922

Intersection Level Of Service Report
#18: Lower Azusa Road - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.870

Intersection Setup

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	230.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	170	564	97	215	727	145	250	787	224	181	607	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	564	97	215	727	145	250	787	224	181	607	159
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	141	24	54	182	36	63	197	56	45	152	40
Total Analysis Volume [veh/h]	170	564	97	215	727	145	250	787	224	181	607	159
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.870

Intersection Level Of Service Report
#19: Lower Azusa Road - Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	83	850	255	177	495	131	214	744	59	122	633	154
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	850	255	177	495	131	214	744	59	122	633	154
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	213	64	44	124	33	54	186	15	31	158	39
Total Analysis Volume [veh/h]	83	850	255	177	495	131	214	744	59	122	633	154
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.808

Intersection Level Of Service Report
#20: Lower Azusa Road - Temple City Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.875

Intersection Setup

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	88	753	40	200	502	46	198	755	33	270	506	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	753	40	200	502	46	198	755	33	270	506	143
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	188	10	50	126	12	50	189	8	68	127	36
Total Analysis Volume [veh/h]	88	753	40	200	502	46	198	755	33	270	506	143
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.875

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemeaad Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.820

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	11	815	651	221	830	1	3	7	4	407	0	126
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	815	651	221	830	1	3	7	4	407	0	126
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	204	163	55	208	0	1	2	1	102	0	32
Total Analysis Volume [veh/h]	11	815	651	221	830	1	3	7	4	407	0	126
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.820

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.901

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	296	1280	121	526	1676	183	184	696	96	156	440	321
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	296	1280	121	526	1676	183	184	696	96	156	440	321
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	320	30	132	419	46	46	174	24	39	110	80
Total Analysis Volume [veh/h]	296	1280	121	526	1676	183	184	696	96	156	440	321
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.901

Intersection Level Of Service Report
#23: Garvey Avenue - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.921

Intersection Setup

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	300.00	100.00	100.00	250.00	100.00	100.00	75.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Base Volume Input [veh/h]	57	884	75	98	1006	214	279	1000	76	87	675	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	884	75	98	1006	214	279	1000	76	87	675	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	221	19	25	252	54	70	250	19	22	169	15
Total Analysis Volume [veh/h]	57	884	75	98	1006	214	279	1000	76	87	675	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.921

Intersection Level Of Service Report
#24: Garvey Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

Intersection Setup

Name	Peck			Peck			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Garvey			Garvey		
Base Volume Input [veh/h]	132	580	73	66	749	174	260	796	121	58	461	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	580	73	66	749	174	260	796	121	58	461	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	145	18	17	187	44	65	199	30	15	115	9
Total Analysis Volume [veh/h]	132	580	73	66	749	174	260	796	121	58	461	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.794

Intersection Level Of Service Report
#25: Valley Boulevard - Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.846

Intersection Setup

Name	Valley			Valley			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Garvey			Garvey		
Base Volume Input [veh/h]	200	783	35	162	863	14	31	642	359	54	283	145
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	200	783	35	162	863	14	31	642	359	54	283	145
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	196	9	41	216	4	8	161	90	14	71	36
Total Analysis Volume [veh/h]	200	783	35	162	863	14	31	642	359	54	283	145
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.846

Intersection Level Of Service Report
#26: Santa Anita Avenue - Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.574

Intersection Setup

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	115.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Base Volume Input [veh/h]	40	1423	230	79	1000	32	48	52	50	149	25	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	1423	230	79	1000	32	48	52	50	149	25	60
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	356	58	20	250	8	12	13	13	37	6	15
Total Analysis Volume [veh/h]	40	1423	230	79	1000	32	48	52	50	149	25	60
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.574

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.715

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	406	1412	0	0	922	294	0	0	0	319	147	270
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	406	1412	0	0	922	294	0	0	0	319	147	270
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	353	0	0	231	74	0	0	0	80	37	68
Total Analysis Volume [veh/h]	406	1412	0	0	922	294	0	0	0	319	147	270
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.715

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	1234	174	272	1015	0	663	143	435	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1234	174	272	1015	0	663	143	435	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	309	44	68	254	0	166	36	109	0	0	0
Total Analysis Volume [veh/h]	0	1234	174	272	1015	0	663	143	435	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.734

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	469	214	37	0	0	210
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	469	214	37	0	0	210
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	117	54	9	0	0	53
Total Analysis Volume [veh/h]	469	214	37	0	0	210
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.24		0.45	0.45
95th-Percentile Queue Length [ft]	80.88		11.27	11.27
Approach Delay [s/veh]	11.70	0.00	7.88	
Approach LOS	B	A	A	
Intersection Delay [s/veh]	10.52			
Intersection LOS	B			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	893	0	0	875	48	0	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	893	0	0	875	48	0	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	223	0	0	219	12	0	0	3
Total Analysis Volume [veh/h]	0	893	0	0	875	48	0	0	10
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.54
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.19
d_A, Approach Delay [s/veh]	0.00			0.00			15.54		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.09								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	366.5
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.607

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	26	942	445	159	207	391
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	942	445	159	207	391
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	236	111	40	52	98
Total Analysis Volume [veh/h]	26	942	445	159	207	391
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.00	1.61	0.70
d_M, Delay for Movement [s/veh]	8.76	0.00	0.00	0.00	366.53	25.29
Movement LOS	A	A	A	A	F	D
95th-Percentile Queue Length [veh]	0.08	0.00	0.00	0.00	14.96	5.57
95th-Percentile Queue Length [ft]	2.03	0.00	0.00	0.00	373.99	139.37
d_A, Approach Delay [s/veh]	0.24		0.00		143.41	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	39.63					
Intersection LOS	F					

Intersection Level Of Service Report
#32: Arden Drive - Southerly Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	21.8
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.171

Intersection Setup

Name	Arden		Arden		South Project Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Arden		Arden		South Project Dwy	
Base Volume Input [veh/h]	485	195	17	665	44	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	485	195	17	665	44	56
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	121	49	4	166	11	14
Total Analysis Volume [veh/h]	485	195	17	665	44	56
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.01	0.17	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	8.98	0.00	21.84	10.94
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.06	0.00	0.60	0.28
95th-Percentile Queue Length [ft]	0.00	0.00	1.41	0.00	15.12	6.91
d_A, Approach Delay [s/veh]	0.00		0.22		15.74	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.18					
Intersection LOS	C					

Intersection Level Of Service Report
#33: Valley Circle - Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Valley Circle			Valley Circle			Project Driveway			Project Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name	Valley Circle			Valley Circle			Project Driveway			Project Driveway		
Base Volume Input [veh/h]	7	10	0	0	15	0	0	0	8	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	10	0	0	15	0	0	0	8	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	3	0	0	4	0	0	0	2	0	0	0
Total Analysis Volume [veh/h]	7	10	0	0	15	0	0	0	8	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			no	no
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			no	no
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.24	0.00	0.00	7.22	0.00	0.00	8.75	9.24	8.39	8.77	9.22	8.34
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.03	0.03	0.03	0.00	0.00	0.00	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.80	0.80	0.80	0.00	0.00	0.00	0.56	0.56	0.56	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	2.98			0.00			8.39			8.78		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.94											
Intersection LOS	A											

Intersection Level Of Service Report
#34: Arden Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	29.8
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.370

Intersection Setup

Name						
Approach	Northbound		Southbound		Southwestbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name						
Base Volume Input [veh/h]	660	119	1	459	85	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	660	119	1	459	85	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	165	30	0	115	21	2
Total Analysis Volume [veh/h]	660	119	1	459	85	9
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.37	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	8.84	0.00	29.84	21.90
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh]	0.00	0.00	2.76	2.76	1.75	1.75
95th-Percentile Queue Length [ft]	0.00	0.00	69.03	69.03	43.64	43.64
d_A, Approach Delay [s/veh]	0.00		0.02		29.08	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	2.06					
Intersection LOS	D					

Intersection Level Of Service Report
#35: Temple City Boulevard - Loftus Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.807

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	752	150	220	596	317	155
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	752	150	220	596	317	155
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	188	38	55	149	79	39
Total Analysis Volume [veh/h]	752	150	220	596	317	155
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Permissive	Overlap
Signal Group	8	0	7	4	1	0
Lead / Lag	-	-	Lag	-	Lag	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.807

Intersection Level Of Service Report
#36: Temple City Boulevard - Marshall Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.461

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	68	903	2	29	794	11	27	34	57	5	12	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	903	2	29	794	11	27	34	57	5	12	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	226	1	7	199	3	7	9	14	1	3	2
Total Analysis Volume [veh/h]	68	903	2	29	794	11	27	34	57	5	12	7
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.461

Intersection Level Of Service Report
#37: Valley Boulevard - Easy Street/Merwin C. Gill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.481

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	1	30	0	15	16	1144	6	4	813	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	30	0	15	16	1144	6	4	813	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	8	0	4	4	286	2	1	203	4
Total Analysis Volume [veh/h]	0	0	1	30	0	15	16	1144	6	4	813	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	4	4	0	5	2	0	0	6	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.481

Signal Warrants Report For Intersection #16: Lower Azusa Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	834	1116	283
2	801	1071	272
3	784	1049	266
4	667	893	226
5	634	848	215
6	567	759	192
7	525	703	178
8	500	670	170
9	400	536	136
10	375	502	127
11	375	502	127
12	359	480	122
13	325	435	110
14	300	402	102
15	300	402	102
16	292	391	99
17	167	223	57
18	92	123	31
19	83	112	28
20	33	45	11
21	25	33	8
22	25	33	8
23	17	22	6
24	17	22	6

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	1950	1	283	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	6	1872	1	272	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	6	1833	1	266	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	6	1560	1	226	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	6	1482	1	215	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	6	1326	1	192	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	6	1228	1	178	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	6	1170	1	170	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	6	936	1	136	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
10	6	877	1	127	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
11	6	877	1	127	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
12	6	839	1	122	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
13	6	760	1	110	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
14	6	702	1	102	No	No	No	Yes	No	No	Yes	Yes	No	No
15	6	702	1	102	No	No	No	Yes	No	No	Yes	Yes	No	No
16	6	683	1	99	No	No	No	Yes	No	No	Yes	Yes	No	No
17	6	390	1	57	No	No	No	No	No	No	No	No	No	No
18	6	215	1	31	No	No	No	No	No	No	No	No	No	No
19	6	195	1	28	No	No	No	No	No	No	No	No	No	No
20	6	78	1	11	No	No	No	No	No	No	No	No	No	No
21	6	58	1	8	No	No	No	No	No	No	No	No	No	No
22	6	58	1	8	No	No	No	No	No	No	No	No	No	No
23	6	39	1	6	No	No	No	No	No	No	No	No	No	No
24	6	39	1	6	No	No	No	No	No	No	No	No	No	No
Hours Met					8	12	13	16	9	13	16	16	13	8

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	32.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2:31
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	283
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2233
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	210	469
2	202	450
3	197	441
4	168	375
5	160	356
6	143	319
7	132	295
8	126	281
9	101	225
10	95	211
11	95	211
12	90	202
13	82	183
14	76	169
15	76	169
16	74	164
17	42	94
18	23	52
19	21	47
20	8	19
21	6	14
22	6	14
23	4	9
24	4	9

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	210	1	469	No	No	No	No	No	No	No	No	No	No
2	2	202	1	450	No	No	No	No	No	No	No	No	No	No
3	2	197	1	441	No	No	No	No	No	No	No	No	No	No
4	2	168	1	375	No	No	No	No	No	No	No	No	No	No
5	2	160	1	356	No	No	No	No	No	No	No	No	No	No
6	2	143	1	319	No	No	No	No	No	No	No	No	No	No
7	2	132	1	295	No	No	No	No	No	No	No	No	No	No
8	2	126	1	281	No	No	No	No	No	No	No	No	No	No
9	2	101	1	225	No	No	No	No	No	No	No	No	No	No
10	2	95	1	211	No	No	No	No	No	No	No	No	No	No
11	2	95	1	211	No	No	No	No	No	No	No	No	No	No
12	2	90	1	202	No	No	No	No	No	No	No	No	No	No
13	2	82	1	183	No	No	No	No	No	No	No	No	No	No
14	2	76	1	169	No	No	No	No	No	No	No	No	No	No
15	2	76	1	169	No	No	No	No	No	No	No	No	No	No
16	2	74	1	164	No	No	No	No	No	No	No	No	No	No
17	2	42	1	94	No	No	No	No	No	No	No	No	No	No
18	2	23	1	52	No	No	No	No	No	No	No	No	No	No
19	2	21	1	47	No	No	No	No	No	No	No	No	No	No
20	2	8	1	19	No	No	No	No	No	No	No	No	No	No
21	2	6	1	14	No	No	No	No	No	No	No	No	No	No
22	2	6	1	14	No	No	No	No	No	No	No	No	No	No
23	2	4	1	9	No	No	No	No	No	No	No	No	No	No
24	2	4	1	9	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:31
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	469
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	679
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #30: Temple City Boulevard - Olney Street

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	893	923	10
2	857	886	10
3	839	868	9
4	714	738	8
5	679	701	8
6	607	628	7
7	563	581	6
8	536	554	6
9	429	443	5
10	402	415	5
11	402	415	5
12	384	397	4
13	348	360	4
14	321	332	4
15	321	332	4
16	313	323	4
17	179	185	2
18	98	102	1
19	89	92	1
20	36	37	0
21	27	28	0
22	27	28	0
23	18	18	0
24	18	18	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1816	1	10	No	No	No	No	No	No	No	No	No	No
2	3	1743	1	10	No	No	No	No	No	No	No	No	No	No
3	3	1707	1	9	No	No	No	No	No	No	No	No	No	No
4	3	1452	1	8	No	No	No	No	No	No	No	No	No	No
5	3	1380	1	8	No	No	No	No	No	No	No	No	No	No
6	3	1235	1	7	No	No	No	No	No	No	No	No	No	No
7	3	1144	1	6	No	No	No	No	No	No	No	No	No	No
8	3	1090	1	6	No	No	No	No	No	No	No	No	No	No
9	3	872	1	5	No	No	No	No	No	No	No	No	No	No
10	3	817	1	5	No	No	No	No	No	No	No	No	No	No
11	3	817	1	5	No	No	No	No	No	No	No	No	No	No
12	3	781	1	4	No	No	No	No	No	No	No	No	No	No
13	3	708	1	4	No	No	No	No	No	No	No	No	No	No
14	3	653	1	4	No	No	No	No	No	No	No	No	No	No
15	3	653	1	4	No	No	No	No	No	No	No	No	No	No
16	3	636	1	4	No	No	No	No	No	No	No	No	No	No
17	3	364	1	2	No	No	No	No	No	No	No	No	No	No
18	3	200	1	1	No	No	No	No	No	No	No	No	No	No
19	3	181	1	1	No	No	No	No	No	No	No	No	No	No
20	3	73	1	0	No	No	No	No	No	No	No	No	No	No
21	3	55	1	0	No	No	No	No	No	No	No	No	No	No
22	3	55	1	0	No	No	No	No	No	No	No	No	No	No
23	3	36	1	0	No	No	No	No	No	No	No	No	No	No
24	3	36	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:02
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	10
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1826
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #31: S. Baldwin Avenue - Flair Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	968	604	598
2	929	580	574
3	910	568	562
4	774	483	478
5	736	459	454
6	658	411	407
7	610	381	377
8	581	362	359
9	465	290	287
10	436	272	269
11	436	272	269
12	416	260	257
13	378	236	233
14	348	217	215
15	348	217	215
16	339	211	209
17	194	121	120
18	106	66	66
19	97	60	60
20	39	24	24
21	29	18	18
22	29	18	18
23	19	12	12
24	19	12	12

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1572	2	598	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1509	2	574	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1478	2	562	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1257	2	478	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	1195	2	454	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	3	1069	2	407	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	3	991	2	377	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	3	943	2	359	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	3	755	2	287	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
10	3	708	2	269	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
11	3	708	2	269	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
12	3	676	2	257	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
13	3	614	2	233	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No
14	3	565	2	215	No	Yes	Yes	Yes	No	No	No	Yes	No	No
15	3	565	2	215	No	Yes	Yes	Yes	No	No	No	Yes	No	No
16	3	550	2	209	No	Yes	Yes	Yes	No	No	No	Yes	No	No
17	3	315	2	120	No	No	No	No	No	No	No	No	No	No
18	3	172	2	66	No	No	No	No	No	No	No	No	No	No
19	3	157	2	60	No	No	No	No	No	No	No	No	No	No
20	3	63	2	24	No	No	No	No	No	No	No	No	No	No
21	3	47	2	18	No	No	No	No	No	No	No	No	No	No
22	3	47	2	18	No	No	No	No	No	No	No	No	No	No
23	3	31	2	12	No	No	No	No	No	No	No	No	No	No
24	3	31	2	12	No	No	No	No	No	No	No	No	No	No
Hours Met					13	16	16	16	8	9	12	16	12	8

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	143.4
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	23:49
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	598
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2170
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection #32: Arden Drive - Southerly Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	E
1	682	680	100
2	655	653	96
3	641	639	94
4	546	544	80
5	518	517	76
6	464	462	68
7	430	428	63
8	409	408	60
9	327	326	48
10	307	306	45
11	307	306	45
12	293	292	43
13	266	265	39
14	246	245	36
15	246	245	36
16	239	238	35
17	136	136	20
18	75	75	11
19	68	68	10
20	27	27	4
21	20	20	3
22	20	20	3
23	14	14	2
24	14	14	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	1362	2	100	No	No	No	No	Yes	Yes	Yes	Yes	No	No
2	5	1308	2	96	No	No	No	No	No	Yes	Yes	Yes	No	No
3	5	1280	2	94	No	No	No	No	No	Yes	Yes	Yes	No	No
4	5	1090	2	80	No	No	No	No	No	Yes	Yes	Yes	No	No
5	5	1035	2	76	No	No	No	No	No	No	Yes	Yes	No	No
6	5	926	2	68	No	No	No	No	No	No	No	Yes	No	No
7	5	858	2	63	No	No	No	No	No	No	No	Yes	No	No
8	5	817	2	60	No	No	No	No	No	No	No	Yes	No	No
9	5	653	2	48	No	No	No	No	No	No	No	No	No	No
10	5	613	2	45	No	No	No	No	No	No	No	No	No	No
11	5	613	2	45	No	No	No	No	No	No	No	No	No	No
12	5	585	2	43	No	No	No	No	No	No	No	No	No	No
13	5	531	2	39	No	No	No	No	No	No	No	No	No	No
14	5	491	2	36	No	No	No	No	No	No	No	No	No	No
15	5	491	2	36	No	No	No	No	No	No	No	No	No	No
16	5	477	2	35	No	No	No	No	No	No	No	No	No	No
17	5	272	2	20	No	No	No	No	No	No	No	No	No	No
18	5	150	2	11	No	No	No	No	No	No	No	No	No	No
19	5	136	2	10	No	No	No	No	No	No	No	No	No	No
20	5	54	2	4	No	No	No	No	No	No	No	No	No	No
21	5	40	2	3	No	No	No	No	No	No	No	No	No	No
22	5	40	2	3	No	No	No	No	No	No	No	No	No	No
23	5	28	2	2	No	No	No	No	No	No	No	No	No	No
24	5	28	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	1	4	5	8	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.7
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:26
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	100
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1462
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #33: Valley Circle - Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	15	17	0	8
2	14	16	0	8
3	14	16	0	8
4	12	14	0	6
5	11	13	0	6
6	10	12	0	5
7	9	11	0	5
8	9	10	0	5
9	7	8	0	4
10	7	8	0	4
11	7	8	0	4
12	6	7	0	3
13	6	7	0	3
14	5	6	0	3
15	5	6	0	3
16	5	6	0	3
17	3	3	0	2
18	2	2	0	1
19	2	2	0	1
20	1	1	0	0
21	0	1	0	0
22	0	1	0	0
23	0	0	0	0
24	0	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	32	2	8	No	No	No	No	No	No	No	No	No	No
2	2	30	2	8	No	No	No	No	No	No	No	No	No	No
3	2	30	2	8	No	No	No	No	No	No	No	No	No	No
4	2	26	2	6	No	No	No	No	No	No	No	No	No	No
5	2	24	2	6	No	No	No	No	No	No	No	No	No	No
6	2	22	2	5	No	No	No	No	No	No	No	No	No	No
7	2	20	2	5	No	No	No	No	No	No	No	No	No	No
8	2	19	2	5	No	No	No	No	No	No	No	No	No	No
9	2	15	2	4	No	No	No	No	No	No	No	No	No	No
10	2	15	2	4	No	No	No	No	No	No	No	No	No	No
11	2	15	2	4	No	No	No	No	No	No	No	No	No	No
12	2	13	2	3	No	No	No	No	No	No	No	No	No	No
13	2	13	2	3	No	No	No	No	No	No	No	No	No	No
14	2	11	2	3	No	No	No	No	No	No	No	No	No	No
15	2	11	2	3	No	No	No	No	No	No	No	No	No	No
16	2	11	2	3	No	No	No	No	No	No	No	No	No	No
17	2	6	2	2	No	No	No	No	No	No	No	No	No	No
18	2	4	2	1	No	No	No	No	No	No	No	No	No	No
19	2	4	2	1	No	No	No	No	No	No	No	No	No	No
20	2	2	2	0	No	No	No	No	No	No	No	No	No	No
21	2	1	2	0	No	No	No	No	No	No	No	No	No	No
22	2	1	2	0	No	No	No	No	No	No	No	No	No	No
23	2	0	2	0	No	No	No	No	No	No	No	No	No	No
24	2	0	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.8	8.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	0	8
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	40	40
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection #34: Arden Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	NE
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	NE
1	779	460	94
2	748	442	90
3	732	432	88
4	623	368	75
5	592	350	71
6	530	313	64
7	491	290	59
8	467	276	56
9	374	221	45
10	351	207	42
11	351	207	42
12	335	198	40
13	304	179	37
14	280	166	34
15	280	166	34
16	273	161	33
17	156	92	19
18	86	51	10
19	78	46	9
20	31	18	4
21	23	14	3
22	23	14	3
23	16	9	2
24	16	9	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	1239	1	94	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
2	4	1190	1	90	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
3	4	1164	1	88	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
4	4	991	1	75	No	No	No	No	Yes	Yes	Yes	Yes	No	No
5	4	942	1	71	No	No	No	No	No	Yes	Yes	Yes	No	No
6	4	843	1	64	No	No	No	No	No	Yes	Yes	Yes	No	No
7	4	781	1	59	No	No	No	No	No	No	Yes	Yes	No	No
8	4	743	1	56	No	No	No	No	No	No	Yes	Yes	No	No
9	4	595	1	45	No	No	No	No	No	No	No	Yes	No	No
10	4	558	1	42	No	No	No	No	No	No	No	Yes	No	No
11	4	558	1	42	No	No	No	No	No	No	No	Yes	No	No
12	4	533	1	40	No	No	No	No	No	No	No	No	No	No
13	4	483	1	37	No	No	No	No	No	No	No	No	No	No
14	4	446	1	34	No	No	No	No	No	No	No	No	No	No
15	4	446	1	34	No	No	No	No	No	No	No	No	No	No
16	4	434	1	33	No	No	No	No	No	No	No	No	No	No
17	4	248	1	19	No	No	No	No	No	No	No	No	No	No
18	4	137	1	10	No	No	No	No	No	No	No	No	No	No
19	4	124	1	9	No	No	No	No	No	No	No	No	No	No
20	4	49	1	4	No	No	No	No	No	No	No	No	No	No
21	4	37	1	3	No	No	No	No	No	No	No	No	No	No
22	4	37	1	3	No	No	No	No	No	No	No	No	No	No
23	4	25	1	2	No	No	No	No	No	No	No	No	No	No
24	4	25	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	4	6	8	11	3	0

Warrant 3 Condition A

Orientation	NE
Total Stopped Delay Per Vehicle on Minor Approach (s)	29.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:45
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	94
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1333
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

APPENDIX C-6

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

Existing-Plus-Project Saturday Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\existing sat peak hour.vistropdb
Scenario 2: Existing Saturday peak hour With-Project
Report File: \...\ex sat pk with project with int 5.pdf
4/10/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Valley Boulevard - Arden Drive	Signalized	ICU1	SBL	0.658	-	B
2	Valley Boulevard - Valley Circle	Signalized	ICU1	SBL	0.437	-	A
3	Arden Drive - Rose Avenue	Signalized	ICU1	WBL	0.498	-	A
4	Valley Boulevard - Santa Anita	Signalized	ICU1	NBL	0.706	-	C
5	Valley Boulevard - Tyler Avenue	Signalized	ICU1	NBL	0.562	-	A
6	Valley Boulevard - Ramona Avenue	Signalized	ICU1	WBL	0.745	-	C
7	Valley Boulevard - Peck Road	Signalized	ICU1	SBL	0.849	-	D
8	Ramona Avenue - Peck Road	Signalized	ICU1	EBL	0.784	-	C
9	Valley Boulevard - Gibson Road	Signalized	ICU1	NBR	0.498	-	A
10	Valley Boulevard - S.Baldwin Avenue	Signalized	ICU1	WBL	0.660	-	B
11	Valley Boulevard - Temple City	Signalized	ICU1	EBL	0.649	-	B
12	Valley Boulevard - Rio Hondo Avenue	Signalized	ICU1	NBR	0.614	-	B
13	Valley Boulevard - Mission Drive	Signalized	ICU1	SBL	0.386	-	A
14	Valley Boulevard - Rosemead Avenue	Signalized	ICU1	NBL	0.905	-	E
15	Lower Azusa Road - Arden Drive	Signalized	ICU1	NBL	0.545	-	A
16	Lower Azusa Drive - Arden Way	Two-way stop	HCM2010	NBL	0.168	43.1	E
17	Lower Azusa Boulevard - Santa Anita Avenue	Signalized	ICU1	SBL	0.813	-	D
18	Lower Azusa Road - Peck Road	Signalized	ICU1	NBL	0.756	-	C

19	Lower Azusa Road - Baldwin Avenue	Signalized	ICU1	EBL	0.723	-	C
20	Lower Azusa Road - Temple City Boulevard	Signalized	ICU1	WBL	0.753	-	C
21	Lower Azusa Road - Rosemead Boulevard	Signalized	ICU1	WBL	0.667	-	B
22	Garvey Avenue - Rosemead Boulevard	Signalized	ICU1	SBL	0.957	-	E
23	Garvey Avenue - Santa Anita Avenue	Signalized	ICU1	EBL	0.749	-	C
24	Garvey Avenue - Peck Road	Signalized	ICU1	EBL	0.711	-	C
25	Valley Boulevard - Garvey Avenue	Signalized	ICU1	NBL	0.665	-	B
26	Santa Anita Avenue - Ramona Boulevard	Signalized	ICU1	WBL	0.425	-	A
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	ICU1	WBL	0.648	-	B
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	ICU1	EBL	0.571	-	A
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		10.8	B
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.070	15.8	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	0.801	111.5	F
32	Arden Drive - Southerly Project Driveway	Two-way stop	HCM2010	WBL	0.196	19.9	C
33	Valley Circle - Project Driveway	Two-way stop	HCM2010	EBT	0.000	9.3	A
34	Arden Drive - Arden Way	Two-way stop	HCM2010	SWBL	0.199	16.2	C
35	Temple City - Loftus Drive	Signalized	ICU1	SBL	0.598	-	A
36	Temple City - Marshall Drive	Signalized	ICU1	SBL	0.412	-	A
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signalized	ICU1	SBL	0.439	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Valley Boulevard - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.658

Intersection Setup

Name	Arden			Arden			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	150.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Arden			Arden			Valley			Valley		
Base Volume Input [veh/h]	29	4	6	474	6	221	241	633	22	15	642	373
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	4	6	474	6	221	241	633	22	15	642	373
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	2	119	2	55	60	158	6	4	161	93
Total Analysis Volume [veh/h]	29	4	6	474	6	221	241	633	22	15	642	373
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.658

Intersection Level Of Service Report
#2: Valley Boulevard - Valley Circle

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.437

Intersection Setup

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	yes			yes			yes		

Volumes

Name									
Base Volume Input [veh/h]	12	0	8	8	953	0	0	1025	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	8	8	953	0	0	1025	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	2	2	238	0	0	256	3
Total Analysis Volume [veh/h]	12	0	8	8	953	0	0	1025	13
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	4	5	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.437

Intersection Level Of Service Report
#3: Arden Drive - Rose Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.498

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	4	324	109	98	271	21	29	8	32	307	8	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	324	109	98	271	21	29	8	32	307	8	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	81	27	25	68	5	7	2	8	77	2	13
Total Analysis Volume [veh/h]	4	324	109	98	271	21	29	8	32	307	8	51
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	1	8	0	1	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.498

Intersection Level Of Service Report
#4: Valley Boulevard - Santa Anita

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.706

Intersection Setup

Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	125.00	100.00	100.00	225.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Valley			Valley		
Base Volume Input [veh/h]	343	564	49	40	591	154	166	586	64	77	631	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	343	564	49	40	591	154	166	586	64	77	631	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	141	12	10	148	39	42	147	16	19	158	11
Total Analysis Volume [veh/h]	343	564	49	40	591	154	166	586	64	77	631	43
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.706

Intersection Level Of Service Report
#5: Valley Boulevard - Tyler Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.562

Intersection Setup

Name	Valley			Valley			Tyler			Tyler		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Tyler			Tyler		
Base Volume Input [veh/h]	136	166	82	92	202	80	71	611	146	83	651	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	136	166	82	92	202	80	71	611	146	83	651	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	42	21	23	51	20	18	153	37	21	163	12
Total Analysis Volume [veh/h]	136	166	82	92	202	80	71	611	146	83	651	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	3	0	1	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.562

Intersection Level Of Service Report
#6: Valley Boulevard - Ramona Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.745

Intersection Setup

Name	Valley				Valley				Ramona			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Thru	Right	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				35.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	yes				yes				yes			

Volumes

Name	Valley				Valley				Ramona			
Base Volume Input [veh/h]	212	281	0	150	64	322	6	0	249	0	475	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	212	281	0	150	64	322	6	0	249	0	475	109
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	70	0	38	16	81	2	0	62	0	119	27
Total Analysis Volume [veh/h]	212	281	0	150	64	322	6	0	249	0	475	109
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	0	7	4	0	0	5	0	3	0
Lead / Lag	Lag	-	-	-	Lag	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.745

Intersection Setup

Name	Ramona				Mall			
Approach	Westbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00			
Grade [%]	0.00				0.00			
Crosswalk	yes				yes			

Volumes

Name	Ramona				Mall			
Base Volume Input [veh/h]	297	410	149	0	0	108	109	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	297	410	149	0	0	108	109	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	103	37	0	0	27	27	4
Total Analysis Volume [veh/h]	297	410	149	0	0	108	109	16
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Permissive	Split
Signal Group	1	6	0	0	0	9	9	0
Lead / Lag	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.745

Intersection Level Of Service Report
#7: Valley Boulevard - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.849

Intersection Setup

Name	Peck			Peck			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	600.00	250.00	100.00	300.00	250.00	100.00	125.00	120.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Valley			Valley		
Base Volume Input [veh/h]	221	867	271	257	834	153	154	585	121	60	546	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	221	867	271	257	834	153	154	585	121	60	546	267
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	217	68	64	209	38	39	146	30	15	137	67
Total Analysis Volume [veh/h]	221	867	271	257	834	153	154	585	121	60	546	267
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.849

Intersection Level Of Service Report
#8: Ramona Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.784

Intersection Setup

Name	Peck			Peck			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	150.00	100.00	275.00	175.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	125.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Ramona			Ramona		
Base Volume Input [veh/h]	163	847	114	66	927	388	288	412	209	152	409	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	847	114	66	927	388	288	412	209	152	409	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	212	29	17	232	97	72	103	52	38	102	16
Total Analysis Volume [veh/h]	163	847	114	66	927	388	288	412	209	152	409	63
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.784

Intersection Level Of Service Report
#9: Valley Boulevard - Gibson Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.498

Intersection Setup

Name	Gibson			Gibson			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	60.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Gibson			Gibson			Valley			Valley		
Base Volume Input [veh/h]	17	8	58	28	21	37	14	807	27	51	800	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	8	58	28	21	37	14	807	27	51	800	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	15	7	5	9	4	202	7	13	200	7
Total Analysis Volume [veh/h]	17	8	58	28	21	37	14	807	27	51	800	26
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.498

Intersection Level Of Service Report
#10: Valley Boulevard - S.Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.660

Intersection Setup

Name	Baldwin			Baldwin			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Valley			Valley		
Base Volume Input [veh/h]	58	667	165	126	576	136	142	584	111	178	593	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	667	165	126	576	136	142	584	111	178	593	121
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	167	41	32	144	34	36	146	28	45	148	30
Total Analysis Volume [veh/h]	58	667	165	126	576	136	142	584	111	178	593	121
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.660

Intersection Level Of Service Report
#11: Valley Boulevard - Temple City

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.649

Intersection Setup

Name	Temple City			Temple City			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	125.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Temple City			Temple City			Valley			Valley		
Base Volume Input [veh/h]	91	340	75	124	469	118	217	731	52	102	553	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	340	75	124	469	118	217	731	52	102	553	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	85	19	31	117	30	54	183	13	26	138	24
Total Analysis Volume [veh/h]	91	340	75	124	469	118	217	731	52	102	553	97
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.649

Intersection Level Of Service Report
#12: Valley Boulevard - Rio Hondo Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.614

Intersection Setup

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	70.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Base Volume Input [veh/h]	85	18	158	23	7	18	19	794	80	77	714	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	18	158	23	7	18	19	794	80	77	714	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	5	40	6	2	5	5	199	20	19	179	3
Total Analysis Volume [veh/h]	85	18	158	23	7	18	19	794	80	77	714	13
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.614

Intersection Level Of Service Report
#13: Valley Boulevard - Mission Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.386

Intersection Setup

Name	Mission		Valley		Valley	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	1	1	0	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		no	

Volumes

Name	Mission		Valley		Valley	
Base Volume Input [veh/h]	270	21	16	644	594	216
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	270	21	16	644	594	216
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	5	4	161	149	54
Total Analysis Volume [veh/h]	270	21	16	644	594	216
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	4	5	2	1	6
Lead / Lag	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.386

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.905

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	242	1256	142	75	1140	252	231	552	141	164	491	75
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	242	1256	142	75	1140	252	231	552	141	164	491	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	314	36	19	285	63	58	138	35	41	123	19
Total Analysis Volume [veh/h]	242	1256	142	75	1140	252	231	552	141	164	491	75
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.905

Intersection Level Of Service Report
#15: Lower Azusa Road - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.545

Intersection Setup

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	75.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Base Volume Input [veh/h]	110	67	30	34	64	25	22	808	103	57	761	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	67	30	34	64	25	22	808	103	57	761	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	17	8	9	16	6	6	202	26	14	190	9
Total Analysis Volume [veh/h]	110	67	30	34	64	25	22	808	103	57	761	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.545

Intersection Level Of Service Report
#16: Lower Azusa Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	43.1
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.168

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name						
Base Volume Input [veh/h]	21	214	830	36	77	749
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	214	830	36	77	749
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	54	208	9	19	187
Total Analysis Volume [veh/h]	21	214	830	36	77	749
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.37	0.01	0.00	0.10	0.01
d_M, Delay for Movement [s/veh]	43.07	20.51	0.00	0.00	10.08	0.00
Movement LOS	E	C	A	A	B	A
95th-Percentile Queue Length [veh]	3.12	3.12	0.00	0.00	0.32	0.00
95th-Percentile Queue Length [ft]	78.09	78.09	0.00	0.00	8.12	0.00
d_A, Approach Delay [s/veh]	22.52		0.00		0.94	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	3.15					
Intersection LOS	E					

Intersection Level Of Service Report
#17: Lower Azusa Boulevard - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.813

Intersection Setup

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	2225.00	100.00	100.00	115.00	100.00	100.00	250.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	217	658	144	241	657	131	116	616	145	150	589	237
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	217	658	144	241	657	131	116	616	145	150	589	237
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	165	36	60	164	33	29	154	36	38	147	59
Total Analysis Volume [veh/h]	217	658	144	241	657	131	116	616	145	150	589	237
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.813

Intersection Level Of Service Report
#18: Lower Azusa Road - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.756

Intersection Setup

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	230.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	241	672	145	104	547	143	192	530	186	177	520	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	241	672	145	104	547	143	192	530	186	177	520	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	168	36	26	137	36	48	133	47	44	130	17
Total Analysis Volume [veh/h]	241	672	145	104	547	143	192	530	186	177	520	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.756

Intersection Level Of Service Report
#19: Lower Azusa Road - Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.723

Intersection Setup

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	225.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	88	679	165	157	577	171	169	618	116	133	601	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	679	165	157	577	171	169	618	116	133	601	158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	170	41	39	144	43	42	155	29	33	150	40
Total Analysis Volume [veh/h]	88	679	165	157	577	171	169	618	116	133	601	158
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.723

Intersection Level Of Service Report
#20: Lower Azusa Road - Temple City Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.753

Intersection Setup

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	75.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	51	550	51	200	624	73	128	474	35	316	542	142
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	550	51	200	624	73	128	474	35	316	542	142
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	138	13	50	156	18	32	119	9	79	136	36
Total Analysis Volume [veh/h]	51	550	51	200	624	73	128	474	35	316	542	142
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.753

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.667

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	21	885	486	118	893	2	0	2	3	488	0	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	885	486	118	893	2	0	2	3	488	0	107
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	221	122	30	223	1	0	1	1	122	0	27
Total Analysis Volume [veh/h]	21	885	486	118	893	2	0	2	3	488	0	107
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.667

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.957

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	327	1129	167	577	983	219	249	549	135	207	469	402
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	327	1129	167	577	983	219	249	549	135	207	469	402
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	282	42	144	246	55	62	137	34	52	117	101
Total Analysis Volume [veh/h]	327	1129	167	577	983	219	249	549	135	207	469	402
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.957

Intersection Level Of Service Report
#23: Garvey Avenue - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.749

Intersection Setup

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	300.00	100.00	100.00	250.00	100.00	100.00	75.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Base Volume Input [veh/h]	75	401	67	105	432	246	267	789	101	88	608	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	401	67	105	432	246	267	789	101	88	608	106
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	100	17	26	108	62	67	197	25	22	152	27
Total Analysis Volume [veh/h]	75	401	67	105	432	246	267	789	101	88	608	106
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.749

Intersection Level Of Service Report
#24: Garvey Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.711

Intersection Setup

Name	Peck			Peck			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Garvey			Garvey		
Base Volume Input [veh/h]	140	501	84	72	530	199	210	611	101	63	476	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	501	84	72	530	199	210	611	101	63	476	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	125	21	18	133	50	53	153	25	16	119	13
Total Analysis Volume [veh/h]	140	501	84	72	530	199	210	611	101	63	476	51
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.711

Intersection Level Of Service Report
#25: Valley Boulevard - Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.665

Intersection Setup

Name	Valley			Valley			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Garvey			Garvey		
Base Volume Input [veh/h]	225	641	41	135	561	40	46	312	300	72	264	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	225	641	41	135	561	40	46	312	300	72	264	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	160	10	34	140	10	12	78	75	18	66	47
Total Analysis Volume [veh/h]	225	641	41	135	561	40	46	312	300	72	264	187
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.665

Intersection Level Of Service Report
#26: Santa Anita Avenue - Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.425

Intersection Setup

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	115.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Base Volume Input [veh/h]	31	965	129	32	965	13	11	18	33	182	20	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	965	129	32	965	13	11	18	33	182	20	62
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	241	32	8	241	3	3	5	8	46	5	16
Total Analysis Volume [veh/h]	31	965	129	32	965	13	11	18	33	182	20	62
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.425

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	262	906	0	0	785	395	0	0	0	322	96	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	262	906	0	0	785	395	0	0	0	322	96	220
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	227	0	0	196	99	0	0	0	81	24	55
Total Analysis Volume [veh/h]	262	906	0	0	785	395	0	0	0	322	96	220
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.648

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.571

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	759	271	251	749	0	462	85	229	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	759	271	251	749	0	462	85	229	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	190	68	63	187	0	116	21	57	0	0	0
Total Analysis Volume [veh/h]	0	759	271	251	749	0	462	85	229	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.571

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	472	214	37	0	0	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	472	214	37	0	0	139
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	118	54	9	0	0	35
Total Analysis Volume [veh/h]	472	214	37	0	0	139
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.28		0.28	0.28
95th-Percentile Queue Length [ft]	81.90		7.11	7.11
Approach Delay [s/veh]	11.76	0.00	7.63	
Approach LOS	B	A	A	
Intersection Delay [s/veh]	10.82			
Intersection LOS	B			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	15.8
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.070

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	505	0	0	863	17	0	0	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	505	0	0	863	17	0	0	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	126	0	0	216	4	0	0	6
Total Analysis Volume [veh/h]	0	505	0	0	863	17	0	0	25
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.84
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.62
d_A, Approach Delay [s/veh]	0.00			0.00			15.84		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.28								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	111.5
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.801

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	65	834	575	133	87	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	834	575	133	87	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	209	144	33	22	27
Total Analysis Volume [veh/h]	65	834	575	133	87	108
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.01	0.01	0.00	0.80	0.23
d_M, Delay for Movement [s/veh]	9.31	0.00	0.00	0.00	111.52	14.72
Movement LOS	A	A	A	A	F	B
95th-Percentile Queue Length [veh]	0.23	0.00	0.00	0.00	4.52	0.86
95th-Percentile Queue Length [ft]	5.83	0.00	0.00	0.00	112.98	21.49
d_A, Approach Delay [s/veh]	0.67		0.00		57.91	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	6.60					
Intersection LOS	F					

Intersection Level Of Service Report
#32: Arden Drive - Southerly Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	19.9
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.196

Intersection Setup

Name	Arden		Arden		South Project Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		yes	

Volumes

Name	Arden		Arden		South Project Dwy	
Base Volume Input [veh/h]	370	256	24	586	59	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	370	256	24	586	59	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	64	6	147	15	17
Total Analysis Volume [veh/h]	370	256	24	586	59	68
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.01	0.20	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	8.82	0.00	19.87	10.80
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.08	0.00	0.72	0.33
95th-Percentile Queue Length [ft]	0.00	0.00	1.91	0.00	17.88	8.18
d_A, Approach Delay [s/veh]	0.00		0.35		15.01	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.55					
Intersection LOS	C					

Intersection Level Of Service Report
#33: Valley Circle - Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Valley Circle			Valley Circle			Project Driveway			Project Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name	Valley Circle			Valley Circle			Project Driveway			Project Driveway		
Base Volume Input [veh/h]	10	11	0	0	10	0	0	0	10	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	11	0	0	10	0	0	0	10	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	0	0	3	0	0	0	3	0	0	0
Total Analysis Volume [veh/h]	10	11	0	0	10	0	0	0	10	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			no	no
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			no	no
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.23	0.00	0.00	7.22	0.00	0.00	8.77	9.27	8.37	8.80	9.24	8.35
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.04	0.04	0.04	0.00	0.00	0.00	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.98	0.98	0.98	0.00	0.00	0.00	0.70	0.70	0.70	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	3.44			0.00			8.37			8.79		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.81											
Intersection LOS	A											

Intersection Level Of Service Report
#34: Arden Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	16.2
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.199

Intersection Setup

Name						
Approach	Northbound		Southbound		Southwestbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	370	136	3	326	81	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	370	136	3	326	81	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	34	1	82	20	3
Total Analysis Volume [veh/h]	370	136	3	326	81	11
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.20	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	8.01	0.00	16.17	12.60
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.00	0.00	1.12	1.12	0.81	0.81
95th-Percentile Queue Length [ft]	0.00	0.00	28.05	28.05	20.22	20.22
d_A, Approach Delay [s/veh]	0.00		0.07		15.74	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.59					
Intersection LOS	C					

Intersection Level Of Service Report
#35: Temple City - Loftus Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.598

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	456	118	233	635	214	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	456	118	233	635	214	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	30	58	159	54	24
Total Analysis Volume [veh/h]	456	118	233	635	214	97
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Permissive	Overlap
Signal Group	8	0	7	4	1	0
Lead / Lag	-	-	Lag	-	Lag	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.598

Intersection Level Of Service Report
#36: Temple City - Marshall Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.412

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	34	498	3	35	745	12	27	22	61	4	2	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	498	3	35	745	12	27	22	61	4	2	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	125	1	9	186	3	7	6	15	1	1	3
Total Analysis Volume [veh/h]	34	498	3	35	745	12	27	22	61	4	2	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.412

Intersection Level Of Service Report
#37: Valley Boulevard - Easy Street/Merwin C. Gill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.439

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	3	26	0	17	17	997	10	13	762	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	3	26	0	17	17	997	10	13	762	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1	7	0	4	4	249	3	3	191	4
Total Analysis Volume [veh/h]	0	0	3	26	0	17	17	997	10	13	762	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.439

Signal Warrants Report For Intersection #16: Lower Azusa Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	826	866	235
2	793	831	226
3	776	814	221
4	661	693	188
5	628	658	179
6	562	589	160
7	520	546	148
8	496	520	141
9	396	416	113
10	372	390	106
11	372	390	106
12	355	372	101
13	322	338	92
14	297	312	85
15	297	312	85
16	289	303	82
17	165	173	47
18	91	95	26
19	83	87	24
20	33	35	9
21	25	26	7
22	25	26	7
23	17	17	5
24	17	17	5

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	1692	1	235	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	6	1624	1	226	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	6	1590	1	221	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	6	1354	1	188	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	6	1286	1	179	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	6	1151	1	160	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	6	1066	1	148	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	6	1016	1	141	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	6	812	1	113	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
10	6	762	1	106	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
11	6	762	1	106	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
12	6	727	1	101	No	No	No	Yes	No	Yes	Yes	Yes	No	No
13	6	660	1	92	No	No	No	Yes	No	No	Yes	Yes	No	No
14	6	609	1	85	No	No	No	Yes	No	No	No	Yes	No	No
15	6	609	1	85	No	No	No	Yes	No	No	No	Yes	No	No
16	6	592	1	82	No	No	No	No	No	No	No	Yes	No	No
17	6	338	1	47	No	No	No	No	No	No	No	No	No	No
18	6	186	1	26	No	No	No	No	No	No	No	No	No	No
19	6	170	1	24	No	No	No	No	No	No	No	No	No	No
20	6	68	1	9	No	No	No	No	No	No	No	No	No	No
21	6	51	1	7	No	No	No	No	No	No	No	No	No	No
22	6	51	1	7	No	No	No	No	No	No	No	No	No	No
23	6	34	1	5	No	No	No	No	No	No	No	No	No	No
24	6	34	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					6	8	11	15	8	12	13	16	11	8

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	22.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:28
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	235
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1927
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	139	472
2	133	453
3	131	444
4	111	378
5	106	359
6	95	321
7	88	297
8	83	283
9	67	227
10	63	212
11	63	212
12	60	203
13	54	184
14	50	170
15	50	170
16	49	165
17	28	94
18	15	52
19	14	47
20	6	19
21	4	14
22	4	14
23	3	9
24	3	9

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	139	1	472	No	No	No	No	No	No	No	No	No	No
2	2	133	1	453	No	No	No	No	No	No	No	No	No	No
3	2	131	1	444	No	No	No	No	No	No	No	No	No	No
4	2	111	1	378	No	No	No	No	No	No	No	No	No	No
5	2	106	1	359	No	No	No	No	No	No	No	No	No	No
6	2	95	1	321	No	No	No	No	No	No	No	No	No	No
7	2	88	1	297	No	No	No	No	No	No	No	No	No	No
8	2	83	1	283	No	No	No	No	No	No	No	No	No	No
9	2	67	1	227	No	No	No	No	No	No	No	No	No	No
10	2	63	1	212	No	No	No	No	No	No	No	No	No	No
11	2	63	1	212	No	No	No	No	No	No	No	No	No	No
12	2	60	1	203	No	No	No	No	No	No	No	No	No	No
13	2	54	1	184	No	No	No	No	No	No	No	No	No	No
14	2	50	1	170	No	No	No	No	No	No	No	No	No	No
15	2	50	1	170	No	No	No	No	No	No	No	No	No	No
16	2	49	1	165	No	No	No	No	No	No	No	No	No	No
17	2	28	1	94	No	No	No	No	No	No	No	No	No	No
18	2	15	1	52	No	No	No	No	No	No	No	No	No	No
19	2	14	1	47	No	No	No	No	No	No	No	No	No	No
20	2	6	1	19	No	No	No	No	No	No	No	No	No	No
21	2	4	1	14	No	No	No	No	No	No	No	No	No	No
22	2	4	1	14	No	No	No	No	No	No	No	No	No	No
23	2	3	1	9	No	No	No	No	No	No	No	No	No	No
24	2	3	1	9	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:32
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	472
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	611
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #30: Temple City Boulevard - Olney Street

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	505	880	25
2	485	845	24
3	475	827	24
4	404	704	20
5	384	669	19
6	343	598	17
7	318	554	16
8	303	528	15
9	242	422	12
10	227	396	11
11	227	396	11
12	217	378	11
13	197	343	10
14	182	317	9
15	182	317	9
16	177	308	9
17	101	176	5
18	56	97	3
19	51	88	3
20	20	35	1
21	15	26	1
22	15	26	1
23	10	18	1
24	10	18	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1385	1	25	No	No	No	No	No	No	No	No	No	No
2	3	1330	1	24	No	No	No	No	No	No	No	No	No	No
3	3	1302	1	24	No	No	No	No	No	No	No	No	No	No
4	3	1108	1	20	No	No	No	No	No	No	No	No	No	No
5	3	1053	1	19	No	No	No	No	No	No	No	No	No	No
6	3	941	1	17	No	No	No	No	No	No	No	No	No	No
7	3	872	1	16	No	No	No	No	No	No	No	No	No	No
8	3	831	1	15	No	No	No	No	No	No	No	No	No	No
9	3	664	1	12	No	No	No	No	No	No	No	No	No	No
10	3	623	1	11	No	No	No	No	No	No	No	No	No	No
11	3	623	1	11	No	No	No	No	No	No	No	No	No	No
12	3	595	1	11	No	No	No	No	No	No	No	No	No	No
13	3	540	1	10	No	No	No	No	No	No	No	No	No	No
14	3	499	1	9	No	No	No	No	No	No	No	No	No	No
15	3	499	1	9	No	No	No	No	No	No	No	No	No	No
16	3	485	1	9	No	No	No	No	No	No	No	No	No	No
17	3	277	1	5	No	No	No	No	No	No	No	No	No	No
18	3	153	1	3	No	No	No	No	No	No	No	No	No	No
19	3	139	1	3	No	No	No	No	No	No	No	No	No	No
20	3	55	1	1	No	No	No	No	No	No	No	No	No	No
21	3	41	1	1	No	No	No	No	No	No	No	No	No	No
22	3	41	1	1	No	No	No	No	No	No	No	No	No	No
23	3	28	1	1	No	No	No	No	No	No	No	No	No	No
24	3	28	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:06
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	25
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1410
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #31: S. Baldwin Avenue - Flair Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	899	708	195
2	863	680	187
3	845	666	183
4	719	566	156
5	683	538	148
6	611	481	133
7	566	446	123
8	539	425	117
9	432	340	94
10	405	319	88
11	405	319	88
12	387	304	84
13	351	276	76
14	324	255	70
15	324	255	70
16	315	248	68
17	180	142	39
18	99	78	21
19	90	71	20
20	36	28	8
21	27	21	6
22	27	21	6
23	18	14	4
24	18	14	4

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1607	2	195	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1543	2	187	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1511	2	183	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1285	2	156	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	1221	2	148	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
6	3	1092	2	133	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
7	3	1012	2	123	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
8	3	964	2	117	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
9	3	772	2	94	No	No	No	No	No	Yes	Yes	Yes	No	No
10	3	724	2	88	No	No	No	No	No	Yes	Yes	Yes	No	No
11	3	724	2	88	No	No	No	No	No	Yes	Yes	Yes	No	No
12	3	691	2	84	No	No	No	No	No	No	Yes	Yes	No	No
13	3	627	2	76	No	No	No	No	No	No	No	Yes	No	No
14	3	579	2	70	No	No	No	No	No	No	No	Yes	No	No
15	3	579	2	70	No	No	No	No	No	No	No	Yes	No	No
16	3	563	2	68	No	No	No	No	No	No	No	Yes	No	No
17	3	322	2	39	No	No	No	No	No	No	No	No	No	No
18	3	177	2	21	No	No	No	No	No	No	No	No	No	No
19	3	161	2	20	No	No	No	No	No	No	No	No	No	No
20	3	64	2	8	No	No	No	No	No	No	No	No	No	No
21	3	48	2	6	No	No	No	No	No	No	No	No	No	No
22	3	48	2	6	No	No	No	No	No	No	No	No	No	No
23	3	32	2	4	No	No	No	No	No	No	No	No	No	No
24	3	32	2	4	No	No	No	No	No	No	No	No	No	No
Hours Met					0	3	5	8	8	11	12	16	8	4

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	57.9
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	3:08
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	195
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1802
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #32: Arden Drive - Southerly Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	E
1	610	626	127
2	586	601	122
3	573	588	119
4	488	501	102
5	464	476	97
6	415	426	86
7	384	394	80
8	366	376	76
9	293	300	61
10	275	282	57
11	275	282	57
12	262	269	55
13	238	244	50
14	220	225	46
15	220	225	46
16	214	219	44
17	122	125	25
18	67	69	14
19	61	63	13
20	24	25	5
21	18	19	4
22	18	19	4
23	12	13	3
24	12	13	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	1236	2	127	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
2	5	1187	2	122	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
3	5	1161	2	119	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
4	5	989	2	102	No	No	No	No	Yes	Yes	Yes	Yes	No	No
5	5	940	2	97	No	No	No	No	No	Yes	Yes	Yes	No	No
6	5	841	2	86	No	No	No	No	No	Yes	Yes	Yes	No	No
7	5	778	2	80	No	No	No	No	No	Yes	Yes	Yes	No	No
8	5	742	2	76	No	No	No	No	No	No	Yes	Yes	No	No
9	5	593	2	61	No	No	No	No	No	No	No	Yes	No	No
10	5	557	2	57	No	No	No	No	No	No	No	Yes	No	No
11	5	557	2	57	No	No	No	No	No	No	No	Yes	No	No
12	5	531	2	55	No	No	No	No	No	No	No	No	No	No
13	5	482	2	50	No	No	No	No	No	No	No	No	No	No
14	5	445	2	46	No	No	No	No	No	No	No	No	No	No
15	5	445	2	46	No	No	No	No	No	No	No	No	No	No
16	5	433	2	44	No	No	No	No	No	No	No	No	No	No
17	5	247	2	25	No	No	No	No	No	No	No	No	No	No
18	5	136	2	14	No	No	No	No	No	No	No	No	No	No
19	5	124	2	13	No	No	No	No	No	No	No	No	No	No
20	5	49	2	5	No	No	No	No	No	No	No	No	No	No
21	5	37	2	4	No	No	No	No	No	No	No	No	No	No
22	5	37	2	4	No	No	No	No	No	No	No	No	No	No
23	5	25	2	3	No	No	No	No	No	No	No	No	No	No
24	5	25	2	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	4	7	8	11	3	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	15
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:31
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	127
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1363
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #33: Valley Circle - Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	10	21	0	10
2	10	20	0	10
3	9	20	0	9
4	8	17	0	8
5	8	16	0	8
6	7	14	0	7
7	6	13	0	6
8	6	13	0	6
9	5	10	0	5
10	5	9	0	5
11	5	9	0	5
12	4	9	0	4
13	4	8	0	4
14	4	8	0	4
15	4	8	0	4
16	4	7	0	4
17	2	4	0	2
18	1	2	0	1
19	1	2	0	1
20	0	1	0	0
21	0	1	0	0
22	0	1	0	0
23	0	0	0	0
24	0	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	31	2	10	No	No	No	No	No	No	No	No	No	No
2	2	30	2	10	No	No	No	No	No	No	No	No	No	No
3	2	29	2	9	No	No	No	No	No	No	No	No	No	No
4	2	25	2	8	No	No	No	No	No	No	No	No	No	No
5	2	24	2	8	No	No	No	No	No	No	No	No	No	No
6	2	21	2	7	No	No	No	No	No	No	No	No	No	No
7	2	19	2	6	No	No	No	No	No	No	No	No	No	No
8	2	19	2	6	No	No	No	No	No	No	No	No	No	No
9	2	15	2	5	No	No	No	No	No	No	No	No	No	No
10	2	14	2	5	No	No	No	No	No	No	No	No	No	No
11	2	14	2	5	No	No	No	No	No	No	No	No	No	No
12	2	13	2	4	No	No	No	No	No	No	No	No	No	No
13	2	12	2	4	No	No	No	No	No	No	No	No	No	No
14	2	12	2	4	No	No	No	No	No	No	No	No	No	No
15	2	12	2	4	No	No	No	No	No	No	No	No	No	No
16	2	11	2	4	No	No	No	No	No	No	No	No	No	No
17	2	6	2	2	No	No	No	No	No	No	No	No	No	No
18	2	3	2	1	No	No	No	No	No	No	No	No	No	No
19	2	3	2	1	No	No	No	No	No	No	No	No	No	No
20	2	1	2	0	No	No	No	No	No	No	No	No	No	No
21	2	1	2	0	No	No	No	No	No	No	No	No	No	No
22	2	1	2	0	No	No	No	No	No	No	No	No	No	No
23	2	0	2	0	No	No	No	No	No	No	No	No	No	No
24	2	0	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.8	8.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	0	10
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	41	41
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection #34: Arden Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	NE
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	NE
1	329	506	92
2	316	486	88
3	309	476	86
4	263	405	74
5	250	385	70
6	224	344	63
7	207	319	58
8	197	304	55
9	158	243	44
10	148	228	41
11	148	228	41
12	141	218	40
13	128	197	36
14	118	182	33
15	118	182	33
16	115	177	32
17	66	101	18
18	36	56	10
19	33	51	9
20	13	20	4
21	10	15	3
22	10	15	3
23	7	10	2
24	7	10	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	835	1	92	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
2	4	802	1	88	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
3	4	785	1	86	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
4	4	668	1	74	No	No	No	No	No	No	Yes	Yes	No	No
5	4	635	1	70	No	No	No	No	No	No	Yes	Yes	No	No
6	4	568	1	63	No	No	No	No	No	No	No	Yes	No	No
7	4	526	1	58	No	No	No	No	No	No	No	Yes	No	No
8	4	501	1	55	No	No	No	No	No	No	No	No	No	No
9	4	401	1	44	No	No	No	No	No	No	No	No	No	No
10	4	376	1	41	No	No	No	No	No	No	No	No	No	No
11	4	376	1	41	No	No	No	No	No	No	No	No	No	No
12	4	359	1	40	No	No	No	No	No	No	No	No	No	No
13	4	325	1	36	No	No	No	No	No	No	No	No	No	No
14	4	300	1	33	No	No	No	No	No	No	No	No	No	No
15	4	300	1	33	No	No	No	No	No	No	No	No	No	No
16	4	292	1	32	No	No	No	No	No	No	No	No	No	No
17	4	167	1	18	No	No	No	No	No	No	No	No	No	No
18	4	92	1	10	No	No	No	No	No	No	No	No	No	No
19	4	84	1	9	No	No	No	No	No	No	No	No	No	No
20	4	33	1	4	No	No	No	No	No	No	No	No	No	No
21	4	25	1	3	No	No	No	No	No	No	No	No	No	No
22	4	25	1	3	No	No	No	No	No	No	No	No	No	No
23	4	17	1	2	No	No	No	No	No	No	No	No	No	No
24	4	17	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	0	3	5	7	3	0

Warrant 3 Condition A

Orientation	NE
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:24
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	92
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	927
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

APPENDIX C-7

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

Opening Year (2016) No-Project Morning Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\FUTURE am peak hour.vistropdb Scenario 1: Opening Year Cumulative AM Peak No-Project

Report File: C:\...\Opening Year AM Peak No-Project.pdf 3/5/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Valley Boulevard - Arden Drive	Signalized	ICU1	SBL	0.809	-	D
2	Valley Boulevard - Valley Circle	Signalized	ICU1	EBL	0.626	-	B
3	Arden Drive - Rose Avenue	Signalized	ICU1	SBT	0.460	-	A
4	Valley Boulevard - Santa Anita	Signalized	ICU1	NBL	0.962	-	E
5	Valley Boulevard - Tyler Avenue	Signalized	ICU1	SBL	0.661	-	B
6	Valley Boulevard - Ramona Avenue	Signalized	ICU1	NBL2	0.738	-	C
7	Valley Boulevard - Peck Road	Signalized	ICU1	NBL	0.890	-	D
8	Ramona Avenue - Peck Road	Signalized	ICU1	WBL	0.660	-	B
9	Valley Boulevard - Gibson Road	Signalized	ICU1	SBT	0.740	-	C
10	Valley Boulevard - S.Baldwin Avenue	Signalized	ICU1	WBL	0.855	-	D
11	Valley Boulevard - Temple City	Signalized	ICU1	NBL	0.997	-	E
12	Valley Boulevard - Rio Hondo Avenue	Signalized	ICU1	NBL	0.637	-	B
13	Valley Boulevard - Mission Drive	Signalized	ICU1	SBL	0.606	-	B
14	Valley Boulevard - Rosemead Avenue	Signalized	ICU1	NBL	1.024	-	F
15	Lower Azusa Road - Arden Drive	Signalized	ICU1	NBL	0.726	-	C
16	Lower Azusa Drive - Arden Way	Two-way stop	HCM2010	NBL	0.171	40.8	E
17	Lower Azusa Boulevard - Santa Anita Avenue	Signalized	ICU1	SBL	0.968	-	E
18	Lower Azusa Road - Peck Road	Signalized	ICU1	NBL	0.906	-	E

19	Lower Azusa Road - Baldwin Avenue	Signalized	ICU1	WBL	0.815	-	D
20	Lower Azusa Road - Temple City Boulevard	Signalized	ICU1	WBL	0.803	-	D
21	Lower Azusa Road - Rosemead Boulevard	Signalized	ICU1	WBL	0.684	-	B
22	Garvey Avenue - Rosemead Boulevard	Signalized	ICU1	SBL	1.006	-	F
23	Garvey Avenue - Santa Anita Avenue	Signalized	ICU1	EBL	1.137	-	F
24	Garvey Avenue - Peck Road	Signalized	ICU1	EBL	0.947	-	E
25	Valley Boulevard - Garvey Avenue	Signalized	ICU1	NBL	0.765	-	C
26	Santa Anita Avenue - Ramona Boulevard	Signalized	ICU1	WBR	0.525	-	A
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	ICU1	WBL	0.752	-	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	ICU1	EBL	0.651	-	B
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		24.6	C
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.074	14.2	B
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	0.674	163.4	F
34	Arden Drive - Arden Way	Two-way stop	HCM2010	WBL	0.423	25.3	D
35	Temple City Boulevard - Loftus Drive	Signalized	ICU1	SBL	0.770	-	C
36	Temple City Boulevard - Marshall Drive	Signalized	ICU1	NBL	0.478	-	A
37	Valley Boulevard - Easy St/Mervin C. Gill Way	Signalized	ICU1	EBL	0.536	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Valley Boulevard - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.809

Intersection Setup

Name	Arden			Arden			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	150.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Arden			Arden			Valley			Valley		
Base Volume Input [veh/h]	4	1	2	591	0	193	103	684	6	1	1459	303
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	2	591	0	193	103	684	6	1	1459	303
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	148	0	48	26	171	2	0	365	76
Total Analysis Volume [veh/h]	4	1	2	591	0	193	103	684	6	1	1459	303
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.809

Intersection Level Of Service Report
#2: Valley Boulevard - Valley Circle

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.626

Intersection Setup

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	yes			yes			yes		

Volumes

Name									
Base Volume Input [veh/h]	2	0	1	3	1114	0	0	1655	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	1	3	1114	0	0	1655	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	1	279	0	0	414	4
Total Analysis Volume [veh/h]	2	0	1	3	1114	0	0	1655	17
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	4	5	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.626

Intersection Level Of Service Report
#3: Arden Drive - Rose Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.460

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	22	402	10	10	597	140	93	0	84	2	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	402	10	10	597	140	93	0	84	2	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	101	3	3	149	35	23	0	21	1	0	1
Total Analysis Volume [veh/h]	22	402	10	10	597	140	93	0	84	2	0	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	1	8	0	1	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.460

Intersection Level Of Service Report
#4: Valley Boulevard - Santa Anita

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.962

Intersection Setup

Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	125.00	100.00	100.00	225.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Valley			Valley		
Base Volume Input [veh/h]	638	613	58	62	885	356	89	484	27	37	1033	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	638	613	58	62	885	356	89	484	27	37	1033	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	160	153	15	16	221	89	22	121	7	9	258	6
Total Analysis Volume [veh/h]	638	613	58	62	885	356	89	484	27	37	1033	25
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.962

Intersection Level Of Service Report
#5: Valley Boulevard - Tyler Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.661

Intersection Setup

Name	Valley			Valley			Tyler			Tyler		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Tyler			Tyler		
Base Volume Input [veh/h]	87	189	39	146	305	122	43	485	58	29	981	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	87	189	39	146	305	122	43	485	58	29	981	128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	47	10	37	76	31	11	121	15	7	245	32
Total Analysis Volume [veh/h]	87	189	39	146	305	122	43	485	58	29	981	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.661

Intersection Level Of Service Report
#6: Valley Boulevard - Ramona Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.738

Intersection Setup

Name	Valley				Valley				Ramona			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left2	Left	Thru	Right	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0	0	1	1	0	0	1
Pocket Length [ft]	175.00	100.00	100.00	175.00	120.00	100.00	100.00	120.00	175.00	100.00	100.00	1000.00
Speed [mph]	35.00				35.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	yes				yes				yes			

Volumes

Name	Valley				Valley				Ramona			
Base Volume Input [veh/h]	194	25	740	32	165	452	4	0	6	11	161	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	194	25	740	32	165	452	4	0	6	11	161	72
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	6	185	8	41	113	1	0	2	3	40	18
Total Analysis Volume [veh/h]	194	25	740	32	165	452	4	0	6	11	161	72
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	8	0	7	4	0	0	0	5	2	0
Lead / Lag	Lag	-	-	-	Lag	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.738

Intersection Setup

Name	Ramona				Mall			
Approach	Westbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	1
Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				25.00			
Grade [%]	0.00				0.00			
Crosswalk	yes				yes			

Volumes

Name	Ramona				Mall			
Base Volume Input [veh/h]	57	482	407	380	17	18	25	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	482	407	380	17	18	25	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	121	102	95	4	5	6	2
Total Analysis Volume [veh/h]	57	482	407	380	17	18	25	6
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Permissive	Split
Signal Group	1	6	0	0	0	9	9	0
Lead / Lag	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.738

Intersection Level Of Service Report
#7: Valley Boulevard - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.890

Intersection Setup

Name	Peck			Peck			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	600.00	250.00	100.00	300.00	250.00	100.00	125.00	120.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Valley			Valley		
Base Volume Input [veh/h]	207	675	313	199	877	199	71	479	74	55	898	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	207	675	313	199	877	199	71	479	74	55	898	196
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	169	78	50	219	50	18	120	19	14	225	49
Total Analysis Volume [veh/h]	207	675	313	199	877	199	71	479	74	55	898	196
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.890

Intersection Level Of Service Report
#8: Ramona Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.660

Intersection Setup

Name	Peck			Peck			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	150.00	100.00	275.00	175.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	125.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Ramona			Ramona		
Base Volume Input [veh/h]	40	617	127	129	1145	198	112	254	13	263	594	183
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	617	127	129	1145	198	112	254	13	263	594	183
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	154	32	32	286	50	28	64	3	66	149	46
Total Analysis Volume [veh/h]	40	617	127	129	1145	198	112	254	13	263	594	183
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.660

Intersection Level Of Service Report
#9: Valley Boulevard - Gibson Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.740

Intersection Setup

Name	Gibson			Gibson			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	60.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Gibson			Gibson			Valley			Valley		
Base Volume Input [veh/h]	30	63	28	27	65	43	25	767	31	129	1423	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	63	28	27	65	43	25	767	31	129	1423	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	16	7	7	16	11	6	192	8	32	356	16
Total Analysis Volume [veh/h]	30	63	28	27	65	43	25	767	31	129	1423	63
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.740

Intersection Level Of Service Report
#10: Valley Boulevard - S.Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.855

Intersection Setup

Name	Baldwin			Baldwin			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Valley			Valley		
Base Volume Input [veh/h]	109	561	137	95	761	68	67	427	160	181	1089	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	561	137	95	761	68	67	427	160	181	1089	146
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	140	34	24	190	17	17	107	40	45	272	37
Total Analysis Volume [veh/h]	109	561	137	95	761	68	67	427	160	181	1089	146
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.855

Intersection Level Of Service Report
#11: Valley Boulevard - Temple City

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.997

Intersection Setup

Name	Temple City			Temple City			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	125.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Temple City			Temple City			Valley			Valley		
Base Volume Input [veh/h]	283	484	61	182	603	278	148	603	59	98	1127	218
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	283	484	61	182	603	278	148	603	59	98	1127	218
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	121	15	46	151	70	37	151	15	25	282	55
Total Analysis Volume [veh/h]	283	484	61	182	603	278	148	603	59	98	1127	218
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.997

Intersection Level Of Service Report
#12: Valley Boulevard - Rio Hondo Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	70.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Base Volume Input [veh/h]	133	13	104	37	25	28	12	676	130	97	1504	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	133	13	104	37	25	28	12	676	130	97	1504	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	3	26	9	6	7	3	169	33	24	376	5
Total Analysis Volume [veh/h]	133	13	104	37	25	28	12	676	130	97	1504	19
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.637

Intersection Level Of Service Report
#13: Valley Boulevard - Mission Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.606

Intersection Setup

Name	Mission		Valley		Valley	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	1	1	0	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Mission		Valley		Valley	
Base Volume Input [veh/h]	457	7	17	414	1080	564
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	457	7	17	414	1080	564
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	2	4	104	270	141
Total Analysis Volume [veh/h]	457	7	17	414	1080	564
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	4	5	2	1	6
Lead / Lag	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.606

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.024

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	236	1397	108	48	1395	316	194	347	143	186	702	104
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	236	1397	108	48	1395	316	194	347	143	186	702	104
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	349	27	12	349	79	49	87	36	47	176	26
Total Analysis Volume [veh/h]	236	1397	108	48	1395	316	194	347	143	186	702	104
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.024

Intersection Level Of Service Report
#15: Lower Azusa Road - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.726

Intersection Setup

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	75.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Base Volume Input [veh/h]	138	80	64	36	138	65	21	518	153	127	1233	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	138	80	64	36	138	65	21	518	153	127	1233	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	20	16	9	35	16	5	130	38	32	308	12
Total Analysis Volume [veh/h]	138	80	64	36	138	65	21	518	153	127	1233	46
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.726

Intersection Level Of Service Report
#16: Lower Azusa Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	40.8
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.171

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		no	

Volumes

Name						
Base Volume Input [veh/h]	20	128	650	20	91	1153
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	128	650	20	91	1153
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	32	163	5	23	288
Total Analysis Volume [veh/h]	20	128	650	20	91	1153
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.19	0.01	0.00	0.10	0.01
d_M, Delay for Movement [s/veh]	40.78	15.36	0.00	0.00	9.29	0.00
Movement LOS	E	C	A	A	A	A
95th-Percentile Queue Length [veh]	1.63	1.63	0.00	0.00	0.32	0.00
95th-Percentile Queue Length [ft]	40.74	40.74	0.00	0.00	8.11	0.00
d_A, Approach Delay [s/veh]	18.79		0.00		0.68	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.76					
Intersection LOS	E					

Intersection Level Of Service Report
#17: Lower Azusa Boulevard - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.968

Intersection Setup

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	2225.00	100.00	100.00	115.00	100.00	100.00	250.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	137	744	100	237	847	131	114	477	121	216	944	355
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	744	100	237	847	131	114	477	121	216	944	355
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	186	25	59	212	33	29	119	30	54	236	89
Total Analysis Volume [veh/h]	137	744	100	237	847	131	114	477	121	216	944	355
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.968

Intersection Level Of Service Report
#18: Lower Azusa Road - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.906

Intersection Setup

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	230.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	212	728	94	126	706	257	158	525	181	183	1067	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	212	728	94	126	706	257	158	525	181	183	1067	65
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	182	24	32	177	64	40	131	45	46	267	16
Total Analysis Volume [veh/h]	212	728	94	126	706	257	158	525	181	183	1067	65
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.906

Intersection Level Of Service Report
#19: Lower Azusa Road - Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.815

Intersection Setup

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	225.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	97	482	164	116	818	219	95	503	127	240	1087	154
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	482	164	116	818	219	95	503	127	240	1087	154
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	121	41	29	205	55	24	126	32	60	272	39
Total Analysis Volume [veh/h]	97	482	164	116	818	219	95	503	127	240	1087	154
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.815

Intersection Level Of Service Report
#20: Lower Azusa Road - Temple City Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.803

Intersection Setup

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	75.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	69	520	47	177	886	81	93	396	89	329	669	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	520	47	177	886	81	93	396	89	329	669	141
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	130	12	44	222	20	23	99	22	82	167	35
Total Analysis Volume [veh/h]	69	520	47	177	886	81	93	396	89	329	669	141
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.803

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.684

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	11	722	357	119	871	1	0	2	1	752	2	150
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	722	357	119	871	1	0	2	1	752	2	150
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	181	89	30	218	0	0	1	0	188	1	38
Total Analysis Volume [veh/h]	11	722	357	119	871	1	0	2	1	752	2	150
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.684

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.006

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	243	1479	57	531	1668	265	201	492	132	169	941	304
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	243	1479	57	531	1668	265	201	492	132	169	941	304
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	370	14	133	417	66	50	123	33	42	235	76
Total Analysis Volume [veh/h]	243	1479	57	531	1668	265	201	492	132	169	941	304
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.006

Intersection Level Of Service Report
#23: Garvey Avenue - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.137

Intersection Setup

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	300.00	100.00	100.00	250.00	100.00	100.00	75.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Base Volume Input [veh/h]	68	702	40	100	1010	283	269	512	78	115	1188	162
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	702	40	100	1010	283	269	512	78	115	1188	162
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	176	10	25	253	71	67	128	20	29	297	41
Total Analysis Volume [veh/h]	68	702	40	100	1010	283	269	512	78	115	1188	162
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.137

Intersection Level Of Service Report
#24: Garvey Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.947

Intersection Setup

Name	Peck			Peck			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Garvey			Garvey		
Base Volume Input [veh/h]	114	478	42	36	767	529	147	387	82	54	846	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	478	42	36	767	529	147	387	82	54	846	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	120	11	9	192	132	37	97	21	14	212	12
Total Analysis Volume [veh/h]	114	478	42	36	767	529	147	387	82	54	846	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.947

Intersection Level Of Service Report
#25: Valley Boulevard - Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.765

Intersection Setup

Name	Valley			Valley			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Garvey			Garvey		
Base Volume Input [veh/h]	289	1039	30	96	615	18	31	189	270	65	556	249
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	289	1039	30	96	615	18	31	189	270	65	556	249
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	260	8	24	154	5	8	47	68	16	139	62
Total Analysis Volume [veh/h]	289	1039	30	96	615	18	31	189	270	65	556	249
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.765

Intersection Level Of Service Report
#26: Santa Anita Avenue - Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.525

Intersection Setup

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	115.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Base Volume Input [veh/h]	44	992	231	76	1342	23	25	26	52	224	49	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	992	231	76	1342	23	25	26	52	224	49	114
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	248	58	19	336	6	6	7	13	56	12	29
Total Analysis Volume [veh/h]	44	992	231	76	1342	23	25	26	52	224	49	114
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.525

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	270	993	0	0	1184	403	0	0	0	510	209	370
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	270	993	0	0	1184	403	0	0	0	510	209	370
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	248	0	0	296	101	0	0	0	128	52	93
Total Analysis Volume [veh/h]	270	993	0	0	1184	403	0	0	0	510	209	370
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.752

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.651

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	825	305	356	1267	0	441	97	385	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	825	305	356	1267	0	441	97	385	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	206	76	89	317	0	110	24	96	0	0	0
Total Analysis Volume [veh/h]	0	825	305	356	1267	0	441	97	385	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.651

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	24.6
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	784	214	37	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	784	214	37	0	0	267
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	196	54	9	0	0	67
Total Analysis Volume [veh/h]	784	214	37	0	0	267
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	12.25		0.60	0.60
95th-Percentile Queue Length [ft]	306.20		14.92	14.92
Approach Delay [s/veh]	30.20	0.00	8.10	
Approach LOS	D	A	A	
Intersection Delay [s/veh]	24.59			
Intersection LOS	C			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.074

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	1072	0	0	737	63	0	0	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1072	0	0	737	63	0	0	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	268	0	0	184	16	0	0	8
Total Analysis Volume [veh/h]	0	1072	0	0	737	63	0	0	31
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.21
Movement LOS		A			A	A			B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.92
d_A, Approach Delay [s/veh]	0.00			0.00			14.21		
Approach LOS	A			A			B		
d_I, Intersection Delay [s/veh]	0.23								
Intersection LOS	B								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	163.4
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		yes	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	55	762	788	826	35	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	762	788	826	35	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	191	197	207	9	20
Total Analysis Volume [veh/h]	55	762	788	826	35	78
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.01	0.01	0.01	0.67	0.34
d_M, Delay for Movement [s/veh]	15.15	0.00	0.00	0.00	163.38	28.87
Movement LOS	C	A	A	A	F	D
95th-Percentile Queue Length [veh]	0.46	0.00	0.00	0.00	2.72	1.45
95th-Percentile Queue Length [ft]	11.52	0.00	0.00	0.00	67.88	36.32
d_A, Approach Delay [s/veh]	1.02		0.00		70.53	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	3.46					
Intersection LOS	F					

Intersection Level Of Service Report
#34: Arden Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	25.3
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.423

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name						
Base Volume Input [veh/h]	404	55	2	500	130	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	404	55	2	500	130	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	14	1	125	33	4
Total Analysis Volume [veh/h]	404	55	2	500	130	15
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.42	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	8.09	0.00	25.32	19.14
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh]	0.00	0.00	2.21	2.21	2.20	2.20
95th-Percentile Queue Length [ft]	0.00	0.00	55.26	55.26	54.97	54.97
d_A, Approach Delay [s/veh]	0.00		0.03		24.68	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	3.25					
Intersection LOS	D					

Intersection Level Of Service Report
#35: Temple City Boulevard - Loftus Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.770

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	706	245	275	666	181	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	706	245	275	666	181	100
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	177	61	69	167	45	25
Total Analysis Volume [veh/h]	706	245	275	666	181	100
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Permissive	Overlap
Signal Group	8	0	7	4	6	0
Lead / Lag	-	-	Lag	-	Lag	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.770

Intersection Level Of Service Report
#36: Temple City Boulevard - Marshall Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.478

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	82	817	16	69	768	19	42	30	78	12	18	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	817	16	69	768	19	42	30	78	12	18	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	204	4	17	192	5	11	8	20	3	5	5
Total Analysis Volume [veh/h]	82	817	16	69	768	19	42	30	78	12	18	18
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.478

Intersection Level Of Service Report
#37: Valley Boulevard - Easy St/Mervin C. Gill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.536

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	1	6	0	8	15	845	4	3	1311	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	6	0	8	15	845	4	3	1311	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	0	2	4	211	1	1	328	11
Total Analysis Volume [veh/h]	0	0	1	6	0	8	15	845	4	3	1311	42
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	4	0	0	5	2	0	0	6	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.536

Signal Warrants Report For Intersection #16: Lower Azusa Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	1244	670	148
2	1194	643	142
3	1169	630	139
4	995	536	118
5	945	509	112
6	846	456	101
7	784	422	93
8	746	402	89
9	597	322	71
10	560	302	67
11	560	302	67
12	535	288	64
13	485	261	58
14	448	241	53
15	448	241	53
16	435	234	52
17	249	134	30
18	137	74	16
19	124	67	15
20	50	27	6
21	37	20	4
22	37	20	4
23	25	13	3
24	25	13	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	1914	1	148	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	6	1837	1	142	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	6	1799	1	139	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	6	1531	1	118	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	6	1454	1	112	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	6	1302	1	101	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	6	1206	1	93	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
8	6	1148	1	89	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
9	6	919	1	71	No	No	No	No	No	Yes	Yes	Yes	No	No
10	6	862	1	67	No	No	No	No	No	Yes	Yes	Yes	No	No
11	6	862	1	67	No	No	No	No	No	Yes	Yes	Yes	No	No
12	6	823	1	64	No	No	No	No	No	Yes	Yes	Yes	No	No
13	6	746	1	58	No	No	No	No	No	No	Yes	Yes	No	No
14	6	689	1	53	No	No	No	No	No	No	Yes	Yes	No	No
15	6	689	1	53	No	No	No	No	No	No	Yes	Yes	No	No
16	6	669	1	52	No	No	No	No	No	No	Yes	Yes	No	No
17	6	383	1	30	No	No	No	No	No	No	No	No	No	No
18	6	211	1	16	No	No	No	No	No	No	No	No	No	No
19	6	191	1	15	No	No	No	No	No	No	No	No	No	No
20	6	77	1	6	No	No	No	No	No	No	No	No	No	No
21	6	57	1	4	No	No	No	No	No	No	No	No	No	No
22	6	57	1	4	No	No	No	No	No	No	No	No	No	No
23	6	38	1	3	No	No	No	No	No	No	No	No	No	No
24	6	38	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	3	5	8	8	12	16	16	8	6

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	18.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:46
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	148
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2062
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	267	784
2	256	753
3	251	737
4	214	627
5	203	596
6	182	533
7	168	494
8	160	470
9	128	376
10	120	353
11	120	353
12	115	337
13	104	306
14	96	282
15	96	282
16	93	274
17	53	157
18	29	86
19	27	78
20	11	31
21	8	24
22	8	24
23	5	16
24	5	16

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	267	1	784	No	No	No	No	No	No	No	No	Yes	Yes
2	2	256	1	753	No	No	No	No	No	No	No	No	Yes	Yes
3	2	251	1	737	No	No	No	No	No	No	No	No	Yes	Yes
4	2	214	1	627	No	No	No	No	No	No	No	No	Yes	No
5	2	203	1	596	No	No	No	No	No	No	No	No	Yes	No
6	2	182	1	533	No	No	No	No	No	No	No	No	Yes	No
7	2	168	1	494	No	No	No	No	No	No	No	No	No	No
8	2	160	1	470	No	No	No	No	No	No	No	No	No	No
9	2	128	1	376	No	No	No	No	No	No	No	No	No	No
10	2	120	1	353	No	No	No	No	No	No	No	No	No	No
11	2	120	1	353	No	No	No	No	No	No	No	No	No	No
12	2	115	1	337	No	No	No	No	No	No	No	No	No	No
13	2	104	1	306	No	No	No	No	No	No	No	No	No	No
14	2	96	1	282	No	No	No	No	No	No	No	No	No	No
15	2	96	1	282	No	No	No	No	No	No	No	No	No	No
16	2	93	1	274	No	No	No	No	No	No	No	No	No	No
17	2	53	1	157	No	No	No	No	No	No	No	No	No	No
18	2	29	1	86	No	No	No	No	No	No	No	No	No	No
19	2	27	1	78	No	No	No	No	No	No	No	No	No	No
20	2	11	1	31	No	No	No	No	No	No	No	No	No	No
21	2	8	1	24	No	No	No	No	No	No	No	No	No	No
22	2	8	1	24	No	No	No	No	No	No	No	No	No	No
23	2	5	1	16	No	No	No	No	No	No	No	No	No	No
24	2	5	1	16	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	6	3

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	30.2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	6:34
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	784
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1051
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection #30: Temple City Boulevard - Olney Street

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	1072	800	31
2	1029	768	30
3	1008	752	29
4	858	640	25
5	815	608	24
6	729	544	21
7	675	504	20
8	643	480	19
9	515	384	15
10	482	360	14
11	482	360	14
12	461	344	13
13	418	312	12
14	386	288	11
15	386	288	11
16	375	280	11
17	214	160	6
18	118	88	3
19	107	80	3
20	43	32	1
21	32	24	1
22	32	24	1
23	21	16	1
24	21	16	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1872	1	31	No	No	No	No	No	No	No	No	No	No
2	3	1797	1	30	No	No	No	No	No	No	No	No	No	No
3	3	1760	1	29	No	No	No	No	No	No	No	No	No	No
4	3	1498	1	25	No	No	No	No	No	No	No	No	No	No
5	3	1423	1	24	No	No	No	No	No	No	No	No	No	No
6	3	1273	1	21	No	No	No	No	No	No	No	No	No	No
7	3	1179	1	20	No	No	No	No	No	No	No	No	No	No
8	3	1123	1	19	No	No	No	No	No	No	No	No	No	No
9	3	899	1	15	No	No	No	No	No	No	No	No	No	No
10	3	842	1	14	No	No	No	No	No	No	No	No	No	No
11	3	842	1	14	No	No	No	No	No	No	No	No	No	No
12	3	805	1	13	No	No	No	No	No	No	No	No	No	No
13	3	730	1	12	No	No	No	No	No	No	No	No	No	No
14	3	674	1	11	No	No	No	No	No	No	No	No	No	No
15	3	674	1	11	No	No	No	No	No	No	No	No	No	No
16	3	655	1	11	No	No	No	No	No	No	No	No	No	No
17	3	374	1	6	No	No	No	No	No	No	No	No	No	No
18	3	206	1	3	No	No	No	No	No	No	No	No	No	No
19	3	187	1	3	No	No	No	No	No	No	No	No	No	No
20	3	75	1	1	No	No	No	No	No	No	No	No	No	No
21	3	56	1	1	No	No	No	No	No	No	No	No	No	No
22	3	56	1	1	No	No	No	No	No	No	No	No	No	No
23	3	37	1	1	No	No	No	No	No	No	No	No	No	No
24	3	37	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:07
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	31
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1903
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #31: S. Baldwin Avenue - Flair Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	817	1614	113
2	784	1549	108
3	768	1517	106
4	654	1291	90
5	621	1227	86
6	556	1098	77
7	515	1017	71
8	490	968	68
9	392	775	54
10	368	726	51
11	368	726	51
12	351	694	49
13	319	629	44
14	294	581	41
15	294	581	41
16	286	565	40
17	163	323	23
18	90	178	12
19	82	161	11
20	33	65	5
21	25	48	3
22	25	48	3
23	16	32	2
24	16	32	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	2431	2	113	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No
2	3	2333	2	108	No	No	No	No	Yes	Yes	Yes	Yes	No	No
3	3	2285	2	106	No	No	No	No	Yes	Yes	Yes	Yes	No	No
4	3	1945	2	90	No	No	No	No	No	Yes	Yes	Yes	No	No
5	3	1848	2	86	No	No	No	No	No	Yes	Yes	Yes	No	No
6	3	1654	2	77	No	No	No	No	No	No	Yes	Yes	No	No
7	3	1532	2	71	No	No	No	No	No	No	Yes	Yes	No	No
8	3	1458	2	68	No	No	No	No	No	No	No	Yes	No	No
9	3	1167	2	54	No	No	No	No	No	No	No	No	No	No
10	3	1094	2	51	No	No	No	No	No	No	No	No	No	No
11	3	1094	2	51	No	No	No	No	No	No	No	No	No	No
12	3	1045	2	49	No	No	No	No	No	No	No	No	No	No
13	3	948	2	44	No	No	No	No	No	No	No	No	No	No
14	3	875	2	41	No	No	No	No	No	No	No	No	No	No
15	3	875	2	41	No	No	No	No	No	No	No	No	No	No
16	3	851	2	40	No	No	No	No	No	No	No	No	No	No
17	3	486	2	23	No	No	No	No	No	No	No	No	No	No
18	3	268	2	12	No	No	No	No	No	No	No	No	No	No
19	3	243	2	11	No	No	No	No	No	No	No	No	No	No
20	3	98	2	5	No	No	No	No	No	No	No	No	No	No
21	3	73	2	3	No	No	No	No	No	No	No	No	No	No
22	3	73	2	3	No	No	No	No	No	No	No	No	No	No
23	3	48	2	2	No	No	No	No	No	No	No	No	No	No
24	3	48	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	1	3	5	7	8	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	70.5
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2:12
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	113
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2544
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #34: Arden Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	E
1	502	459	145
2	482	441	139
3	472	431	136
4	402	367	116
5	382	349	110
6	341	312	99
7	316	289	91
8	301	275	87
9	241	220	70
10	226	207	65
11	226	207	65
12	216	197	62
13	196	179	57
14	181	165	52
15	181	165	52
16	176	161	51
17	100	92	29
18	55	50	16
19	50	46	15
20	20	18	6
21	15	14	4
22	15	14	4
23	10	9	3
24	10	9	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	961	1	145	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	4	923	1	139	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
3	4	903	1	136	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
4	4	769	1	116	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
5	4	731	1	110	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
6	4	653	1	99	No	No	No	Yes	No	No	Yes	Yes	No	No
7	4	605	1	91	No	No	No	Yes	No	No	No	Yes	No	No
8	4	576	1	87	No	No	No	Yes	No	No	No	Yes	No	No
9	4	461	1	70	No	No	No	No	No	No	No	No	No	No
10	4	433	1	65	No	No	No	No	No	No	No	No	No	No
11	4	433	1	65	No	No	No	No	No	No	No	No	No	No
12	4	413	1	62	No	No	No	No	No	No	No	No	No	No
13	4	375	1	57	No	No	No	No	No	No	No	No	No	No
14	4	346	1	52	No	No	No	No	No	No	No	No	No	No
15	4	346	1	52	No	No	No	No	No	No	No	No	No	No
16	4	337	1	51	No	No	No	No	No	No	No	No	No	No
17	4	192	1	29	No	No	No	No	No	No	No	No	No	No
18	4	105	1	16	No	No	No	No	No	No	No	No	No	No
19	4	96	1	15	No	No	No	No	No	No	No	No	No	No
20	4	38	1	6	No	No	No	No	No	No	No	No	No	No
21	4	29	1	4	No	No	No	No	No	No	No	No	No	No
22	4	29	1	4	No	No	No	No	No	No	No	No	No	No
23	4	19	1	3	No	No	No	No	No	No	No	No	No	No
24	4	19	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	3	5	8	3	5	6	8	5	1

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	24.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:59
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	145
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1106
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

APPENDIX C-8

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

Opening Year (2016) No-Project Evening Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\future pm peak hour.vistropdb
Scenario 1: Opening Year Cumulative PM Peak No-Project
Report File: C:\...\Opening Year PM Peak No-Project.pdf
3/5/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Valley Boulevard - Arden Drive	Signalized	ICU1	SBL	0.613	-	B
2	Valley Boulevard - Valley Circle	Signalized	ICU1	SBL	0.609	-	B
3	Arden Drive - Rose Avenue	Signalized	ICU1	NBT	0.372	-	A
4	Valley Boulevard - Santa Anita	Signalized	ICU1	NBL	0.800	-	C
5	Valley Boulevard - Tyler Avenue	Signalized	ICU1	NBL	0.632	-	B
6	Valley Boulevard - Ramona Avenue	Signalized	ICU1	SBL	0.748	-	C
7	Valley Boulevard - Peck Road	Signalized	ICU1	WBL	0.908	-	E
8	Ramona Avenue - Peck Road	Signalized	ICU1	SBL	0.857	-	D
9	Valley Boulevard - Gibson Road	Signalized	ICU1	NBR	0.666	-	B
10	Valley Boulevard - S.Baldwin Avenue	Signalized	ICU1	SBL	0.873	-	D
11	Valley Boulevard - Temple City	Signalized	ICU1	EBL	0.832	-	D
12	Valley Boulevard - Rio Hondo Avenue	Signalized	ICU1	NBR	0.818	-	D
13	Valley Boulevard - Mission Drive	Signalized	ICU1	SBL	0.488	-	A
14	Valley Boulevard - Rosemead Avenue	Signalized	ICU1	EBL	0.933	-	E
15	Lower Azusa Road - Arden Drive	Signalized	ICU1	NBL	0.674	-	B
16	Lower Azusa Drive - Arden Way	Two-way stop	HCM2010	NBL	0.148	82.1	F
17	Lower Azusa Boulevard - Santa Anita Avenue	Signalized	ICU1	SBL	0.973	-	E
18	Lower Azusa Road - Peck Road	Signalized	ICU1	EBL	0.908	-	E

19	Lower Azusa Road - Baldwin Avenue	Signalized	ICU1	EBL	0.844	-	D
20	Lower Azusa Road - Temple City Boulevard	Signalized	ICU1	WBL	0.904	-	E
21	Lower Azusa Road - Rosemead Boulevard	Signalized	ICU1	WBL	0.862	-	D
22	Garvey Avenue - Rosemead Boulevard	Signalized	ICU1	SBL	0.933	-	E
23	Garvey Avenue - Santa Anita Avenue	Signalized	ICU1	EBL	0.960	-	E
24	Garvey Avenue - Peck Road	Signalized	ICU1	EBL	0.815	-	D
25	Valley Boulevard - Garvey Avenue	Signalized	ICU1	NBL	0.881	-	D
26	Santa Anita Avenue - Ramona Boulevard	Signalized	ICU1	WBL	0.611	-	B
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	ICU1	WBL	0.761	-	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	ICU1	EBL	0.775	-	C
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		10.5	B
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.033	17.3	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	2.105	597.6	F
34	Arden Drive - Arden Way	Two-way stop	HCM2010	SWBL	0.298	26.1	D
35	Temple City Bouelvard - Loftus Drive	Signalized	ICU1	WBL	0.835	-	D
36	Temple City Boulevard - Marshall Drive	Signalized	ICU1	NBL	0.505	-	A
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signalized	ICU1	SBL	0.491	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Valley Boulevard - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name	Arden			Arden			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	150.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name	Arden			Arden			Valley			Valley		
Base Volume Input [veh/h]	5	2	12	344	7	114	119	1201	26	13	796	324
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	2	12	344	7	114	119	1201	26	13	796	324
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	3	86	2	29	30	300	7	3	199	81
Total Analysis Volume [veh/h]	5	2	12	344	7	114	119	1201	26	13	796	324
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.613

Intersection Level Of Service Report
#2: Valley Boulevard - Valley Circle

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.609

Intersection Setup

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	yes			yes			yes		

Volumes

Name									
Base Volume Input [veh/h]	8	0	4	2	1614	0	0	1231	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	0	4	2	1614	0	0	1231	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	1	1	404	0	0	308	3
Total Analysis Volume [veh/h]	8	0	4	2	1614	0	0	1231	11
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	4	5	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.609

Intersection Level Of Service Report
#3: Arden Drive - Rose Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.372

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	2	451	2	2	383	42	131	0	55	10	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	451	2	2	383	42	131	0	55	10	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	113	1	1	96	11	33	0	14	3	0	3
Total Analysis Volume [veh/h]	2	451	2	2	383	42	131	0	55	10	0	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	1	8	0	1	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.372

Intersection Level Of Service Report
#4: Valley Boulevard - Santa Anita

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	125.00	100.00	100.00	225.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Valley			Valley		
Base Volume Input [veh/h]	491	1078	87	60	684	139	224	731	90	122	488	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	491	1078	87	60	684	139	224	731	90	122	488	56
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	123	270	22	15	171	35	56	183	23	31	122	14
Total Analysis Volume [veh/h]	491	1078	87	60	684	139	224	731	90	122	488	56
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.800

Intersection Level Of Service Report
#5: Valley Boulevard - Tyler Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.632

Intersection Setup

Name	Valley			Valley			Tyler			Tyler		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Tyler			Tyler		
Base Volume Input [veh/h]	131	214	76	98	296	80	57	545	126	123	879	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	214	76	98	296	80	57	545	126	123	879	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	54	19	25	74	20	14	136	32	31	220	18
Total Analysis Volume [veh/h]	131	214	76	98	296	80	57	545	126	123	879	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.632

Intersection Level Of Service Report
#6: Valley Boulevard - Ramona Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.748

Intersection Setup

Name	Valley				Valley				Ramona			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left2	Left	Thru	Right	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0	0	1	1	0	0	1
Pocket Length [ft]	175.00	100.00	100.00	175.00	120.00	100.00	100.00	120.00	175.00	100.00	100.00	1000.00
Speed [mph]	35.00				35.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	yes				yes				yes			

Volumes

Name	Valley				Valley				Ramona			
Base Volume Input [veh/h]	200	25	456	58	427	653	7	0	6	21	477	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	200	25	456	58	427	653	7	0	6	21	477	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	6	114	15	107	163	2	0	2	5	119	19
Total Analysis Volume [veh/h]	200	25	456	58	427	653	7	0	6	21	477	76
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	8	0	7	4	0	0	0	5	2	0
Lead / Lag	Lag	-	-	-	Lag	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.748

Intersection Setup

Name	Ramona				Mall			
Approach	Westbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	1
Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				25.00			
Grade [%]	0.00				0.00			
Crosswalk	yes				yes			

Volumes

Name	Ramona				Mall			
Base Volume Input [veh/h]	34	241	208	380	17	109	108	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	241	208	380	17	109	108	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	60	52	95	4	27	27	2
Total Analysis Volume [veh/h]	34	241	208	380	17	109	108	7
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Permissive	Split
Signal Group	1	6	0	0	0	5	9	0
Lead / Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.748

Intersection Level Of Service Report
#7: Valley Boulevard - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.908

Intersection Setup

Name	Peck			Peck			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	600.00	250.00	100.00	300.00	250.00	100.00	125.00	120.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Valley			Valley		
Base Volume Input [veh/h]	37	577	264	196	826	148	120	1265	339	201	862	166
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	577	264	196	826	148	120	1265	339	201	862	166
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	144	66	49	207	37	30	316	85	50	216	42
Total Analysis Volume [veh/h]	37	577	264	196	826	148	120	1265	339	201	862	166
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.908

Intersection Level Of Service Report
#8: Ramona Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.857

Intersection Setup

Name	Peck			Peck			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	150.00	100.00	275.00	175.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	125.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Ramona			Ramona		
Base Volume Input [veh/h]	49	1032	410	196	711	122	172	636	29	181	341	162
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	49	1032	410	196	711	122	172	636	29	181	341	162
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	258	103	49	178	31	43	159	7	45	85	41
Total Analysis Volume [veh/h]	49	1032	410	196	711	122	172	636	29	181	341	162
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.857

Intersection Level Of Service Report
#9: Valley Boulevard - Gibson Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name	Gibson			Gibson			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	60.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Gibson			Gibson			Valley			Valley		
Base Volume Input [veh/h]	26	24	58	24	13	32	17	1336	29	46	822	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	24	58	24	13	32	17	1336	29	46	822	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	6	15	6	3	8	4	334	7	12	206	9
Total Analysis Volume [veh/h]	26	24	58	24	13	32	17	1336	29	46	822	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.666

Intersection Level Of Service Report
#10: Valley Boulevard - S.Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.873

Intersection Setup

Name	Baldwin			Baldwin			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Valley			Valley		
Base Volume Input [veh/h]	96	878	191	176	613	128	119	994	109	139	593	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	878	191	176	613	128	119	994	109	139	593	146
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	220	48	44	153	32	30	249	27	35	148	37
Total Analysis Volume [veh/h]	96	878	191	176	613	128	119	994	109	139	593	146
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.873

Intersection Level Of Service Report
#11: Valley Boulevard - Temple City

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.832

Intersection Setup

Name	Temple City			Temple City			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	125.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Valley			Valley		
Base Volume Input [veh/h]	125	687	76	182	551	127	221	1019	79	98	573	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	687	76	182	551	127	221	1019	79	98	573	115
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	172	19	46	138	32	55	255	20	25	143	29
Total Analysis Volume [veh/h]	125	687	76	182	551	127	221	1019	79	98	573	115
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.832

Intersection Level Of Service Report
#12: Valley Boulevard - Rio Hondo Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.818

Intersection Setup

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	70.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Base Volume Input [veh/h]	159	44	232	30	9	20	28	1025	116	85	724	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	44	232	30	9	20	28	1025	116	85	724	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	11	58	8	2	5	7	256	29	21	181	9
Total Analysis Volume [veh/h]	159	44	232	30	9	20	28	1025	116	85	724	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.818

Intersection Level Of Service Report
#13: Valley Boulevard - Mission Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.488

Intersection Setup

Name	Mission		Valley		Valley	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	1	1	0	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		no	

Volumes

Name	Mission		Valley		Valley	
Base Volume Input [veh/h]	497	17	25	729	558	347
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	497	17	25	729	558	347
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	124	4	6	182	140	87
Total Analysis Volume [veh/h]	497	17	25	729	558	347
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	4	5	2	6	0
Lead / Lag	Lag	-	Lag	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.488

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.933

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	171	1439	174	105	1240	230	277	618	137	170	463	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	171	1439	174	105	1240	230	277	618	137	170	463	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	360	44	26	310	58	69	155	34	43	116	17
Total Analysis Volume [veh/h]	171	1439	174	105	1240	230	277	618	137	170	463	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	4	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.933

Intersection Level Of Service Report
#15: Lower Azusa Road - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	75.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Base Volume Input [veh/h]	115	132	66	41	83	41	58	1049	147	82	699	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	132	66	41	83	41	58	1049	147	82	699	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	33	17	10	21	10	15	262	37	21	175	12
Total Analysis Volume [veh/h]	115	132	66	41	83	41	58	1049	147	82	699	49
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.674

Intersection Level Of Service Report
#16: Lower Azusa Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	82.1
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.148

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name						
Base Volume Input [veh/h]	10	265	1195	25	78	779
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	265	1195	25	78	779
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	66	299	6	20	195
Total Analysis Volume [veh/h]	10	265	1195	25	78	779
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.60	0.01	0.00	0.13	0.01
d_M, Delay for Movement [s/veh]	82.14	37.01	0.00	0.00	12.19	0.00
Movement LOS	F	E	A	A	B	A
95th-Percentile Queue Length [veh]	5.88	5.88	0.00	0.00	0.46	0.00
95th-Percentile Queue Length [ft]	147.10	147.10	0.00	0.00	11.60	0.00
d_A, Approach Delay [s/veh]	38.65		0.00		1.11	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	4.92					
Intersection LOS	F					

Intersection Level Of Service Report
#17: Lower Azusa Boulevard - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.973

Intersection Setup

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	2225.00	100.00	100.00	115.00	100.00	100.00	250.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	166	958	210	346	997	114	78	717	87	169	621	291
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	166	958	210	346	997	114	78	717	87	169	621	291
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	240	53	87	249	29	20	179	22	42	155	73
Total Analysis Volume [veh/h]	166	958	210	346	997	114	78	717	87	169	621	291
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.973

Intersection Level Of Service Report
#18: Lower Azusa Road - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.908

Intersection Setup

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	230.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	183	583	100	222	752	154	265	830	248	190	634	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	583	100	222	752	154	265	830	248	190	634	164
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	146	25	56	188	39	66	208	62	48	159	41
Total Analysis Volume [veh/h]	183	583	100	222	752	154	265	830	248	190	634	164
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.908

Intersection Level Of Service Report
#19: Lower Azusa Road - Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.844

Intersection Setup

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	225.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	83	898	310	177	513	135	221	799	58	136	647	153
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	898	310	177	513	135	221	799	58	136	647	153
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	225	78	44	128	34	55	200	15	34	162	38
Total Analysis Volume [veh/h]	83	898	310	177	513	135	221	799	58	136	647	153
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.844

Intersection Level Of Service Report
#20: Lower Azusa Road - Temple City Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.904

Intersection Setup

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	75.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	111	788	87	205	513	49	206	767	38	285	509	147
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	111	788	87	205	513	49	206	767	38	285	509	147
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	197	22	51	128	12	52	192	10	71	127	37
Total Analysis Volume [veh/h]	111	788	87	205	513	49	206	767	38	285	509	147
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.904

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.862

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	11	877	677	243	893	1	3	7	4	428	0	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	877	677	243	893	1	3	7	4	428	0	141
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	219	169	61	223	0	1	2	1	107	0	35
Total Analysis Volume [veh/h]	11	877	677	243	893	1	3	7	4	428	0	141
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.862

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.933

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	306	1329	126	553	1760	197	192	719	100	161	455	334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	306	1329	126	553	1760	197	192	719	100	161	455	334
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	332	32	138	440	49	48	180	25	40	114	84
Total Analysis Volume [veh/h]	306	1329	126	553	1760	197	192	719	100	161	455	334
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.933

Intersection Level Of Service Report
#23: Garvey Avenue - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.960

Intersection Setup

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	300.00	100.00	100.00	250.00	100.00	100.00	75.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Base Volume Input [veh/h]	59	909	78	119	1046	232	292	1038	80	90	701	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	909	78	119	1046	232	292	1038	80	90	701	71
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	227	20	30	262	58	73	260	20	23	175	18
Total Analysis Volume [veh/h]	59	909	78	119	1046	232	292	1038	80	90	701	71
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.960

Intersection Level Of Service Report
#24: Garvey Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.815

Intersection Setup

Name	Peck			Peck			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Garvey			Garvey		
Base Volume Input [veh/h]	136	591	76	66	764	180	269	826	125	60	481	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	136	591	76	66	764	180	269	826	125	60	481	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	148	19	17	191	45	67	207	31	15	120	8
Total Analysis Volume [veh/h]	136	591	76	66	764	180	269	826	125	60	481	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.815

Intersection Level Of Service Report
#25: Valley Boulevard - Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.881

Intersection Setup

Name	Valley			Valley			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Garvey			Garvey		
Base Volume Input [veh/h]	212	829	36	167	912	14	32	663	375	56	292	150
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	212	829	36	167	912	14	32	663	375	56	292	150
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	207	9	42	228	4	8	166	94	14	73	38
Total Analysis Volume [veh/h]	212	829	36	167	912	14	32	663	375	56	292	150
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.881

Intersection Level Of Service Report
#26: Santa Anita Avenue - Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.611

Intersection Setup

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	115.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Base Volume Input [veh/h]	41	1529	238	95	1061	33	50	54	52	153	26	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	1529	238	95	1061	33	50	54	52	153	26	65
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	382	60	24	265	8	13	14	13	38	7	16
Total Analysis Volume [veh/h]	41	1529	238	95	1061	33	50	54	52	153	26	65
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.611

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	419	1498	0	0	996	324	0	0	0	329	152	306
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	419	1498	0	0	996	324	0	0	0	329	152	306
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	375	0	0	249	81	0	0	0	82	38	77
Total Analysis Volume [veh/h]	419	1498	0	0	996	324	0	0	0	329	152	306
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.761

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.775

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	1278	180	292	1081	272	724	148	449	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1278	180	292	1081	272	724	148	449	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	320	45	73	270	68	181	37	112	0	0	0
Total Analysis Volume [veh/h]	0	1278	180	292	1081	272	724	148	449	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.775

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	476	214	37	0	0	253
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	476	214	37	0	0	253
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	119	54	9	0	0	63
Total Analysis Volume [veh/h]	476	214	37	0	0	253
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.33		0.56	0.56
95th-Percentile Queue Length [ft]	83.28		13.99	13.99
Approach Delay [s/veh]	11.84	0.00	8.04	
Approach LOS	B	A	A	
Intersection Delay [s/veh]	10.53			
Intersection LOS	B			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	17.3
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	954	0	0	986	50	0	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	954	0	0	986	50	0	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	239	0	0	247	13	0	0	3
Total Analysis Volume [veh/h]	0	954	0	0	986	50	0	0	10
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.27
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.55
d_A, Approach Delay [s/veh]	0.00			0.00			17.27		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.09								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	597.6
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.105

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	27	982	565	164	214	404
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	982	565	164	214	404
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	246	141	41	54	101
Total Analysis Volume [veh/h]	27	982	565	164	214	404
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	2.10	0.85
d_M, Delay for Movement [s/veh]	9.20	0.00	0.00	0.00	597.64	42.57
Movement LOS	A	A	A	A	F	E
95th-Percentile Queue Length [veh]	0.09	0.00	0.00	0.00	18.40	8.66
95th-Percentile Queue Length [ft]	2.36	0.00	0.00	0.00	460.02	216.60
d_A, Approach Delay [s/veh]	0.25		0.00		234.78	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	61.69					
Intersection LOS	F					

Intersection Level Of Service Report
#34: Arden Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	26.1
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.298

Intersection Setup

Name						
Approach	Northbound		Southbound		Southwestbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name						
Base Volume Input [veh/h]	635	107	1	439	73	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	635	107	1	439	73	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	159	27	0	110	18	2
Total Analysis Volume [veh/h]	635	107	1	439	73	9
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.30	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	8.76	0.00	26.06	18.80
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh]	0.00	0.00	2.46	2.46	1.32	1.32
95th-Percentile Queue Length [ft]	0.00	0.00	61.38	61.38	32.88	32.88
d_A, Approach Delay [s/veh]	0.00		0.02		25.26	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	1.65					
Intersection LOS	D					

Intersection Level Of Service Report
#35: Temple City Bouelvard - Loftus Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.835

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	802	154	225	717	298	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	802	154	225	717	298	159
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	201	39	56	179	75	40
Total Analysis Volume [veh/h]	802	154	225	717	298	159
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Permissive	Overlap
Signal Group	8	0	7	4	6	0
Lead / Lag	-	-	Lag	-	Lag	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.835

Intersection Level Of Service Report
#36: Temple City Boulevard - Marshall Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.505

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	70	943	18	32	906	27	32	35	58	19	12	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	943	18	32	906	27	32	35	58	19	12	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	236	5	8	227	7	8	9	15	5	3	1
Total Analysis Volume [veh/h]	70	943	18	32	906	27	32	35	58	19	12	5
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	2	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.505

Intersection Level Of Service Report
#37: Valley Boulevard - Easy Street/Merwin C. Gill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.491

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	1	31	0	15	16	1174	6	4	841	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	31	0	15	16	1174	6	4	841	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	8	0	4	4	294	2	1	210	4
Total Analysis Volume [veh/h]	0	0	1	31	0	15	16	1174	6	4	841	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	4	4	0	5	2	0	0	6	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.491

Signal Warrants Report For Intersection #16: Lower Azusa Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	857	1220	275
2	823	1171	264
3	806	1147	259
4	686	976	220
5	651	927	209
6	583	830	187
7	540	769	173
8	514	732	165
9	411	586	132
10	386	549	124
11	386	549	124
12	369	525	118
13	334	476	107
14	309	439	99
15	309	439	99
16	300	427	96
17	171	244	55
18	94	134	30
19	86	122	28
20	34	49	11
21	26	37	8
22	26	37	8
23	17	24	6
24	17	24	6

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	2077	1	275	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	6	1994	1	264	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	6	1953	1	259	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	6	1662	1	220	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	6	1578	1	209	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	6	1413	1	187	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	6	1309	1	173	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	6	1246	1	165	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	6	997	1	132	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	6	935	1	124	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
11	6	935	1	124	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
12	6	894	1	118	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
13	6	810	1	107	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
14	6	748	1	99	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
15	6	748	1	99	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
16	6	727	1	96	No	No	No	Yes	No	Yes	Yes	Yes	No	No
17	6	415	1	55	No	No	No	No	No	No	No	No	No	No
18	6	228	1	30	No	No	No	No	No	No	No	No	No	No
19	6	208	1	28	No	No	No	No	No	No	No	No	No	No
20	6	83	1	11	No	No	No	No	No	No	No	No	No	No
21	6	63	1	8	No	No	No	No	No	No	No	No	No	No
22	6	63	1	8	No	No	No	No	No	No	No	No	No	No
23	6	41	1	6	No	No	No	No	No	No	No	No	No	No
24	6	41	1	6	No	No	No	No	No	No	No	No	No	No
Hours Met					8	11	13	16	11	16	16	16	15	9

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	38.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2:57
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	275
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2352
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	253	476
2	243	457
3	238	447
4	202	381
5	192	362
6	172	324
7	159	300
8	152	286
9	121	228
10	114	214
11	114	214
12	109	205
13	99	186
14	91	171
15	91	171
16	89	167
17	51	95
18	28	52
19	25	48
20	10	19
21	8	14
22	8	14
23	5	10
24	5	10

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	253	1	476	No	No	No	No	No	No	No	No	Yes	No
2	2	243	1	457	No	No	No	No	No	No	No	No	No	No
3	2	238	1	447	No	No	No	No	No	No	No	No	No	No
4	2	202	1	381	No	No	No	No	No	No	No	No	No	No
5	2	192	1	362	No	No	No	No	No	No	No	No	No	No
6	2	172	1	324	No	No	No	No	No	No	No	No	No	No
7	2	159	1	300	No	No	No	No	No	No	No	No	No	No
8	2	152	1	286	No	No	No	No	No	No	No	No	No	No
9	2	121	1	228	No	No	No	No	No	No	No	No	No	No
10	2	114	1	214	No	No	No	No	No	No	No	No	No	No
11	2	114	1	214	No	No	No	No	No	No	No	No	No	No
12	2	109	1	205	No	No	No	No	No	No	No	No	No	No
13	2	99	1	186	No	No	No	No	No	No	No	No	No	No
14	2	91	1	171	No	No	No	No	No	No	No	No	No	No
15	2	91	1	171	No	No	No	No	No	No	No	No	No	No
16	2	89	1	167	No	No	No	No	No	No	No	No	No	No
17	2	51	1	95	No	No	No	No	No	No	No	No	No	No
18	2	28	1	52	No	No	No	No	No	No	No	No	No	No
19	2	25	1	48	No	No	No	No	No	No	No	No	No	No
20	2	10	1	19	No	No	No	No	No	No	No	No	No	No
21	2	8	1	14	No	No	No	No	No	No	No	No	No	No
22	2	8	1	14	No	No	No	No	No	No	No	No	No	No
23	2	5	1	10	No	No	No	No	No	No	No	No	No	No
24	2	5	1	10	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	1	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:33
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	476
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	729
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #30: Temple City Boulevard - Olney Street

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	954	1036	10
2	916	995	10
3	897	974	9
4	763	829	8
5	725	787	8
6	649	704	7
7	601	653	6
8	572	622	6
9	458	497	5
10	429	466	5
11	429	466	5
12	410	445	4
13	372	404	4
14	343	373	4
15	343	373	4
16	334	363	4
17	191	207	2
18	105	114	1
19	95	104	1
20	38	41	0
21	29	31	0
22	29	31	0
23	19	21	0
24	19	21	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1990	1	10	No	No	No	No	No	No	No	No	No	No
2	3	1911	1	10	No	No	No	No	No	No	No	No	No	No
3	3	1871	1	9	No	No	No	No	No	No	No	No	No	No
4	3	1592	1	8	No	No	No	No	No	No	No	No	No	No
5	3	1512	1	8	No	No	No	No	No	No	No	No	No	No
6	3	1353	1	7	No	No	No	No	No	No	No	No	No	No
7	3	1254	1	6	No	No	No	No	No	No	No	No	No	No
8	3	1194	1	6	No	No	No	No	No	No	No	No	No	No
9	3	955	1	5	No	No	No	No	No	No	No	No	No	No
10	3	895	1	5	No	No	No	No	No	No	No	No	No	No
11	3	895	1	5	No	No	No	No	No	No	No	No	No	No
12	3	855	1	4	No	No	No	No	No	No	No	No	No	No
13	3	776	1	4	No	No	No	No	No	No	No	No	No	No
14	3	716	1	4	No	No	No	No	No	No	No	No	No	No
15	3	716	1	4	No	No	No	No	No	No	No	No	No	No
16	3	697	1	4	No	No	No	No	No	No	No	No	No	No
17	3	398	1	2	No	No	No	No	No	No	No	No	No	No
18	3	219	1	1	No	No	No	No	No	No	No	No	No	No
19	3	199	1	1	No	No	No	No	No	No	No	No	No	No
20	3	79	1	0	No	No	No	No	No	No	No	No	No	No
21	3	60	1	0	No	No	No	No	No	No	No	No	No	No
22	3	60	1	0	No	No	No	No	No	No	No	No	No	No
23	3	40	1	0	No	No	No	No	No	No	No	No	No	No
24	3	40	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	17.3
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:02
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	10
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2000
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #31: S. Baldwin Avenue - Flair Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	1009	729	618
2	969	700	593
3	948	685	581
4	807	583	494
5	767	554	470
6	686	496	420
7	636	459	389
8	605	437	371
9	484	350	297
10	454	328	278
11	454	328	278
12	434	313	266
13	394	284	241
14	363	262	222
15	363	262	222
16	353	255	216
17	202	146	124
18	111	80	68
19	101	73	62
20	40	29	25
21	30	22	19
22	30	22	19
23	20	15	12
24	20	15	12

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1738	2	618	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1669	2	593	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1633	2	581	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1390	2	494	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	1321	2	470	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	3	1182	2	420	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	3	1095	2	389	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	3	1042	2	371	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	3	834	2	297	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
10	3	782	2	278	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
11	3	782	2	278	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
12	3	747	2	266	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
13	3	678	2	241	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
14	3	625	2	222	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No
15	3	625	2	222	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No
16	3	608	2	216	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No
17	3	348	2	124	No	No	No	Yes	No	No	No	No	No	No
18	3	191	2	68	No	No	No	No	No	No	No	No	No	No
19	3	174	2	62	No	No	No	No	No	No	No	No	No	No
20	3	69	2	25	No	No	No	No	No	No	No	No	No	No
21	3	52	2	19	No	No	No	No	No	No	No	No	No	No
22	3	52	2	19	No	No	No	No	No	No	No	No	No	No
23	3	35	2	12	No	No	No	No	No	No	No	No	No	No
24	3	35	2	12	No	No	No	No	No	No	No	No	No	No
Hours Met					16	16	16	17	8	12	13	16	13	8

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	234.8
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	40:18
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	618
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2356
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection #34: Arden Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	NE
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	NE
1	742	440	82
2	712	422	79
3	697	414	77
4	594	352	66
5	564	334	62
6	505	299	56
7	467	277	52
8	445	264	49
9	356	211	39
10	334	198	37
11	334	198	37
12	319	189	35
13	289	172	32
14	267	158	30
15	267	158	30
16	260	154	29
17	148	88	16
18	82	48	9
19	74	44	8
20	30	18	3
21	22	13	2
22	22	13	2
23	15	9	2
24	15	9	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	1182	1	82	No	No	No	No	Yes	Yes	Yes	Yes	Yes	No
2	4	1134	1	79	No	No	No	No	Yes	Yes	Yes	Yes	No	No
3	4	1111	1	77	No	No	No	No	Yes	Yes	Yes	Yes	No	No
4	4	946	1	66	No	No	No	No	No	Yes	Yes	Yes	No	No
5	4	898	1	62	No	No	No	No	No	Yes	Yes	Yes	No	No
6	4	804	1	56	No	No	No	No	No	No	Yes	Yes	No	No
7	4	744	1	52	No	No	No	No	No	No	Yes	Yes	No	No
8	4	709	1	49	No	No	No	No	No	No	No	Yes	No	No
9	4	567	1	39	No	No	No	No	No	No	No	No	No	No
10	4	532	1	37	No	No	No	No	No	No	No	No	No	No
11	4	532	1	37	No	No	No	No	No	No	No	No	No	No
12	4	508	1	35	No	No	No	No	No	No	No	No	No	No
13	4	461	1	32	No	No	No	No	No	No	No	No	No	No
14	4	425	1	30	No	No	No	No	No	No	No	No	No	No
15	4	425	1	30	No	No	No	No	No	No	No	No	No	No
16	4	414	1	29	No	No	No	No	No	No	No	No	No	No
17	4	236	1	16	No	No	No	No	No	No	No	No	No	No
18	4	130	1	9	No	No	No	No	No	No	No	No	No	No
19	4	118	1	8	No	No	No	No	No	No	No	No	No	No
20	4	48	1	3	No	No	No	No	No	No	No	No	No	No
21	4	35	1	2	No	No	No	No	No	No	No	No	No	No
22	4	35	1	2	No	No	No	No	No	No	No	No	No	No
23	4	24	1	2	No	No	No	No	No	No	No	No	No	No
24	4	24	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	3	5	7	8	1	0

Warrant 3 Condition A

Orientation	NE
Total Stopped Delay Per Vehicle on Minor Approach (s)	25.3
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:34
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	82
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1264
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

APPENDIX C-9

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

Opening Year (2016) No-Project Saturday Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\use future cumulative saturday.vistropdb
Report File: C:\...\revised Opening Year Saturday No-Project.pdf

Scenario 1: Opening Year No Project
3/5/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Valley Boulevard - Arden Drive	Signalized	ICU1	SBL	0.507	-	A
2	Valley Boulevard - Valley Circle	Signalized	ICU1	EBL	0.384	-	A
3	Arden Drive - Rose Avenue	Signalized	ICU1	NBT	0.236	-	A
4	Valley Boulevard - Santa Anita	Signalized	ICU1	NBL	0.681	-	B
5	Valley Boulevard - Tyler Avenue	Signalized	ICU1	NBL	0.526	-	A
6	Valley Boulevard - Ramona Avenue	Signalized	ICU1	WBL	0.760	-	C
7	Valley Boulevard - Peck Road	Signalized	ICU1	SBL	0.858	-	D
8	Ramona Avenue - Peck Road	Signalized	ICU1	EBL	0.780	-	C
9	Valley Boulevard - Gibson Road	Signalized	ICU1	SBR	0.478	-	A
10	Valley Boulevard - S.Baldwin Avenue	Signalized	ICU1	WBL	0.669	-	B
11	Valley Boulevard - Temple City	Signalized	ICU1	EBL	0.674	-	B
12	Valley Boulevard - Rio Hondo Avenue	Signalized	ICU1	NBR	0.631	-	B
13	Valley Boulevard - Mission Drive	Signalized	ICU1	SBL	0.401	-	A
14	Valley Boulevard - Rosemead Avenue	Signalized	ICU1	NBL	0.945	-	E
15	Lower Azusa Road - Arden Drive	Signalized	ICU1	NBL	0.517	-	A
16	Lower Azusa Drive - Arden Way	Two-way stop	HCM2010	NBL	0.176	43.3	E
17	Lower Azusa Boulevard - Santa Anita Avenue	Signalized	ICU1	SBL	0.848	-	D
	Lower Azusa Road - Peck						

18	Lower Azusa Road - Peck Road	Signalized	ICU1	NBL	0.789	-	C
19	Lower Azusa Road - Baldwin Avenue	Signalized	ICU1	EBL	0.736	-	C
20	Lower Azusa Road - Temple City Boulevard	Signalized	ICU1	WBL	0.768	-	C
21	Lower Azusa Road - Rosemead Boulevard	Signalized	ICU1	WBL	0.683	-	B
22	Garvey Avenue - Rosemead Boulevard	Signalized	ICU1	SBL	0.991	-	E
23	Garvey Avenue - Santa Anita Avenue	Signalized	ICU1	EBL	0.767	-	C
24	Garvey Avenue - Peck Road	Signalized	ICU1	EBL	0.728	-	C
25	Valley Boulevard - Garvey Avenue	Signalized	ICU1	NBL	0.688	-	B
26	Santa Anita Avenue - Ramona Boulevard	Signalized	ICU1	WBL	0.444	-	A
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	ICU1	WBL	0.694	-	B
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	ICU1	EBL	0.605	-	B
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		10.7	B
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.075	16.2	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	0.926	150.6	F
34	Arden Drive - Arden Way	Two-way stop	HCM2010	SWBL	0.136	14.1	B
35	Temple City Boulevard - Loftus Drive	Signalized	ICU1	SBL	0.617	-	B
36	Temple City Boulevard - Marshall Drive	Signalized	ICU1	NBL	0.434	-	A
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signalized	ICU1	SBL	0.442	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Valley Boulevard - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.507

Intersection Setup

Name	Arden			Arden			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	150.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Arden			Arden			Valley			Valley		
Base Volume Input [veh/h]	30	4	6	238	6	100	121	728	23	15	735	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	4	6	238	6	100	121	728	23	15	735	158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	1	2	60	2	25	30	182	6	4	184	40
Total Analysis Volume [veh/h]	30	4	6	238	6	100	121	728	23	15	735	158
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.507

Intersection Level Of Service Report
#2: Valley Boulevard - Valley Circle

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.384

Intersection Setup

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	yes			yes			yes		

Volumes

Name									
Base Volume Input [veh/h]	0	0	1	1	833	0	0	904	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	1	833	0	0	904	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	208	0	0	226	1
Total Analysis Volume [veh/h]	0	0	1	1	833	0	0	904	2
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	4	5	2	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.384

Intersection Level Of Service Report
#3: Arden Drive - Rose Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.236

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	4	285	0	0	278	22	30	0	33	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	285	0	0	278	22	30	0	33	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	71	0	0	70	6	8	0	8	0	0	0
Total Analysis Volume [veh/h]	4	285	0	0	278	22	30	0	33	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	1	8	0	1	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.236

Intersection Level Of Service Report
#4: Valley Boulevard - Santa Anita

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	125.00	100.00	100.00	225.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Valley			Valley		
Base Volume Input [veh/h]	342	610	64	42	641	145	157	470	59	95	516	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	342	610	64	42	641	145	157	470	59	95	516	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	153	16	11	160	36	39	118	15	24	129	11
Total Analysis Volume [veh/h]	342	610	64	42	641	145	157	470	59	95	516	45
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.681

Intersection Level Of Service Report
#5: Valley Boulevard - Tyler Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.526

Intersection Setup

Name	Valley			Valley			Tyler			Tyler		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Tyler			Tyler		
Base Volume Input [veh/h]	120	172	85	95	209	66	57	546	130	86	589	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	172	85	95	209	66	57	546	130	86	589	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	43	21	24	52	17	14	137	33	22	147	12
Total Analysis Volume [veh/h]	120	172	85	95	209	66	57	546	130	86	589	49
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.526

Intersection Level Of Service Report
#6: Valley Boulevard - Ramona Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.760

Intersection Setup

Name	Valley				Valley				Ramona			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left2	Left	Thru	Right	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0	0	1	1	0	0	1
Pocket Length [ft]	175.00	100.00	100.00	175.00	120.00	100.00	100.00	120.00	175.00	100.00	100.00	1000.00
Speed [mph]	35.00				35.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	yes				yes				yes			

Volumes

Name	Valley				Valley				Ramona			
Base Volume Input [veh/h]	228	249	249	0	14	288	8	0	308	257	492	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	228	249	249	0	14	288	8	0	308	257	492	121
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	62	62	0	4	72	2	0	77	64	123	30
Total Analysis Volume [veh/h]	228	249	249	0	14	288	8	0	308	257	492	121
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	8	0	7	4	0	0	0	5	2	0
Lead / Lag	Lag	-	-	-	Lag	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.760

Intersection Setup

Name	Ramona				Mall			
Approach	Westbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right2	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	1
Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				25.00			
Grade [%]	0.00				0.00			
Crosswalk	yes				yes			

Volumes

Name	Ramona				Mall			
Base Volume Input [veh/h]	308	425	103	17	17	112	113	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	308	425	103	17	17	112	113	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	106	26	4	4	28	28	4
Total Analysis Volume [veh/h]	308	425	103	17	17	112	113	17
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Permissive	Split
Signal Group	1	6	0	0	0	9	9	0
Lead / Lag	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.760

Intersection Level Of Service Report
#7: Valley Boulevard - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.858

Intersection Setup

Name	Peck			Peck			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	600.00	250.00	100.00	300.00	250.00	100.00	125.00	120.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Valley			Valley		
Base Volume Input [veh/h]	212	896	280	269	862	158	159	581	108	62	541	279
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	212	896	280	269	862	158	159	581	108	62	541	279
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	224	70	67	216	40	40	145	27	16	135	70
Total Analysis Volume [veh/h]	212	896	280	269	862	158	159	581	108	62	541	279
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.858

Intersection Level Of Service Report
#8: Ramona Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.780

Intersection Setup

Name	Peck			Peck			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	150.00	100.00	275.00	175.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	125.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Ramona			Ramona		
Base Volume Input [veh/h]	167	870	118	72	952	385	282	390	214	158	388	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	870	118	72	952	385	282	390	214	158	388	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	218	30	18	238	96	71	98	54	40	97	18
Total Analysis Volume [veh/h]	167	870	118	72	952	385	282	390	214	158	388	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.780

Intersection Level Of Service Report
#9: Valley Boulevard - Gibson Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.478

Intersection Setup

Name	Gibson			Gibson			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	60.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Gibson			Gibson			Valley			Valley		
Base Volume Input [veh/h]	18	8	42	29	22	38	14	797	28	35	787	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	8	42	29	22	38	14	797	28	35	787	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	11	7	6	10	4	199	7	9	197	7
Total Analysis Volume [veh/h]	18	8	42	29	22	38	14	797	28	35	787	27
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.478

Intersection Level Of Service Report
#10: Valley Boulevard - S.Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.669

Intersection Setup

Name	Baldwin			Baldwin			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Valley			Valley		
Base Volume Input [veh/h]	60	700	153	129	607	147	152	584	115	163	592	124
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	700	153	129	607	147	152	584	115	163	592	124
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	175	38	32	152	37	38	146	29	41	148	31
Total Analysis Volume [veh/h]	60	700	153	129	607	147	152	584	115	163	592	124
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.669

Intersection Level Of Service Report
#11: Valley Boulevard - Temple City

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name	Temple City			Temple City			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	125.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Valley			Valley		
Base Volume Input [veh/h]	101	363	72	123	497	124	226	749	59	100	562	94
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	101	363	72	123	497	124	226	749	59	100	562	94
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	91	18	31	124	31	57	187	15	25	141	24
Total Analysis Volume [veh/h]	101	363	72	123	497	124	226	749	59	100	562	94
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.674

Intersection Level Of Service Report
#12: Valley Boulevard - Rio Hondo Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.631

Intersection Setup

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	70.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Base Volume Input [veh/h]	95	19	155	22	7	20	21	832	88	71	748	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	19	155	22	7	20	21	832	88	71	748	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	5	39	6	2	5	5	208	22	18	187	3
Total Analysis Volume [veh/h]	95	19	155	22	7	20	21	832	88	71	748	11
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.631

Intersection Level Of Service Report
#13: Valley Boulevard - Mission Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.401

Intersection Setup

Name	Mission		Valley		Valley	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	1	1	0	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		no	

Volumes

Name	Mission		Valley		Valley	
Base Volume Input [veh/h]	288	22	17	676	623	233
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	288	22	17	676	623	233
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	6	4	169	156	58
Total Analysis Volume [veh/h]	288	22	17	676	623	233
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	4	5	2	6	0
Lead / Lag	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.401

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.945

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	251	1314	152	84	1191	271	251	573	147	174	509	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	251	1314	152	84	1191	271	251	573	147	174	509	84
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	329	38	21	298	68	63	143	37	44	127	21
Total Analysis Volume [veh/h]	251	1314	152	84	1191	271	251	573	147	174	509	84
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.945

Intersection Level Of Service Report
#15: Lower Azusa Road - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.517

Intersection Setup

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	75.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Base Volume Input [veh/h]	78	46	31	35	43	27	24	850	70	59	799	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	46	31	35	43	27	24	850	70	59	799	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	12	8	9	11	7	6	213	18	15	200	9
Total Analysis Volume [veh/h]	78	46	31	35	43	27	24	850	70	59	799	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.517

Intersection Level Of Service Report
#16: Lower Azusa Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	43.3
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.176

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name						
Base Volume Input [veh/h]	22	199	866	37	59	781
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	199	866	37	59	781
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	50	217	9	15	195
Total Analysis Volume [veh/h]	22	199	866	37	59	781
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.35	0.01	0.00	0.08	0.01
d_M, Delay for Movement [s/veh]	43.28	20.82	0.00	0.00	10.13	0.00
Movement LOS	E	C	A	A	B	A
95th-Percentile Queue Length [veh]	3.03	3.03	0.00	0.00	0.25	0.00
95th-Percentile Queue Length [ft]	75.65	75.65	0.00	0.00	6.28	0.00
d_A, Approach Delay [s/veh]	23.05		0.00		0.71	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.90					
Intersection LOS	E					

Intersection Level Of Service Report
#17: Lower Azusa Boulevard - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.848

Intersection Setup

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	2225.00	100.00	100.00	115.00	100.00	100.00	250.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	228	686	147	266	686	138	123	631	152	154	603	266
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	228	686	147	266	686	138	123	631	152	154	603	266
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	172	37	67	172	35	31	158	38	39	151	67
Total Analysis Volume [veh/h]	228	686	147	266	686	138	123	631	152	154	603	266
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.848

Intersection Level Of Service Report
#18: Lower Azusa Road - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.789

Intersection Setup

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	230.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	260	695	149	107	566	151	201	553	201	183	545	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	260	695	149	107	566	151	201	553	201	183	545	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	174	37	27	142	38	50	138	50	46	136	18
Total Analysis Volume [veh/h]	260	695	149	107	566	151	201	553	201	183	545	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.789

Intersection Level Of Service Report
#19: Lower Azusa Road - Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.736

Intersection Setup

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	225.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	87	700	180	154	594	177	175	621	116	145	604	155
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	87	700	180	154	594	177	175	621	116	145	604	155
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	175	45	39	149	44	44	155	29	36	151	39
Total Analysis Volume [veh/h]	87	700	180	154	594	177	175	621	116	145	604	155
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.736

Intersection Level Of Service Report
#20: Lower Azusa Road - Temple City Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.768

Intersection Setup

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	75.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	52	558	58	205	634	78	134	474	36	329	545	145
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	558	58	205	634	78	134	474	36	329	545	145
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	140	15	51	159	20	34	119	9	82	136	36
Total Analysis Volume [veh/h]	52	558	58	205	634	78	134	474	36	329	545	145
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.768

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	22	951	500	121	952	2	0	2	3	502	0	112
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	951	500	121	952	2	0	2	3	502	0	112
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	238	125	30	238	1	0	1	1	126	0	28
Total Analysis Volume [veh/h]	22	951	500	121	952	2	0	2	3	502	0	112
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.683

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.991

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	338	1175	173	599	1022	227	259	568	140	214	485	418
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	338	1175	173	599	1022	227	259	568	140	214	485	418
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	294	43	150	256	57	65	142	35	54	121	105
Total Analysis Volume [veh/h]	338	1175	173	599	1022	227	259	568	140	214	485	418
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.991

Intersection Level Of Service Report
#23: Garvey Avenue - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.767

Intersection Setup

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	300.00	100.00	100.00	250.00	100.00	100.00	75.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Base Volume Input [veh/h]	78	402	70	114	433	252	274	818	105	91	630	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	402	70	114	433	252	274	818	105	91	630	116
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	101	18	29	108	63	69	205	26	23	158	29
Total Analysis Volume [veh/h]	78	402	70	114	433	252	274	818	105	91	630	116
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.767

Intersection Level Of Service Report
#24: Garvey Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.728

Intersection Setup

Name	Peck			Peck			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Garvey			Garvey		
Base Volume Input [veh/h]	145	505	87	71	535	206	217	634	104	65	494	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	145	505	87	71	535	206	217	634	104	65	494	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	126	22	18	134	52	54	159	26	16	124	12
Total Analysis Volume [veh/h]	145	505	87	71	535	206	217	634	104	65	494	49
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.728

Intersection Level Of Service Report
#25: Valley Boulevard - Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.688

Intersection Setup

Name	Valley			Valley			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Garvey			Garvey		
Base Volume Input [veh/h]	236	667	42	139	586	41	48	322	314	74	273	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	236	667	42	139	586	41	48	322	314	74	273	193
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	167	11	35	147	10	12	81	79	19	68	48
Total Analysis Volume [veh/h]	236	667	42	139	586	41	48	322	314	74	273	193
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.688

Intersection Level Of Service Report
#26: Santa Anita Avenue - Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.444

Intersection Setup

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	115.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Base Volume Input [veh/h]	32	1028	133	35	1018	13	11	19	34	188	21	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	1028	133	35	1018	13	11	19	34	188	21	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	257	33	9	255	3	3	5	9	47	5	17
Total Analysis Volume [veh/h]	32	1028	133	35	1018	13	11	19	34	188	21	66
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.444

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.694

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	271	953	0	0	810	434	0	0	0	333	99	245
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	271	953	0	0	810	434	0	0	0	333	99	245
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	238	0	0	203	109	0	0	0	83	25	61
Total Analysis Volume [veh/h]	271	953	0	0	810	434	0	0	0	333	99	245
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.694

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.605

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	771	280	273	759	0	511	88	237	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	771	280	273	759	0	511	88	237	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	193	70	68	190	0	128	22	59	0	0	0
Total Analysis Volume [veh/h]	0	771	280	273	759	0	511	88	237	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.605

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	475	214	37	0	0	174
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	475	214	37	0	0	174
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	119	54	9	0	0	44
Total Analysis Volume [veh/h]	475	214	37	0	0	174
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.32		0.36	0.36
95th-Percentile Queue Length [ft]	82.93		9.11	9.11
Approach Delay [s/veh]	11.82	0.00	7.75	
Approach LOS	B	A	A	
Intersection Delay [s/veh]	10.73			
Intersection LOS	B			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	16.2
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.075

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	551	0	0	884	18	0	0	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	551	0	0	884	18	0	0	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	138	0	0	221	5	0	0	7
Total Analysis Volume [veh/h]	0	551	0	0	884	18	0	0	26
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.20
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.03
d_A, Approach Delay [s/veh]	0.00			0.00			16.20		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.28								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	150.6
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.926

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	67	858	619	137	90	112
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	858	619	137	90	112
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	215	155	34	23	28
Total Analysis Volume [veh/h]	67	858	619	137	90	112
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.01	0.01	0.00	0.93	0.25
d_M, Delay for Movement [s/veh]	9.52	0.00	0.00	0.00	150.59	15.63
Movement LOS	A	A	A	A	F	C
95th-Percentile Queue Length [veh]	0.25	0.00	0.00	0.00	5.37	0.97
95th-Percentile Queue Length [ft]	6.29	0.00	0.00	0.00	134.37	24.29
d_A, Approach Delay [s/veh]	0.69		0.00		75.76	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	8.47					
Intersection LOS	F					

Intersection Level Of Service Report
#34: Arden Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	14.1
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.136

Intersection Setup

Name						
Approach	Northbound		Southbound		Southwestbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name						
Base Volume Input [veh/h]	321	119	3	276	63	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	321	119	3	276	63	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	30	1	69	16	3
Total Analysis Volume [veh/h]	321	119	3	276	63	11
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.14	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	7.89	0.00	14.06	11.27
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.86	0.86	0.53	0.53
95th-Percentile Queue Length [ft]	0.00	0.00	21.39	21.39	13.20	13.20
d_A, Approach Delay [s/veh]	0.00		0.08		13.65	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.30					
Intersection LOS	B					

Intersection Level Of Service Report
#35: Temple City Boulevard - Loftus Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.617

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	497	121	239	676	183	99
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	497	121	239	676	183	99
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	124	30	60	169	46	25
Total Analysis Volume [veh/h]	497	121	239	676	183	99
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Permissive	Overlap
Signal Group	8	0	7	4	1	0
Lead / Lag	-	-	Lag	-	Lag	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.617

Intersection Level Of Service Report
#36: Temple City Boulevard - Marshall Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.434

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	35	521	24	34	774	16	33	23	63	19	2	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	521	24	34	774	16	33	23	63	19	2	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	130	6	9	194	4	8	6	16	5	1	2
Total Analysis Volume [veh/h]	35	521	24	34	774	16	33	23	63	19	2	7
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.434

Intersection Level Of Service Report
#37: Valley Boulevard - Easy Street/Merwin C. Gill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.442

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	3	27	0	17	17	1003	10	13	760	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	3	27	0	17	17	1003	10	13	760	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1	7	0	4	4	251	3	3	190	4
Total Analysis Volume [veh/h]	0	0	3	27	0	17	17	1003	10	13	760	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	4	4	0	5	2	0	0	6	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.442

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	1743	1	221	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	6	1673	1	212	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	6	1639	1	208	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	6	1394	1	177	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	6	1324	1	168	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	6	1185	1	150	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	6	1098	1	139	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	6	1046	1	133	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	6	836	1	106	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
10	6	784	1	99	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
11	6	784	1	99	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
12	6	749	1	95	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
13	6	680	1	86	No	No	No	Yes	No	No	Yes	Yes	No	No
14	6	627	1	80	No	No	No	No	No	No	No	Yes	No	No
15	6	627	1	80	No	No	No	No	No	No	No	Yes	No	No
16	6	610	1	77	No	No	No	No	No	No	No	Yes	No	No
17	6	349	1	44	No	No	No	No	No	No	No	No	No	No
18	6	191	1	24	No	No	No	No	No	No	No	No	No	No
19	6	174	1	22	No	No	No	No	No	No	No	No	No	No
20	6	70	1	9	No	No	No	No	No	No	No	No	No	No
21	6	52	1	7	No	No	No	No	No	No	No	No	No	No
22	6	52	1	7	No	No	No	No	No	No	No	No	No	No
23	6	35	1	4	No	No	No	No	No	No	No	No	No	No
24	6	35	1	4	No	No	No	No	No	No	No	No	No	No
Hours Met					6	8	9	13	8	12	13	16	12	8

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	23.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:24
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	221
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1964
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	174	475
2	167	456
3	164	447
4	139	380
5	132	361
6	118	323
7	110	299
8	104	285
9	84	228
10	78	214
11	78	214
12	75	204
13	68	185
14	63	171
15	63	171
16	61	166
17	35	95
18	19	52
19	17	48
20	7	19
21	5	14
22	5	14
23	3	10
24	3	10

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	174	1	475	No	No	No	No	No	No	No	No	No	No
2	2	167	1	456	No	No	No	No	No	No	No	No	No	No
3	2	164	1	447	No	No	No	No	No	No	No	No	No	No
4	2	139	1	380	No	No	No	No	No	No	No	No	No	No
5	2	132	1	361	No	No	No	No	No	No	No	No	No	No
6	2	118	1	323	No	No	No	No	No	No	No	No	No	No
7	2	110	1	299	No	No	No	No	No	No	No	No	No	No
8	2	104	1	285	No	No	No	No	No	No	No	No	No	No
9	2	84	1	228	No	No	No	No	No	No	No	No	No	No
10	2	78	1	214	No	No	No	No	No	No	No	No	No	No
11	2	78	1	214	No	No	No	No	No	No	No	No	No	No
12	2	75	1	204	No	No	No	No	No	No	No	No	No	No
13	2	68	1	185	No	No	No	No	No	No	No	No	No	No
14	2	63	1	171	No	No	No	No	No	No	No	No	No	No
15	2	63	1	171	No	No	No	No	No	No	No	No	No	No
16	2	61	1	166	No	No	No	No	No	No	No	No	No	No
17	2	35	1	95	No	No	No	No	No	No	No	No	No	No
18	2	19	1	52	No	No	No	No	No	No	No	No	No	No
19	2	17	1	48	No	No	No	No	No	No	No	No	No	No
20	2	7	1	19	No	No	No	No	No	No	No	No	No	No
21	2	5	1	14	No	No	No	No	No	No	No	No	No	No
22	2	5	1	14	No	No	No	No	No	No	No	No	No	No
23	2	3	1	10	No	No	No	No	No	No	No	No	No	No
24	2	3	1	10	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:33
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	475
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	649
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #30: Temple City Boulevard - Olney Street

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	551	902	26
2	529	866	25
3	518	848	24
4	441	722	21
5	419	686	20
6	375	613	18
7	347	568	16
8	331	541	16
9	264	433	12
10	248	406	12
11	248	406	12
12	237	388	11
13	215	352	10
14	198	325	9
15	198	325	9
16	193	316	9
17	110	180	5
18	61	99	3
19	55	90	3
20	22	36	1
21	17	27	1
22	17	27	1
23	11	18	1
24	11	18	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1453	1	26	No	No	No	No	No	No	No	No	No	No
2	3	1395	1	25	No	No	No	No	No	No	No	No	No	No
3	3	1366	1	24	No	No	No	No	No	No	No	No	No	No
4	3	1163	1	21	No	No	No	No	No	No	No	No	No	No
5	3	1105	1	20	No	No	No	No	No	No	No	No	No	No
6	3	988	1	18	No	No	No	No	No	No	No	No	No	No
7	3	915	1	16	No	No	No	No	No	No	No	No	No	No
8	3	872	1	16	No	No	No	No	No	No	No	No	No	No
9	3	697	1	12	No	No	No	No	No	No	No	No	No	No
10	3	654	1	12	No	No	No	No	No	No	No	No	No	No
11	3	654	1	12	No	No	No	No	No	No	No	No	No	No
12	3	625	1	11	No	No	No	No	No	No	No	No	No	No
13	3	567	1	10	No	No	No	No	No	No	No	No	No	No
14	3	523	1	9	No	No	No	No	No	No	No	No	No	No
15	3	523	1	9	No	No	No	No	No	No	No	No	No	No
16	3	509	1	9	No	No	No	No	No	No	No	No	No	No
17	3	290	1	5	No	No	No	No	No	No	No	No	No	No
18	3	160	1	3	No	No	No	No	No	No	No	No	No	No
19	3	145	1	3	No	No	No	No	No	No	No	No	No	No
20	3	58	1	1	No	No	No	No	No	No	No	No	No	No
21	3	44	1	1	No	No	No	No	No	No	No	No	No	No
22	3	44	1	1	No	No	No	No	No	No	No	No	No	No
23	3	29	1	1	No	No	No	No	No	No	No	No	No	No
24	3	29	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	16.2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:07
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	26
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1479
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #31: S. Baldwin Avenue - Flair Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	925	756	202
2	888	726	194
3	870	711	190
4	740	605	162
5	703	575	154
6	629	514	137
7	583	476	127
8	555	454	121
9	444	363	97
10	416	340	91
11	416	340	91
12	398	325	87
13	361	295	79
14	333	272	73
15	333	272	73
16	324	265	71
17	185	151	40
18	102	83	22
19	93	76	20
20	37	30	8
21	28	23	6
22	28	23	6
23	19	15	4
24	19	15	4

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1681	2	202	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1614	2	194	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1581	2	190	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1345	2	162	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	1278	2	154	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	3	1143	2	137	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
7	3	1059	2	127	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
8	3	1009	2	121	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
9	3	807	2	97	No	No	No	No	No	Yes	Yes	Yes	No	No
10	3	756	2	91	No	No	No	No	No	Yes	Yes	Yes	No	No
11	3	756	2	91	No	No	No	No	No	Yes	Yes	Yes	No	No
12	3	723	2	87	No	No	No	No	No	Yes	Yes	Yes	No	No
13	3	656	2	79	No	No	No	No	No	No	Yes	Yes	No	No
14	3	605	2	73	No	No	No	No	No	No	No	Yes	No	No
15	3	605	2	73	No	No	No	No	No	No	No	Yes	No	No
16	3	589	2	71	No	No	No	No	No	No	No	Yes	No	No
17	3	336	2	40	No	No	No	No	No	No	No	No	No	No
18	3	185	2	22	No	No	No	No	No	No	No	No	No	No
19	3	169	2	20	No	No	No	No	No	No	No	No	No	No
20	3	67	2	8	No	No	No	No	No	No	No	No	No	No
21	3	51	2	6	No	No	No	No	No	No	No	No	No	No
22	3	51	2	6	No	No	No	No	No	No	No	No	No	No
23	3	34	2	4	No	No	No	No	No	No	No	No	No	No
24	3	34	2	4	No	No	No	No	No	No	No	No	No	No
Hours Met					1	4	5	8	8	12	13	16	8	5

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	75.8
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	4:15
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	202
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1883
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #34: Arden Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	NE
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	NE
1	279	440	74
2	268	422	71
3	262	414	70
4	223	352	59
5	212	334	56
6	190	299	50
7	176	277	47
8	167	264	44
9	134	211	36
10	126	198	33
11	126	198	33
12	120	189	32
13	109	172	29
14	100	158	27
15	100	158	27
16	98	154	26
17	56	88	15
18	31	48	8
19	28	44	7
20	11	18	3
21	8	13	2
22	8	13	2
23	6	9	1
24	6	9	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	719	1	74	No	No	No	No	No	No	Yes	Yes	No	No
2	4	690	1	71	No	No	No	No	No	No	Yes	Yes	No	No
3	4	676	1	70	No	No	No	No	No	No	Yes	Yes	No	No
4	4	575	1	59	No	No	No	No	No	No	No	Yes	No	No
5	4	546	1	56	No	No	No	No	No	No	No	Yes	No	No
6	4	489	1	50	No	No	No	No	No	No	No	No	No	No
7	4	453	1	47	No	No	No	No	No	No	No	No	No	No
8	4	431	1	44	No	No	No	No	No	No	No	No	No	No
9	4	345	1	36	No	No	No	No	No	No	No	No	No	No
10	4	324	1	33	No	No	No	No	No	No	No	No	No	No
11	4	324	1	33	No	No	No	No	No	No	No	No	No	No
12	4	309	1	32	No	No	No	No	No	No	No	No	No	No
13	4	281	1	29	No	No	No	No	No	No	No	No	No	No
14	4	258	1	27	No	No	No	No	No	No	No	No	No	No
15	4	258	1	27	No	No	No	No	No	No	No	No	No	No
16	4	252	1	26	No	No	No	No	No	No	No	No	No	No
17	4	144	1	15	No	No	No	No	No	No	No	No	No	No
18	4	79	1	8	No	No	No	No	No	No	No	No	No	No
19	4	72	1	7	No	No	No	No	No	No	No	No	No	No
20	4	29	1	3	No	No	No	No	No	No	No	No	No	No
21	4	21	1	2	No	No	No	No	No	No	No	No	No	No
22	4	21	1	2	No	No	No	No	No	No	No	No	No	No
23	4	15	1	1	No	No	No	No	No	No	No	No	No	No
24	4	15	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	3	5	0	0

Warrant 3 Condition A

Orientation	NE
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:16
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	74
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	793
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

APPENDIX C-10

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

Opening Year (2016) With-Project Morning Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\FUTURE am peak hour.vistropdb

Scenario 2: 2: Opening Year Cumulative AM Peak With-Project

Report File: C:\...\Opening Year AM Peak With-Project.pdf

3/5/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Valley Boulevard - Arden Drive	Signalized	ICU1	SBL	0.852	-	D
2	Valley Boulevard - Valley Circle	Signalized	ICU1	EBL	0.653	-	B
3	Arden Drive - Rose Avenue	Signalized	ICU1	EBL	0.513	-	A
4	Valley Boulevard - Santa Anita	Signalized	ICU1	NBL	0.988	-	E
5	Valley Boulevard - Tyler Avenue	Signalized	ICU1	SBL	0.684	-	B
6	Valley Boulevard - Ramona Avenue	Signalized	ICU1	NBL2	0.760	-	C
7	Valley Boulevard - Peck Road	Signalized	ICU1	NBL	0.897	-	D
8	Ramona Avenue - Peck Road	Signalized	ICU1	WBL	0.669	-	B
9	Valley Boulevard - Gibson Road	Signalized	ICU1	SBT	0.752	-	C
10	Valley Boulevard - S.Baldwin Avenue	Signalized	ICU1	WBL	0.860	-	D
11	Valley Boulevard - Temple City	Signalized	ICU1	NBL	0.999	-	E
12	Valley Boulevard - Rio Hondo Avenue	Signalized	ICU1	NBL	0.641	-	B
13	Valley Boulevard - Mission Drive	Signalized	ICU1	SBL	0.607	-	B
14	Valley Boulevard - Rosemead Avenue	Signalized	ICU1	NBL	1.024	-	F
15	Lower Azusa Road - Arden Drive	Signalized	ICU1	NBL	0.738	-	C
16	Lower Azusa Drive - Arden Way	Two-way stop	HCM2010	NBL	0.177	42.2	E
17	Lower Azusa Boulevard - Santa Anita Avenue	Signalized	ICU1	SBL	0.970	-	E
	Lower Azusa Road - Peck						

18	Lower Azusa Road - Peck Road	Signalized	ICU1	NBL	0.907	-	E
19	Lower Azusa Road - Baldwin Avenue	Signalized	ICU1	WBL	0.819	-	D
20	Lower Azusa Road - Temple City Boulevard	Signalized	ICU1	WBL	0.808	-	D
21	Lower Azusa Road - Rosemead Boulevard	Signalized	ICU1	WBL	0.691	-	B
22	Garvey Avenue - Rosemead Boulevard	Signalized	ICU1	SBL	1.006	-	F
23	Garvey Avenue - Santa Anita Avenue	Signalized	ICU1	EBL	1.141	-	F
24	Garvey Avenue - Peck Road	Signalized	ICU1	EBL	0.949	-	E
25	Valley Boulevard - Garvey Avenue	Signalized	ICU1	NBL	0.766	-	C
26	Santa Anita Avenue - Ramona Boulevard	Signalized	ICU1	WBR	0.528	-	A
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	ICU1	WBL	0.754	-	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	ICU1	EBL	0.653	-	B
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		25.2	D
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.074	14.3	B
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	0.686	168.3	F
32	Arden Drive - Southerly Project Driveway	Two-way stop	HCM2010	WBL	0.064	18.6	C
33	Valley Circle - Project Driveway	Two-way stop	HCM2010	EBT	0.000	9.2	A
34	Arden Drive - Arden Way	Two-way stop	HCM2010	WBL	0.475	28.5	D
35	Temple City Boulevard - Loftus Drive	Signalized	ICU1	SBL	0.773	-	C
36	Temple City Boulevard - Marshall Drive	Signalized	ICU1	NBL	0.479	-	A
37	Valley Boulevard - Easy St/Mervin C. Gill Way	Signalized	ICU1	EBL	0.538	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Valley Boulevard - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.852

Intersection Setup

Name	Arden			Arden			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	150.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Arden			Arden			Valley			Valley		
Base Volume Input [veh/h]	4	1	2	660	0	230	143	679	6	1	1447	389
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	2	660	0	230	143	679	6	1	1447	389
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	165	0	58	36	170	2	0	362	97
Total Analysis Volume [veh/h]	4	1	2	660	0	230	143	679	6	1	1447	389
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.852

Intersection Level Of Service Report
#2: Valley Boulevard - Valley Circle

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.653

Intersection Setup

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	yes			yes			yes		

Volumes

Name									
Base Volume Input [veh/h]	5	0	3	6	1170	0	0	1726	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	3	6	1170	0	0	1726	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	2	293	0	0	432	6
Total Analysis Volume [veh/h]	5	0	3	6	1170	0	0	1726	22
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	4	5	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.653

Intersection Level Of Service Report
#3: Arden Drive - Rose Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.513

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	22	418	44	49	599	140	93	3	84	89	2	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	418	44	49	599	140	93	3	84	89	2	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	105	11	12	150	35	23	1	21	22	1	5
Total Analysis Volume [veh/h]	22	418	44	49	599	140	93	3	84	89	2	18
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.513

Intersection Level Of Service Report
#4: Valley Boulevard - Santa Anita

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.988

Intersection Setup

Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	125.00	100.00	100.00	225.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Valley			Valley		
Base Volume Input [veh/h]	657	613	58	62	885	362	94	525	40	37	1086	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	657	613	58	62	885	362	94	525	40	37	1086	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	164	153	15	16	221	91	24	131	10	9	272	6
Total Analysis Volume [veh/h]	657	613	58	62	885	362	94	525	40	37	1086	25
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.988

Intersection Level Of Service Report
#5: Valley Boulevard - Tyler Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.684

Intersection Setup

Name	Valley			Valley			Tyler			Tyler		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Tyler			Tyler		
Base Volume Input [veh/h]	97	189	39	146	305	128	48	514	65	29	1018	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	189	39	146	305	128	48	514	65	29	1018	128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	47	10	37	76	32	12	129	16	7	255	32
Total Analysis Volume [veh/h]	97	189	39	146	305	128	48	514	65	29	1018	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	3	0	1	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.684

Intersection Level Of Service Report
#6: Valley Boulevard - Ramona Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.760

Intersection Setup

Name	Valley				Valley				Ramona			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0	0	1	1	0	0	1
Pocket Length [ft]	175.00	100.00	100.00	175.00	120.00	100.00	100.00	120.00	175.00	100.00	100.00	1000.00
Speed [mph]	35.00				35.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	yes				yes				yes			

Volumes

Name	Valley				Valley				Ramona			
Base Volume Input [veh/h]	194	25	757	32	181	465	4	0	11	6	161	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	194	25	757	32	181	465	4	0	11	6	161	72
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	6	189	8	45	116	1	0	3	2	40	18
Total Analysis Volume [veh/h]	194	25	757	32	181	465	4	0	11	6	161	72
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	2	0	7	4	0	0	5	0	2	0
Lead / Lag	Lag	-	-	-	Lag	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.760

Intersection Setup

Name	Ramona				Mall			
Approach	Westbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	1
Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				25.00			
Grade [%]	0.00				0.00			
Crosswalk	yes				yes			

Volumes

Name	Ramona				Mall			
Base Volume Input [veh/h]	57	482	380	427	17	18	25	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	482	380	427	17	18	25	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	121	95	107	4	5	6	2
Total Analysis Volume [veh/h]	57	482	380	427	17	18	25	6
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Permissive	Split
Signal Group	1	6	0	0	0	9	9	0
Lead / Lag	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.760

Intersection Level Of Service Report
#7: Valley Boulevard - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.897

Intersection Setup

Name	Peck			Peck			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	600.00	250.00	100.00	300.00	250.00	100.00	125.00	120.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Valley			Valley		
Base Volume Input [veh/h]	213	675	313	199	877	199	71	488	79	55	909	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	213	675	313	199	877	199	71	488	79	55	909	196
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	169	78	50	219	50	18	122	20	14	227	49
Total Analysis Volume [veh/h]	213	675	313	199	877	199	71	488	79	55	909	196
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.897

Intersection Level Of Service Report
#8: Ramona Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.669

Intersection Setup

Name	Peck			Peck			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	150.00	100.00	275.00	175.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	125.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Ramona			Ramona		
Base Volume Input [veh/h]	40	617	127	129	1145	205	117	265	13	263	608	183
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	617	127	129	1145	205	117	265	13	263	608	183
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	154	32	32	286	51	29	66	3	66	152	46
Total Analysis Volume [veh/h]	40	617	127	129	1145	205	117	265	13	263	608	183
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.669

Intersection Level Of Service Report
#9: Valley Boulevard - Gibson Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	Gibson			Gibson			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	60.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Gibson			Gibson			Valley			Valley		
Base Volume Input [veh/h]	30	63	36	27	65	43	25	794	31	135	1445	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	63	36	27	65	43	25	794	31	135	1445	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	16	9	7	16	11	6	199	8	34	361	16
Total Analysis Volume [veh/h]	30	63	36	27	65	43	25	794	31	135	1445	63
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.752

Intersection Level Of Service Report
#10: Valley Boulevard - S.Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.860

Intersection Setup

Name	Baldwin			Baldwin			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Valley			Valley		
Base Volume Input [veh/h]	109	561	145	99	761	68	67	444	160	187	1103	149
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	561	145	99	761	68	67	444	160	187	1103	149
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	140	36	25	190	17	17	111	40	47	276	37
Total Analysis Volume [veh/h]	109	561	145	99	761	68	67	444	160	187	1103	149
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.860

Intersection Level Of Service Report
#11: Valley Boulevard - Temple City

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.999

Intersection Setup

Name	Temple City			Temple City			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	125.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Temple City			Temple City			Valley			Valley		
Base Volume Input [veh/h]	283	484	64	187	603	278	148	613	59	101	1134	222
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	283	484	64	187	603	278	148	613	59	101	1134	222
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	121	16	47	151	70	37	153	15	25	284	56
Total Analysis Volume [veh/h]	283	484	64	187	603	278	148	613	59	101	1134	222
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.999

Intersection Level Of Service Report
#12: Valley Boulevard - Rio Hondo Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

Intersection Setup

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	70.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Base Volume Input [veh/h]	133	13	108	38	25	28	12	681	130	100	1508	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	133	13	108	38	25	28	12	681	130	100	1508	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	3	27	10	6	7	3	170	33	25	377	5
Total Analysis Volume [veh/h]	133	13	108	38	25	28	12	681	130	100	1508	20
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.641

Intersection Level Of Service Report
#13: Valley Boulevard - Mission Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.607

Intersection Setup

Name	Mission		Valley		Valley	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	1	1	0	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Mission		Valley		Valley	
Base Volume Input [veh/h]	458	7	17	417	1083	565
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	458	7	17	417	1083	565
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	115	2	4	104	271	141
Total Analysis Volume [veh/h]	458	7	17	417	1083	565
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	4	5	2	6	0
Lead / Lag	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.607

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.024

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	236	1397	108	48	1395	316	194	349	143	186	703	104
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	236	1397	108	48	1395	316	194	349	143	186	703	104
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	349	27	12	349	79	49	87	36	47	176	26
Total Analysis Volume [veh/h]	236	1397	108	48	1395	316	194	349	143	186	703	104
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.024

Intersection Level Of Service Report
#15: Lower Azusa Road - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.738

Intersection Setup

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	75.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Base Volume Input [veh/h]	149	88	64	36	147	65	21	518	167	127	1233	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	149	88	64	36	147	65	21	518	167	127	1233	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	22	16	9	37	16	5	130	42	32	308	12
Total Analysis Volume [veh/h]	149	88	64	36	147	65	21	518	167	127	1233	46
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.738

Intersection Level Of Service Report
#16: Lower Azusa Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	42.2
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.177

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		no	

Volumes

Name						
Base Volume Input [veh/h]	20	134	650	20	99	1153
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	134	650	20	99	1153
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	34	163	5	25	288
Total Analysis Volume [veh/h]	20	134	650	20	99	1153
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.20	0.01	0.00	0.11	0.01
d_M, Delay for Movement [s/veh]	42.18	15.68	0.00	0.00	9.33	0.00
Movement LOS	E	C	A	A	A	A
95th-Percentile Queue Length [veh]	1.73	1.73	0.00	0.00	0.36	0.00
95th-Percentile Queue Length [ft]	43.26	43.26	0.00	0.00	8.91	0.00
d_A, Approach Delay [s/veh]	19.12		0.00		0.74	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.86					
Intersection LOS	E					

Intersection Level Of Service Report
#17: Lower Azusa Boulevard - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.970

Intersection Setup

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	2225.00	100.00	100.00	115.00	100.00	100.00	250.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	137	745	103	237	849	131	114	480	121	219	947	355
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	745	103	237	849	131	114	480	121	219	947	355
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	186	26	59	212	33	29	120	30	55	237	89
Total Analysis Volume [veh/h]	137	745	103	237	849	131	114	480	121	219	947	355
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.970

Intersection Level Of Service Report
#18: Lower Azusa Road - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.907

Intersection Setup

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	230.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	212	728	95	126	706	257	158	527	181	185	1071	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	212	728	95	126	706	257	158	527	181	185	1071	65
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	182	24	32	177	64	40	132	45	46	268	16
Total Analysis Volume [veh/h]	212	728	95	126	706	257	158	527	181	185	1071	65
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.907

Intersection Level Of Service Report
#19: Lower Azusa Road - Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.819

Intersection Setup

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	225.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	98	484	164	119	819	219	95	513	129	240	1096	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	484	164	119	819	219	95	513	129	240	1096	156
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	121	41	30	205	55	24	128	32	60	274	39
Total Analysis Volume [veh/h]	98	484	164	119	819	219	95	513	129	240	1096	156
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.819

Intersection Level Of Service Report
#20: Lower Azusa Road - Temple City Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	75.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	70	522	47	177	889	81	93	405	91	329	676	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	522	47	177	889	81	93	405	91	329	676	141
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	131	12	44	222	20	23	101	23	82	169	35
Total Analysis Volume [veh/h]	70	522	47	177	889	81	93	405	91	329	676	141
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.808

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.691

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	11	722	357	126	871	1	0	2	1	752	2	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	722	357	126	871	1	0	2	1	752	2	156
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	181	89	32	218	0	0	1	0	188	1	39
Total Analysis Volume [veh/h]	11	722	357	126	871	1	0	2	1	752	2	156
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.691

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.006

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	243	1479	57	531	1668	265	201	492	132	169	941	304
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	243	1479	57	531	1668	265	201	492	132	169	941	304
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	370	14	133	417	66	50	123	33	42	235	76
Total Analysis Volume [veh/h]	243	1479	57	531	1668	265	201	492	132	169	941	304
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.006

Intersection Level Of Service Report
#23: Garvey Avenue - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.141

Intersection Setup

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	300.00	100.00	100.00	250.00	100.00	100.00	75.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Base Volume Input [veh/h]	68	710	40	100	1016	285	272	512	78	115	1188	162
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	710	40	100	1016	285	272	512	78	115	1188	162
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	178	10	25	254	71	68	128	20	29	297	41
Total Analysis Volume [veh/h]	68	710	40	100	1016	285	272	512	78	115	1188	162
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.141

Intersection Level Of Service Report
#24: Garvey Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.949

Intersection Setup

Name	Peck			Peck			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Garvey			Garvey		
Base Volume Input [veh/h]	114	483	42	37	771	529	147	387	82	54	846	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	483	42	37	771	529	147	387	82	54	846	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	121	11	9	193	132	37	97	21	14	212	12
Total Analysis Volume [veh/h]	114	483	42	37	771	529	147	387	82	54	846	48
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.949

Intersection Level Of Service Report
#25: Valley Boulevard - Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.766

Intersection Setup

Name	Valley			Valley			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Garvey			Garvey		
Base Volume Input [veh/h]	289	1043	30	96	619	18	31	189	270	65	556	249
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	289	1043	30	96	619	18	31	189	270	65	556	249
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	261	8	24	155	5	8	47	68	16	139	62
Total Analysis Volume [veh/h]	289	1043	30	96	619	18	31	189	270	65	556	249
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.766

Intersection Level Of Service Report
#26: Santa Anita Avenue - Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.528

Intersection Setup

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	115.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Base Volume Input [veh/h]	44	1009	231	76	1355	23	25	26	52	224	49	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	1009	231	76	1355	23	25	26	52	224	49	114
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	252	58	19	339	6	6	7	13	56	12	29
Total Analysis Volume [veh/h]	44	1009	231	76	1355	23	25	26	52	224	49	114
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.528

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.754

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	270	1006	0	0	1197	403	0	0	0	510	209	374
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	270	1006	0	0	1197	403	0	0	0	510	209	374
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	252	0	0	299	101	0	0	0	128	52	94
Total Analysis Volume [veh/h]	270	1006	0	0	1197	403	0	0	0	510	209	374
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.754

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.653

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	838	305	360	1276	0	441	97	385	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	838	305	360	1276	0	441	97	385	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	210	76	90	319	0	110	24	96	0	0	0
Total Analysis Volume [veh/h]	0	838	305	360	1276	0	441	97	385	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.653

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	25.2
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	789	214	37	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	789	214	37	0	0	267
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	197	54	9	0	0	67
Total Analysis Volume [veh/h]	789	214	37	0	0	267
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	12.51		0.60	0.60
95th-Percentile Queue Length [ft]	312.84		14.92	14.92
Approach Delay [s/veh]	30.96	0.00	8.10	
Approach LOS	D	A	A	
Intersection Delay [s/veh]	25.18			
Intersection LOS	D			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	14.3
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.074

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	1072	0	0	746	63	0	0	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1072	0	0	746	63	0	0	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	268	0	0	187	16	0	0	8
Total Analysis Volume [veh/h]	0	1072	0	0	746	63	0	0	31
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.33
Movement LOS		A			A	A			B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.00
d_A, Approach Delay [s/veh]	0.00			0.00			14.33		
Approach LOS	A			A			B		
d_I, Intersection Delay [s/veh]	0.23								
Intersection LOS	B								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	168.3
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	55	774	788	826	35	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	774	788	826	35	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	194	197	207	9	20
Total Analysis Volume [veh/h]	55	774	788	826	35	78
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.01	0.01	0.01	0.69	0.34
d_M, Delay for Movement [s/veh]	15.15	0.00	0.00	0.00	168.34	28.87
Movement LOS	C	A	A	A	F	D
95th-Percentile Queue Length [veh]	0.46	0.00	0.00	0.00	2.76	1.45
95th-Percentile Queue Length [ft]	11.52	0.00	0.00	0.00	68.90	36.32
d_A, Approach Delay [s/veh]	1.01		0.00		72.07	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	3.51					
Intersection LOS	F					

Intersection Level Of Service Report
#32: Arden Drive - Southerly Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	18.6
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.064

Intersection Setup

Name	Arden		Arden		South Project Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Arden		Arden		South Project Dwy	
Base Volume Input [veh/h]	449	97	9	754	18	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	449	97	9	754	18	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	112	24	2	189	5	5
Total Analysis Volume [veh/h]	449	97	9	754	18	20
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.01	0.06	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	8.51	0.00	18.60	10.07
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.03	0.00	0.20	0.08
95th-Percentile Queue Length [ft]	0.00	0.00	0.66	0.00	5.07	2.11
d_A, Approach Delay [s/veh]	0.00		0.10		14.11	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.45					
Intersection LOS	C					

Intersection Level Of Service Report
#33: Valley Circle - Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Valley Circle			Valley Circle			Project Driveway			Project Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name	Valley Circle			Valley Circle			Project Driveway			Project Driveway		
Base Volume Input [veh/h]	4	19	4	0	4	0	0	0	3	2	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	19	4	0	4	0	0	0	3	2	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	5	1	0	1	0	0	0	1	1	0	0
Total Analysis Volume [veh/h]	4	19	4	0	4	0	0	0	3	2	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			no	no
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			no	no
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.21	0.00	0.00	7.24	0.00	0.00	8.69	9.20	8.33	8.71	9.19	8.40
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.05	0.05	0.05	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01
95th-Percentile Queue Length [ft]	1.26	1.26	1.26	0.00	0.00	0.00	0.21	0.21	0.21	0.15	0.15	0.15
d_A, Approach Delay [s/veh]	1.07			0.00			8.33			8.71		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.98											
Intersection LOS	A											

Intersection Level Of Service Report
#34: Arden Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	28.5
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.475

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		no	

Volumes

Name						
Base Volume Input [veh/h]	422	61	2	523	138	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	422	61	2	523	138	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	106	15	1	131	35	4
Total Analysis Volume [veh/h]	422	61	2	523	138	15
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.47	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	8.14	0.00	28.48	21.76
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh]	0.00	0.00	2.45	2.45	2.62	2.62
95th-Percentile Queue Length [ft]	0.00	0.00	61.27	61.27	65.55	65.55
d_A, Approach Delay [s/veh]	0.00		0.03		27.82	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	3.68					
Intersection LOS	D					

Intersection Level Of Service Report
#35: Temple City Boulevard - Loftus Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.773

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	706	245	275	666	192	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	706	245	275	666	192	100
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	177	61	69	167	48	25
Total Analysis Volume [veh/h]	706	245	275	666	192	100
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Permissive	Overlap
Signal Group	8	0	7	4	1	0
Lead / Lag	-	-	Lag	-	Lag	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.773

Intersection Level Of Service Report
#36: Temple City Boulevard - Marshall Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.479

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	82	817	16	70	768	21	43	30	78	12	18	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	817	16	70	768	21	43	30	78	12	18	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	204	4	18	192	5	11	8	20	3	5	5
Total Analysis Volume [veh/h]	82	817	16	70	768	21	43	30	78	12	18	19
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.479

Intersection Level Of Service Report
#37: Valley Boulevard - Easy St/Mervin C. Gill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.538

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	1	6	0	8	15	855	4	3	1319	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	6	0	8	15	855	4	3	1319	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	0	2	4	214	1	1	330	11
Total Analysis Volume [veh/h]	0	0	1	6	0	8	15	855	4	3	1319	42
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	4	4	5	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.538

Signal Warrants Report For Intersection #16: Lower Azusa Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	1252	670	154
2	1202	643	148
3	1177	630	145
4	1002	536	123
5	952	509	117
6	851	456	105
7	789	422	97
8	751	402	92
9	601	322	74
10	563	302	69
11	563	302	69
12	538	288	66
13	488	261	60
14	451	241	55
15	451	241	55
16	438	234	54
17	250	134	31
18	138	74	17
19	125	67	15
20	50	27	6
21	38	20	5
22	38	20	5
23	25	13	3
24	25	13	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	1922	1	154	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	6	1845	1	148	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	6	1807	1	145	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	6	1538	1	123	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	6	1461	1	117	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	6	1307	1	105	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	6	1211	1	97	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
8	6	1153	1	92	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
9	6	923	1	74	No	No	No	No	No	Yes	Yes	Yes	No	No
10	6	865	1	69	No	No	No	No	No	Yes	Yes	Yes	No	No
11	6	865	1	69	No	No	No	No	No	Yes	Yes	Yes	No	No
12	6	826	1	66	No	No	No	No	No	Yes	Yes	Yes	No	No
13	6	749	1	60	No	No	No	No	No	Yes	Yes	Yes	No	No
14	6	692	1	55	No	No	No	No	No	No	Yes	Yes	No	No
15	6	692	1	55	No	No	No	No	No	No	Yes	Yes	No	No
16	6	672	1	54	No	No	No	No	No	No	Yes	Yes	No	No
17	6	384	1	31	No	No	No	No	No	No	No	No	No	No
18	6	212	1	17	No	No	No	No	No	No	No	No	No	No
19	6	192	1	15	No	No	No	No	No	No	No	No	No	No
20	6	77	1	6	No	No	No	No	No	No	No	No	No	No
21	6	58	1	5	No	No	No	No	No	No	No	No	No	No
22	6	58	1	5	No	No	No	No	No	No	No	No	No	No
23	6	38	1	3	No	No	No	No	No	No	No	No	No	No
24	6	38	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					1	4	6	8	8	13	16	16	8	6

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	19.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:49
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	154
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2076
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	267	789
2	256	757
3	251	742
4	214	631
5	203	600
6	182	537
7	168	497
8	160	473
9	128	379
10	120	355
11	120	355
12	115	339
13	104	308
14	96	284
15	96	284
16	93	276
17	53	158
18	29	87
19	27	79
20	11	32
21	8	24
22	8	24
23	5	16
24	5	16

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	267	1	789	No	No	No	No	No	No	No	No	Yes	Yes
2	2	256	1	757	No	No	No	No	No	No	No	No	Yes	Yes
3	2	251	1	742	No	No	No	No	No	No	No	No	Yes	Yes
4	2	214	1	631	No	No	No	No	No	No	No	No	Yes	No
5	2	203	1	600	No	No	No	No	No	No	No	No	Yes	No
6	2	182	1	537	No	No	No	No	No	No	No	No	Yes	No
7	2	168	1	497	No	No	No	No	No	No	No	No	No	No
8	2	160	1	473	No	No	No	No	No	No	No	No	No	No
9	2	128	1	379	No	No	No	No	No	No	No	No	No	No
10	2	120	1	355	No	No	No	No	No	No	No	No	No	No
11	2	120	1	355	No	No	No	No	No	No	No	No	No	No
12	2	115	1	339	No	No	No	No	No	No	No	No	No	No
13	2	104	1	308	No	No	No	No	No	No	No	No	No	No
14	2	96	1	284	No	No	No	No	No	No	No	No	No	No
15	2	96	1	284	No	No	No	No	No	No	No	No	No	No
16	2	93	1	276	No	No	No	No	No	No	No	No	No	No
17	2	53	1	158	No	No	No	No	No	No	No	No	No	No
18	2	29	1	87	No	No	No	No	No	No	No	No	No	No
19	2	27	1	79	No	No	No	No	No	No	No	No	No	No
20	2	11	1	32	No	No	No	No	No	No	No	No	No	No
21	2	8	1	24	No	No	No	No	No	No	No	No	No	No
22	2	8	1	24	No	No	No	No	No	No	No	No	No	No
23	2	5	1	16	No	No	No	No	No	No	No	No	No	No
24	2	5	1	16	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	6	3

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	31
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	6:47
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	789
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1056
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection #30: Temple City Boulevard - Olney Street

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	1072	809	31
2	1029	777	30
3	1008	760	29
4	858	647	25
5	815	615	24
6	729	550	21
7	675	510	20
8	643	485	19
9	515	388	15
10	482	364	14
11	482	364	14
12	461	348	13
13	418	316	12
14	386	291	11
15	386	291	11
16	375	283	11
17	214	162	6
18	118	89	3
19	107	81	3
20	43	32	1
21	32	24	1
22	32	24	1
23	21	16	1
24	21	16	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1881	1	31	No	No	No	No	No	No	No	No	No	No
2	3	1806	1	30	No	No	No	No	No	No	No	No	No	No
3	3	1768	1	29	No	No	No	No	No	No	No	No	No	No
4	3	1505	1	25	No	No	No	No	No	No	No	No	No	No
5	3	1430	1	24	No	No	No	No	No	No	No	No	No	No
6	3	1279	1	21	No	No	No	No	No	No	No	No	No	No
7	3	1185	1	20	No	No	No	No	No	No	No	No	No	No
8	3	1128	1	19	No	No	No	No	No	No	No	No	No	No
9	3	903	1	15	No	No	No	No	No	No	No	No	No	No
10	3	846	1	14	No	No	No	No	No	No	No	No	No	No
11	3	846	1	14	No	No	No	No	No	No	No	No	No	No
12	3	809	1	13	No	No	No	No	No	No	No	No	No	No
13	3	734	1	12	No	No	No	No	No	No	No	No	No	No
14	3	677	1	11	No	No	No	No	No	No	No	No	No	No
15	3	677	1	11	No	No	No	No	No	No	No	No	No	No
16	3	658	1	11	No	No	No	No	No	No	No	No	No	No
17	3	376	1	6	No	No	No	No	No	No	No	No	No	No
18	3	207	1	3	No	No	No	No	No	No	No	No	No	No
19	3	188	1	3	No	No	No	No	No	No	No	No	No	No
20	3	75	1	1	No	No	No	No	No	No	No	No	No	No
21	3	56	1	1	No	No	No	No	No	No	No	No	No	No
22	3	56	1	1	No	No	No	No	No	No	No	No	No	No
23	3	37	1	1	No	No	No	No	No	No	No	No	No	No
24	3	37	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.3
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:07
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	31
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1912
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #31: S. Baldwin Avenue - Flair Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	829	1614	113
2	796	1549	108
3	779	1517	106
4	663	1291	90
5	630	1227	86
6	564	1098	77
7	522	1017	71
8	497	968	68
9	398	775	54
10	373	726	51
11	373	726	51
12	356	694	49
13	323	629	44
14	298	581	41
15	298	581	41
16	290	565	40
17	166	323	23
18	91	178	12
19	83	161	11
20	33	65	5
21	25	48	3
22	25	48	3
23	17	32	2
24	17	32	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	2443	2	113	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No
2	3	2345	2	108	No	No	No	No	Yes	Yes	Yes	Yes	No	No
3	3	2296	2	106	No	No	No	No	Yes	Yes	Yes	Yes	No	No
4	3	1954	2	90	No	No	No	No	No	Yes	Yes	Yes	No	No
5	3	1857	2	86	No	No	No	No	No	Yes	Yes	Yes	No	No
6	3	1662	2	77	No	No	No	No	No	No	Yes	Yes	No	No
7	3	1539	2	71	No	No	No	No	No	No	Yes	Yes	No	No
8	3	1465	2	68	No	No	No	No	No	No	No	Yes	No	No
9	3	1173	2	54	No	No	No	No	No	No	No	No	No	No
10	3	1099	2	51	No	No	No	No	No	No	No	No	No	No
11	3	1099	2	51	No	No	No	No	No	No	No	No	No	No
12	3	1050	2	49	No	No	No	No	No	No	No	No	No	No
13	3	952	2	44	No	No	No	No	No	No	No	No	No	No
14	3	879	2	41	No	No	No	No	No	No	No	No	No	No
15	3	879	2	41	No	No	No	No	No	No	No	No	No	No
16	3	855	2	40	No	No	No	No	No	No	No	No	No	No
17	3	489	2	23	No	No	No	No	No	No	No	No	No	No
18	3	269	2	12	No	No	No	No	No	No	No	No	No	No
19	3	244	2	11	No	No	No	No	No	No	No	No	No	No
20	3	98	2	5	No	No	No	No	No	No	No	No	No	No
21	3	73	2	3	No	No	No	No	No	No	No	No	No	No
22	3	73	2	3	No	No	No	No	No	No	No	No	No	No
23	3	49	2	2	No	No	No	No	No	No	No	No	No	No
24	3	49	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	1	3	5	7	8	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	72.1
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2:15
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	113
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2556
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #32: Arden Drive - Southerly Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	E
1	763	546	38
2	732	524	36
3	717	513	36
4	610	437	30
5	580	415	29
6	519	371	26
7	481	344	24
8	458	328	23
9	366	262	18
10	343	246	17
11	343	246	17
12	328	235	16
13	298	213	15
14	275	197	14
15	275	197	14
16	267	191	13
17	153	109	8
18	84	60	4
19	76	55	4
20	31	22	2
21	23	16	1
22	23	16	1
23	15	11	1
24	15	11	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	1309	2	38	No	No	No	No	No	No	No	No	No	No
2	5	1256	2	36	No	No	No	No	No	No	No	No	No	No
3	5	1230	2	36	No	No	No	No	No	No	No	No	No	No
4	5	1047	2	30	No	No	No	No	No	No	No	No	No	No
5	5	995	2	29	No	No	No	No	No	No	No	No	No	No
6	5	890	2	26	No	No	No	No	No	No	No	No	No	No
7	5	825	2	24	No	No	No	No	No	No	No	No	No	No
8	5	786	2	23	No	No	No	No	No	No	No	No	No	No
9	5	628	2	18	No	No	No	No	No	No	No	No	No	No
10	5	589	2	17	No	No	No	No	No	No	No	No	No	No
11	5	589	2	17	No	No	No	No	No	No	No	No	No	No
12	5	563	2	16	No	No	No	No	No	No	No	No	No	No
13	5	511	2	15	No	No	No	No	No	No	No	No	No	No
14	5	472	2	14	No	No	No	No	No	No	No	No	No	No
15	5	472	2	14	No	No	No	No	No	No	No	No	No	No
16	5	458	2	13	No	No	No	No	No	No	No	No	No	No
17	5	262	2	8	No	No	No	No	No	No	No	No	No	No
18	5	144	2	4	No	No	No	No	No	No	No	No	No	No
19	5	131	2	4	No	No	No	No	No	No	No	No	No	No
20	5	53	2	2	No	No	No	No	No	No	No	No	No	No
21	5	39	2	1	No	No	No	No	No	No	No	No	No	No
22	5	39	2	1	No	No	No	No	No	No	No	No	No	No
23	5	26	2	1	No	No	No	No	No	No	No	No	No	No
24	5	26	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.1
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:08
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	38
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1347
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #33: Valley Circle - Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	4	27	2	3
2	4	26	2	3
3	4	25	2	3
4	3	22	2	2
5	3	21	2	2
6	3	18	1	2
7	3	17	1	2
8	2	16	1	2
9	2	13	1	1
10	2	12	1	1
11	2	12	1	1
12	2	12	1	1
13	2	11	1	1
14	1	10	1	1
15	1	10	1	1
16	1	9	1	1
17	1	5	0	1
18	0	3	0	0
19	0	3	0	0
20	0	1	0	0
21	0	1	0	0
22	0	1	0	0
23	0	1	0	0
24	0	1	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	31	2	5	No	No	No	No	No	No	No	No	No	No
2	2	30	2	5	No	No	No	No	No	No	No	No	No	No
3	2	29	2	5	No	No	No	No	No	No	No	No	No	No
4	2	25	2	4	No	No	No	No	No	No	No	No	No	No
5	2	24	2	4	No	No	No	No	No	No	No	No	No	No
6	2	21	2	3	No	No	No	No	No	No	No	No	No	No
7	2	20	2	3	No	No	No	No	No	No	No	No	No	No
8	2	18	2	3	No	No	No	No	No	No	No	No	No	No
9	2	15	2	2	No	No	No	No	No	No	No	No	No	No
10	2	14	2	2	No	No	No	No	No	No	No	No	No	No
11	2	14	2	2	No	No	No	No	No	No	No	No	No	No
12	2	14	2	2	No	No	No	No	No	No	No	No	No	No
13	2	13	2	2	No	No	No	No	No	No	No	No	No	No
14	2	11	2	2	No	No	No	No	No	No	No	No	No	No
15	2	11	2	2	No	No	No	No	No	No	No	No	No	No
16	2	10	2	2	No	No	No	No	No	No	No	No	No	No
17	2	6	2	1	No	No	No	No	No	No	No	No	No	No
18	2	3	2	0	No	No	No	No	No	No	No	No	No	No
19	2	3	2	0	No	No	No	No	No	No	No	No	No	No
20	2	1	2	0	No	No	No	No	No	No	No	No	No	No
21	2	1	2	0	No	No	No	No	No	No	No	No	No	No
22	2	1	2	0	No	No	No	No	No	No	No	No	No	No
23	2	1	2	0	No	No	No	No	No	No	No	No	No	No
24	2	1	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.7	8.3
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:00
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	2	3
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	36	36
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection #34: Arden Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	483	525	153
2	464	504	147
3	454	494	144
4	386	420	122
5	367	399	116
6	328	357	104
7	304	331	96
8	290	315	92
9	232	252	73
10	217	236	69
11	217	236	69
12	208	226	66
13	188	205	60
14	174	189	55
15	174	189	55
16	169	184	54
17	97	105	31
18	53	58	17
19	48	53	15
20	19	21	6
21	14	16	5
22	14	16	5
23	10	11	3
24	10	11	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	1008	1	153	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	4	968	1	147	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	4	948	1	144	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	4	806	1	122	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
5	4	766	1	116	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
6	4	685	1	104	No	No	No	Yes	No	No	Yes	Yes	No	No
7	4	635	1	96	No	No	No	Yes	No	No	Yes	Yes	No	No
8	4	605	1	92	No	No	No	Yes	No	No	No	Yes	No	No
9	4	484	1	73	No	No	No	No	No	No	No	No	No	No
10	4	453	1	69	No	No	No	No	No	No	No	No	No	No
11	4	453	1	69	No	No	No	No	No	No	No	No	No	No
12	4	434	1	66	No	No	No	No	No	No	No	No	No	No
13	4	393	1	60	No	No	No	No	No	No	No	No	No	No
14	4	363	1	55	No	No	No	No	No	No	No	No	No	No
15	4	363	1	55	No	No	No	No	No	No	No	No	No	No
16	4	353	1	54	No	No	No	No	No	No	No	No	No	No
17	4	202	1	31	No	No	No	No	No	No	No	No	No	No
18	4	111	1	17	No	No	No	No	No	No	No	No	No	No
19	4	101	1	15	No	No	No	No	No	No	No	No	No	No
20	4	40	1	6	No	No	No	No	No	No	No	No	No	No
21	4	30	1	5	No	No	No	No	No	No	No	No	No	No
22	4	30	1	5	No	No	No	No	No	No	No	No	No	No
23	4	21	1	3	No	No	No	No	No	No	No	No	No	No
24	4	21	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					1	4	5	8	3	5	7	8	5	3

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	27.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:10
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	153
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1161
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

APPENDIX C-11

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

Opening Year (2016) With-Project Evening Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\future pm peak hour.vistropdb
Scenario 2: Opening Year Cumulative PM Peak With-Project
Report File: C:\...\Opening Year PM Peak With-Project.pdf
3/5/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Valley Boulevard - Arden Drive	Signalized	ICU1	SBL	0.725	-	C
2	Valley Boulevard - Valley Circle	Signalized	ICU1	SBL	0.657	-	B
3	Arden Drive - Rose Avenue	Signalized	ICU1	WBL	0.580	-	A
4	Valley Boulevard - Santa Anita	Signalized	ICU1	NBL	0.852	-	D
5	Valley Boulevard - Tyler Avenue	Signalized	ICU1	NBL	0.674	-	B
6	Valley Boulevard - Ramona Avenue	Signalized	ICU1	SBL	0.781	-	C
7	Valley Boulevard - Peck Road	Signalized	ICU1	WBL	0.916	-	E
8	Ramona Avenue - Peck Road	Signalized	ICU1	SBL	0.865	-	D
9	Valley Boulevard - Gibson Road	Signalized	ICU1	NBR	0.699	-	B
10	Valley Boulevard - S.Baldwin Avenue	Signalized	ICU1	SBL	0.890	-	D
11	Valley Boulevard - Temple City	Signalized	ICU1	EBL	0.848	-	D
12	Valley Boulevard - Rio Hondo Avenue	Signalized	ICU1	NBR	0.830	-	D
13	Valley Boulevard - Mission Drive	Signalized	ICU1	SBL	0.491	-	A
14	Valley Boulevard - Rosemead Avenue	Signalized	ICU1	EBL	0.934	-	E
15	Lower Azusa Road - Arden Drive	Signalized	ICU1	NBL	0.709	-	C
16	Lower Azusa Drive - Arden Way	Two-way stop	HCM2010	NBL	0.159	90.6	F
17	Lower Azusa Boulevard - Santa Anita Avenue	Signalized	ICU1	SBL	0.979	-	E
18	Lower Azusa Road - Peck Road	Signalized	ICU1	EBL	0.913	-	E

19	Lower Azusa Road - Baldwin Avenue	Signalized	ICU1	EBL	0.855	-	D
20	Lower Azusa Road - Temple City Boulevard	Signalized	ICU1	WBL	0.912	-	E
21	Lower Azusa Road - Rosemead Boulevard	Signalized	ICU1	WBL	0.867	-	D
22	Garvey Avenue - Rosemead Boulevard	Signalized	ICU1	SBL	0.933	-	E
23	Garvey Avenue - Santa Anita Avenue	Signalized	ICU1	EBL	0.970	-	E
24	Garvey Avenue - Peck Road	Signalized	ICU1	EBL	0.818	-	D
25	Valley Boulevard - Garvey Avenue	Signalized	ICU1	NBL	0.884	-	D
26	Santa Anita Avenue - Ramona Boulevard	Signalized	ICU1	WBL	0.618	-	B
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	ICU1	WBL	0.773	-	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	ICU1	EBL	0.785	-	C
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		10.7	B
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.034	17.7	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	2.171	629.3	F
32	Arden Drive - Southerly Project Driveway	Two-way stop	HCM2010	WBL	0.178	22.7	C
33	Valley Circle - Project Driveway	Two-way stop	HCM2010	EBT	0.000	9.2	A
34	Arden Drive - Arden Way	Two-way stop	HCM2010	SWBL	0.401	32.5	D
35	Temple City Boulevard - Loftus Drive	Signalized	ICU1	WBL	0.843	-	D
36	Temple City Boulevard - Marshall Drive	Signalized	ICU1	NBL	0.506	-	A
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signalized	ICU1	SBL	0.500	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for

all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Valley Boulevard - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.725

Intersection Setup

Name	Arden			Arden			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	150.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name	Arden			Arden			Valley			Valley		
Base Volume Input [veh/h]	5	2	12	544	7	207	222	1162	26	13	771	483
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	2	12	544	7	207	222	1162	26	13	771	483
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	3	136	2	52	56	291	7	3	193	121
Total Analysis Volume [veh/h]	5	2	12	544	7	207	222	1162	26	13	771	483
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.725

Intersection Level Of Service Report
#2: Valley Boulevard - Valley Circle

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.657

Intersection Setup

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	yes			yes			yes		

Volumes

Name									
Base Volume Input [veh/h]	17	0	10	8	1748	0	0	1360	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	10	8	1748	0	0	1360	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	3	2	437	0	0	340	5
Total Analysis Volume [veh/h]	17	0	10	8	1748	0	0	1360	20
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	4	5	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.657

Intersection Level Of Service Report
#3: Arden Drive - Rose Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.580

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	2	489	88	74	384	42	131	6	55	257	6	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	489	88	74	384	42	131	6	55	257	6	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	122	22	19	96	11	33	2	14	64	2	12
Total Analysis Volume [veh/h]	2	489	88	74	384	42	131	6	55	257	6	48
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.580

Intersection Level Of Service Report
#4: Valley Boulevard - Santa Anita

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.852

Intersection Setup

Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	125.00	100.00	100.00	225.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Valley			Valley		
Base Volume Input [veh/h]	526	1078	87	60	684	151	236	830	122	122	583	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	526	1078	87	60	684	151	236	830	122	122	583	56
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	132	270	22	15	171	38	59	208	31	31	146	14
Total Analysis Volume [veh/h]	526	1078	87	60	684	151	236	830	122	122	583	56
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.852

Intersection Level Of Service Report
#5: Valley Boulevard - Tyler Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name	Valley			Valley			Tyler			Tyler		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Tyler			Tyler		
Base Volume Input [veh/h]	148	214	76	98	296	91	69	615	144	123	946	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	148	214	76	98	296	91	69	615	144	123	946	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	54	19	25	74	23	17	154	36	31	237	18
Total Analysis Volume [veh/h]	148	214	76	98	296	91	69	615	144	123	946	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.674

Intersection Level Of Service Report
#6: Valley Boulevard - Ramona Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.781

Intersection Setup

Name	Valley				Valley				Ramona			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0	0	1	1	0	0	1
Pocket Length [ft]	175.00	100.00	100.00	175.00	120.00	100.00	100.00	120.00	175.00	100.00	100.00	1000.00
Speed [mph]	35.00				35.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	yes				yes				yes			

Volumes

Name	Valley				Valley				Ramona			
Base Volume Input [veh/h]	200	25	487	58	465	685	7	0	21	6	477	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	200	25	487	58	465	685	7	0	21	6	477	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	6	122	15	116	171	2	0	5	2	119	19
Total Analysis Volume [veh/h]	200	25	487	58	465	685	7	0	21	6	477	76
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	8	0	7	4	0	0	5	0	2	0
Lead / Lag	Lag	-	-	-	Lag	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.781

Intersection Setup

Name	Ramona				Mall			
Approach	Westbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	1
Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				25.00			
Grade [%]	0.00				0.00			
Crosswalk	yes				yes			

Volumes

Name	Ramona				Mall			
Base Volume Input [veh/h]	34	241	380	244	17	109	108	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	241	380	244	17	109	108	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	60	95	61	4	27	27	2
Total Analysis Volume [veh/h]	34	241	380	244	17	109	108	7
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Permissive	Split
Signal Group	1	6	0	0	0	5	9	0
Lead / Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.781

Intersection Level Of Service Report
#7: Valley Boulevard - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.916

Intersection Setup

Name	Peck			Peck			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	600.00	250.00	100.00	300.00	250.00	100.00	125.00	120.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Valley			Valley		
Base Volume Input [veh/h]	48	577	264	196	826	148	120	1286	351	201	881	166
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	577	264	196	826	148	120	1286	351	201	881	166
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	144	66	49	207	37	30	322	88	50	220	42
Total Analysis Volume [veh/h]	48	577	264	196	826	148	120	1286	351	201	881	166
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.916

Intersection Level Of Service Report
#8: Ramona Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.865

Intersection Setup

Name	Peck			Peck			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	150.00	100.00	275.00	175.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	125.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Ramona			Ramona		
Base Volume Input [veh/h]	49	1032	410	196	711	133	184	662	29	181	366	162
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	49	1032	410	196	711	133	184	662	29	181	366	162
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	258	103	49	178	33	46	166	7	45	92	41
Total Analysis Volume [veh/h]	49	1032	410	196	711	133	184	662	29	181	366	162
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.865

Intersection Level Of Service Report
#9: Valley Boulevard - Gibson Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.699

Intersection Setup

Name	Gibson			Gibson			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	60.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Gibson			Gibson			Valley			Valley		
Base Volume Input [veh/h]	26	24	72	24	13	32	17	1386	29	60	874	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	24	72	24	13	32	17	1386	29	60	874	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	6	18	6	3	8	4	347	7	15	219	9
Total Analysis Volume [veh/h]	26	24	72	24	13	32	17	1386	29	60	874	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.699

Intersection Level Of Service Report
#10: Valley Boulevard - S.Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.890

Intersection Setup

Name	Baldwin			Baldwin			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Valley			Valley		
Base Volume Input [veh/h]	96	878	205	181	613	128	119	1025	109	153	625	152
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	878	205	181	613	128	119	1025	109	153	625	152
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	220	51	45	153	32	30	256	27	38	156	38
Total Analysis Volume [veh/h]	96	878	205	181	613	128	119	1025	109	153	625	152
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.890

Intersection Level Of Service Report
#11: Valley Boulevard - Temple City

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.848

Intersection Setup

Name	Temple City			Temple City			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	125.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Valley			Valley		
Base Volume Input [veh/h]	125	687	81	191	551	127	221	1036	79	104	591	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	687	81	191	551	127	221	1036	79	104	591	123
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	172	20	48	138	32	55	259	20	26	148	31
Total Analysis Volume [veh/h]	125	687	81	191	551	127	221	1036	79	104	591	123
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.848

Intersection Level Of Service Report
#12: Valley Boulevard - Rio Hondo Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.830

Intersection Setup

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	70.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Base Volume Input [veh/h]	159	44	238	32	9	20	28	1033	116	91	733	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	44	238	32	9	20	28	1033	116	91	733	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	11	60	8	2	5	7	258	29	23	183	9
Total Analysis Volume [veh/h]	159	44	238	32	9	20	28	1033	116	91	733	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.830

Intersection Level Of Service Report
#13: Valley Boulevard - Mission Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.491

Intersection Setup

Name	Mission		Valley		Valley	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	1	1	0	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		no	

Volumes

Name	Mission		Valley		Valley	
Base Volume Input [veh/h]	500	17	25	734	564	350
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	500	17	25	734	564	350
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	125	4	6	184	141	88
Total Analysis Volume [veh/h]	500	17	25	734	564	350
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	4	5	2	6	6
Lead / Lag	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.491

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.934

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	171	1439	174	105	1240	230	277	621	137	170	466	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	171	1439	174	105	1240	230	277	621	137	170	466	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	360	44	26	310	58	69	155	34	43	117	17
Total Analysis Volume [veh/h]	171	1439	174	105	1240	230	277	621	137	170	466	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.934

Intersection Level Of Service Report
#15: Lower Azusa Road - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.709

Intersection Setup

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	75.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Base Volume Input [veh/h]	141	149	66	41	100	41	58	1049	172	82	699	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	141	149	66	41	100	41	58	1049	172	82	699	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	37	17	10	25	10	15	262	43	21	175	12
Total Analysis Volume [veh/h]	141	149	66	41	100	41	58	1049	172	82	699	49
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.709

Intersection Level Of Service Report
#16: Lower Azusa Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	90.6
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.159

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name						
Base Volume Input [veh/h]	10	279	1195	25	92	779
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	279	1195	25	92	779
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	70	299	6	23	195
Total Analysis Volume [veh/h]	10	279	1195	25	92	779
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.63	0.01	0.00	0.16	0.01
d_M, Delay for Movement [s/veh]	90.62	41.54	0.00	0.00	12.40	0.00
Movement LOS	F	E	A	A	B	A
95th-Percentile Queue Length [veh]	6.66	6.66	0.00	0.00	0.56	0.00
95th-Percentile Queue Length [ft]	166.41	166.41	0.00	0.00	14.05	0.00
d_A, Approach Delay [s/veh]	43.23		0.00		1.31	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	5.73					
Intersection LOS	F					

Intersection Level Of Service Report
#17: Lower Azusa Boulevard - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.979

Intersection Setup

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	2225.00	100.00	100.00	115.00	100.00	100.00	250.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	166	961	216	346	1000	114	78	723	87	175	627	291
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	166	961	216	346	1000	114	78	723	87	175	627	291
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	240	54	87	250	29	20	181	22	44	157	73
Total Analysis Volume [veh/h]	166	961	216	346	1000	114	78	723	87	175	627	291
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.979

Intersection Level Of Service Report
#18: Lower Azusa Road - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.913

Intersection Setup

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	230.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	183	583	103	222	752	154	265	836	248	193	640	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	583	103	222	752	154	265	836	248	193	640	164
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	146	26	56	188	39	66	209	62	48	160	41
Total Analysis Volume [veh/h]	183	583	103	222	752	154	265	836	248	193	640	164
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.913

Intersection Level Of Service Report
#19: Lower Azusa Road - Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.855

Intersection Setup

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	225.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	86	901	310	182	515	135	221	818	61	136	667	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	901	310	182	515	135	221	818	61	136	667	159
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	225	78	46	129	34	55	205	15	34	167	40
Total Analysis Volume [veh/h]	86	901	310	182	515	135	221	818	61	136	667	159
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.855

Intersection Level Of Service Report
#20: Lower Azusa Road - Temple City Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.912

Intersection Setup

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	75.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	114	794	87	205	518	49	206	784	40	285	527	147
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	794	87	205	518	49	206	784	40	285	527	147
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	199	22	51	130	12	52	196	10	71	132	37
Total Analysis Volume [veh/h]	114	794	87	205	518	49	206	784	40	285	527	147
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.912

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.867

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	11	877	677	243	893	1	3	7	4	429	0	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	877	677	243	893	1	3	7	4	429	0	156
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	219	169	61	223	0	1	2	1	107	0	39
Total Analysis Volume [veh/h]	11	877	677	243	893	1	3	7	4	429	0	156
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.867

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.933

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	306	1329	126	553	1760	197	192	719	100	161	455	334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	306	1329	126	553	1760	197	192	719	100	161	455	334
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	332	32	138	440	49	48	180	25	40	114	84
Total Analysis Volume [veh/h]	306	1329	126	553	1760	197	192	719	100	161	455	334
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.933

Intersection Level Of Service Report
#23: Garvey Avenue - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.970

Intersection Setup

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	300.00	100.00	100.00	250.00	100.00	100.00	75.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Base Volume Input [veh/h]	59	923	78	119	1061	238	297	1038	80	90	701	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	923	78	119	1061	238	297	1038	80	90	701	71
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	231	20	30	265	60	74	260	20	23	175	18
Total Analysis Volume [veh/h]	59	923	78	119	1061	238	297	1038	80	90	701	71
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.970

Intersection Level Of Service Report
#24: Garvey Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.818

Intersection Setup

Name	Peck			Peck			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Garvey			Garvey		
Base Volume Input [veh/h]	136	599	76	69	773	180	269	826	125	60	481	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	136	599	76	69	773	180	269	826	125	60	481	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	150	19	17	193	45	67	207	31	15	120	9
Total Analysis Volume [veh/h]	136	599	76	69	773	180	269	826	125	60	481	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.818

Intersection Level Of Service Report
#25: Valley Boulevard - Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.884

Intersection Setup

Name	Valley			Valley			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Garvey			Garvey		
Base Volume Input [veh/h]	212	837	36	167	921	14	32	663	375	56	292	150
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	212	837	36	167	921	14	32	663	375	56	292	150
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	209	9	42	230	4	8	166	94	14	73	38
Total Analysis Volume [veh/h]	212	837	36	167	921	14	32	663	375	56	292	150
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.884

Intersection Level Of Service Report
#26: Santa Anita Avenue - Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.618

Intersection Setup

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	115.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Base Volume Input [veh/h]	41	1559	238	95	1093	33	50	54	52	153	26	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	1559	238	95	1093	33	50	54	52	153	26	65
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	390	60	24	273	8	13	14	13	38	7	16
Total Analysis Volume [veh/h]	41	1559	238	95	1093	33	50	54	52	153	26	65
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.618

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.773

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	419	1520	0	0	1029	324	0	0	0	329	152	315
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	419	1520	0	0	1029	324	0	0	0	329	152	315
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	380	0	0	257	81	0	0	0	82	38	79
Total Analysis Volume [veh/h]	419	1520	0	0	1029	324	0	0	0	329	152	315
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.773

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.785

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	1301	180	301	1105	272	724	148	449	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1301	180	301	1105	272	724	148	449	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	325	45	75	276	68	181	37	112	0	0	0
Total Analysis Volume [veh/h]	0	1301	180	301	1105	272	724	148	449	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.785

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	485	214	37	0	0	253
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	485	214	37	0	0	253
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	121	54	9	0	0	63
Total Analysis Volume [veh/h]	485	214	37	0	0	253
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.46		0.56	0.56
95th-Percentile Queue Length [ft]	86.46		13.99	13.99
Approach Delay [s/veh]	12.04	0.00	8.04	
Approach LOS	B	A	A	
Intersection Delay [s/veh]	10.67			
Intersection LOS	B			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	17.7
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	954	0	0	1009	50	0	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	954	0	0	1009	50	0	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	239	0	0	252	13	0	0	3
Total Analysis Volume [veh/h]	0	954	0	0	1009	50	0	0	10
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.67
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.63
d_A, Approach Delay [s/veh]	0.00			0.00			17.67		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.09								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	629.3
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.171

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	27	1004	565	164	214	404
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	1004	565	164	214	404
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	251	141	41	54	101
Total Analysis Volume [veh/h]	27	1004	565	164	214	404
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	2.17	0.85
d_M, Delay for Movement [s/veh]	9.20	0.00	0.00	0.00	629.35	42.57
Movement LOS	A	A	A	A	F	E
95th-Percentile Queue Length [veh]	0.09	0.00	0.00	0.00	18.72	8.66
95th-Percentile Queue Length [ft]	2.36	0.00	0.00	0.00	467.94	216.60
d_A, Approach Delay [s/veh]	0.24		0.00		245.76	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	63.97					
Intersection LOS	F					

Intersection Level Of Service Report
#32: Arden Drive - Southerly Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	22.7
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.178

Intersection Setup

Name	Arden		Arden		South Project Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		yes	

Volumes

Name	Arden		Arden		South Project Dwy	
Base Volume Input [veh/h]	503	195	17	684	44	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	503	195	17	684	44	56
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	126	49	4	171	11	14
Total Analysis Volume [veh/h]	503	195	17	684	44	56
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.02	0.01	0.18	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	9.04	0.00	22.70	11.03
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.06	0.00	0.63	0.28
95th-Percentile Queue Length [ft]	0.00	0.00	1.43	0.00	15.85	7.01
d_A, Approach Delay [s/veh]	0.00		0.22		16.16	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.18					
Intersection LOS	C					

Intersection Level Of Service Report
#33: Valley Circle - Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Valley Circle			Valley Circle			Project Driveway			Project Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name	Valley Circle			Valley Circle			Project Driveway			Project Driveway		
Base Volume Input [veh/h]	7	10	1	0	15	0	0	0	8	6	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	10	1	0	15	0	0	0	8	6	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	3	0	0	4	0	0	0	2	2	0	0
Total Analysis Volume [veh/h]	7	10	1	0	15	0	0	0	8	6	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			no	no
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			no	no
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	7.24	0.00	0.00	7.22	0.00	0.00	8.75	9.25	8.39	8.80	9.25	8.37
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.03	0.03	0.03	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.02
95th-Percentile Queue Length [ft]	0.84	0.84	0.84	0.00	0.00	0.00	0.56	0.56	0.56	0.47	0.47	0.47
d_A, Approach Delay [s/veh]	2.81			0.00			8.39			8.80		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.63											
Intersection LOS	A											

Intersection Level Of Service Report
#34: Arden Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	32.5
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.401

Intersection Setup

Name						
Approach	Northbound		Southbound		Southwestbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name						
Base Volume Input [veh/h]	679	121	1	481	87	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	679	121	1	481	87	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	170	30	0	120	22	2
Total Analysis Volume [veh/h]	679	121	1	481	87	9
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.40	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	8.91	0.00	32.54	23.88
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh]	0.00	0.00	3.11	3.11	1.95	1.95
95th-Percentile Queue Length [ft]	0.00	0.00	77.66	77.66	48.66	48.66
d_A, Approach Delay [s/veh]	0.00		0.02		31.73	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	2.22					
Intersection LOS	D					

Intersection Level Of Service Report
#35: Temple City Boulevard - Loftus Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	802	154	225	717	324	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	802	154	225	717	324	159
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	201	39	56	179	81	40
Total Analysis Volume [veh/h]	802	154	225	717	324	159
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Permissive	Overlap
Signal Group	8	0	7	4	6	0
Lead / Lag	-	-	Lag	-	Lag	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.843

Intersection Level Of Service Report
#36: Temple City Boulevard - Marshall Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	70	943	18	35	906	30	35	35	58	19	12	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	943	18	35	906	30	35	35	58	19	12	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	236	5	9	227	8	9	9	15	5	3	2
Total Analysis Volume [veh/h]	70	943	18	35	906	30	35	35	58	19	12	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.506

Intersection Level Of Service Report
#37: Valley Boulevard - Easy Street/Merwin C. Gill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.500

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	1	31	0	15	16	1205	6	4	873	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	31	0	15	16	1205	6	4	873	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	8	0	4	4	301	2	1	218	4
Total Analysis Volume [veh/h]	0	0	1	31	0	15	16	1205	6	4	873	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	4	4	0	5	2	0	0	6	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.500

Signal Warrants Report For Intersection #16: Lower Azusa Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	871	1220	289
2	836	1171	277
3	819	1147	272
4	697	976	231
5	662	927	220
6	592	830	197
7	549	769	182
8	523	732	173
9	418	586	139
10	392	549	130
11	392	549	130
12	375	525	124
13	340	476	113
14	314	439	104
15	314	439	104
16	305	427	101
17	174	244	58
18	96	134	32
19	87	122	29
20	35	49	12
21	26	37	9
22	26	37	9
23	17	24	6
24	17	24	6

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	2091	1	289	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	6	2007	1	277	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	6	1966	1	272	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	6	1673	1	231	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	6	1589	1	220	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	6	1422	1	197	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	6	1318	1	182	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	6	1255	1	173	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	6	1004	1	139	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	6	941	1	130	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
11	6	941	1	130	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
12	6	900	1	124	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
13	6	816	1	113	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
14	6	753	1	104	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
15	6	753	1	104	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
16	6	732	1	101	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
17	6	418	1	58	No	No	No	No	No	No	No	No	No	No
18	6	230	1	32	No	No	No	No	No	No	No	No	No	No
19	6	209	1	29	No	No	No	No	No	No	No	No	No	No
20	6	84	1	12	No	No	No	No	No	No	No	No	No	No
21	6	63	1	9	No	No	No	No	No	No	No	No	No	No
22	6	63	1	9	No	No	No	No	No	No	No	No	No	No
23	6	41	1	6	No	No	No	No	No	No	No	No	No	No
24	6	41	1	6	No	No	No	No	No	No	No	No	No	No
Hours Met					8	12	13	16	12	16	16	16	16	9

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	43.2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	3:28
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	289
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2380
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	253	485
2	243	466
3	238	456
4	202	388
5	192	369
6	172	330
7	159	306
8	152	291
9	121	233
10	114	218
11	114	218
12	109	209
13	99	189
14	91	175
15	91	175
16	89	170
17	51	97
18	28	53
19	25	49
20	10	19
21	8	15
22	8	15
23	5	10
24	5	10

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	253	1	485	No	No	No	No	No	No	No	No	Yes	No
2	2	243	1	466	No	No	No	No	No	No	No	No	No	No
3	2	238	1	456	No	No	No	No	No	No	No	No	No	No
4	2	202	1	388	No	No	No	No	No	No	No	No	No	No
5	2	192	1	369	No	No	No	No	No	No	No	No	No	No
6	2	172	1	330	No	No	No	No	No	No	No	No	No	No
7	2	159	1	306	No	No	No	No	No	No	No	No	No	No
8	2	152	1	291	No	No	No	No	No	No	No	No	No	No
9	2	121	1	233	No	No	No	No	No	No	No	No	No	No
10	2	114	1	218	No	No	No	No	No	No	No	No	No	No
11	2	114	1	218	No	No	No	No	No	No	No	No	No	No
12	2	109	1	209	No	No	No	No	No	No	No	No	No	No
13	2	99	1	189	No	No	No	No	No	No	No	No	No	No
14	2	91	1	175	No	No	No	No	No	No	No	No	No	No
15	2	91	1	175	No	No	No	No	No	No	No	No	No	No
16	2	89	1	170	No	No	No	No	No	No	No	No	No	No
17	2	51	1	97	No	No	No	No	No	No	No	No	No	No
18	2	28	1	53	No	No	No	No	No	No	No	No	No	No
19	2	25	1	49	No	No	No	No	No	No	No	No	No	No
20	2	10	1	19	No	No	No	No	No	No	No	No	No	No
21	2	8	1	15	No	No	No	No	No	No	No	No	No	No
22	2	8	1	15	No	No	No	No	No	No	No	No	No	No
23	2	5	1	10	No	No	No	No	No	No	No	No	No	No
24	2	5	1	10	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	1	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	12
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:37
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	485
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	738
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #30: Temple City Boulevard - Olney Street

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	954	1059	10
2	916	1017	10
3	897	995	9
4	763	847	8
5	725	805	8
6	649	720	7
7	601	667	6
8	572	635	6
9	458	508	5
10	429	477	5
11	429	477	5
12	410	455	4
13	372	413	4
14	343	381	4
15	343	381	4
16	334	371	4
17	191	212	2
18	105	116	1
19	95	106	1
20	38	42	0
21	29	32	0
22	29	32	0
23	19	21	0
24	19	21	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	2013	1	10	No	No	No	No	No	No	No	No	No	No
2	3	1933	1	10	No	No	No	No	No	No	No	No	No	No
3	3	1892	1	9	No	No	No	No	No	No	No	No	No	No
4	3	1610	1	8	No	No	No	No	No	No	No	No	No	No
5	3	1530	1	8	No	No	No	No	No	No	No	No	No	No
6	3	1369	1	7	No	No	No	No	No	No	No	No	No	No
7	3	1268	1	6	No	No	No	No	No	No	No	No	No	No
8	3	1207	1	6	No	No	No	No	No	No	No	No	No	No
9	3	966	1	5	No	No	No	No	No	No	No	No	No	No
10	3	906	1	5	No	No	No	No	No	No	No	No	No	No
11	3	906	1	5	No	No	No	No	No	No	No	No	No	No
12	3	865	1	4	No	No	No	No	No	No	No	No	No	No
13	3	785	1	4	No	No	No	No	No	No	No	No	No	No
14	3	724	1	4	No	No	No	No	No	No	No	No	No	No
15	3	724	1	4	No	No	No	No	No	No	No	No	No	No
16	3	705	1	4	No	No	No	No	No	No	No	No	No	No
17	3	403	1	2	No	No	No	No	No	No	No	No	No	No
18	3	221	1	1	No	No	No	No	No	No	No	No	No	No
19	3	201	1	1	No	No	No	No	No	No	No	No	No	No
20	3	80	1	0	No	No	No	No	No	No	No	No	No	No
21	3	61	1	0	No	No	No	No	No	No	No	No	No	No
22	3	61	1	0	No	No	No	No	No	No	No	No	No	No
23	3	40	1	0	No	No	No	No	No	No	No	No	No	No
24	3	40	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	17.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:02
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	10
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2023
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #31: S. Baldwin Avenue - Flair Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	1031	729	618
2	990	700	593
3	969	685	581
4	825	583	494
5	784	554	470
6	701	496	420
7	650	459	389
8	619	437	371
9	495	350	297
10	464	328	278
11	464	328	278
12	443	313	266
13	402	284	241
14	371	262	222
15	371	262	222
16	361	255	216
17	206	146	124
18	113	80	68
19	103	73	62
20	41	29	25
21	31	22	19
22	31	22	19
23	21	15	12
24	21	15	12

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1760	2	618	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1690	2	593	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1654	2	581	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1408	2	494	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	1338	2	470	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	3	1197	2	420	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	3	1109	2	389	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	3	1056	2	371	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	3	845	2	297	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
10	3	792	2	278	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
11	3	792	2	278	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
12	3	756	2	266	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
13	3	686	2	241	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
14	3	633	2	222	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No
15	3	633	2	222	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No
16	3	616	2	216	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No
17	3	352	2	124	No	No	No	Yes	No	No	No	No	No	No
18	3	193	2	68	No	No	No	No	No	No	No	No	No	No
19	3	176	2	62	No	No	No	No	No	No	No	No	No	No
20	3	70	2	25	No	No	No	No	No	No	No	No	No	No
21	3	53	2	19	No	No	No	No	No	No	No	No	No	No
22	3	53	2	19	No	No	No	No	No	No	No	No	No	No
23	3	36	2	12	No	No	No	No	No	No	No	No	No	No
24	3	36	2	12	No	No	No	No	No	No	No	No	No	No
Hours Met					16	16	16	17	8	12	15	16	13	9

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	245.8
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	42:11
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	618
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2378
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection #32: Arden Drive - Southerly Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	E
1	701	698	100
2	673	670	96
3	659	656	94
4	561	558	80
5	533	530	76
6	477	475	68
7	442	440	63
8	421	419	60
9	336	335	48
10	315	314	45
11	315	314	45
12	301	300	43
13	273	272	39
14	252	251	36
15	252	251	36
16	245	244	35
17	140	140	20
18	77	77	11
19	70	70	10
20	28	28	4
21	21	21	3
22	21	21	3
23	14	14	2
24	14	14	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	1399	2	100	No	No	No	No	Yes	Yes	Yes	Yes	No	No
2	5	1343	2	96	No	No	No	No	No	Yes	Yes	Yes	No	No
3	5	1315	2	94	No	No	No	No	No	Yes	Yes	Yes	No	No
4	5	1119	2	80	No	No	No	No	No	Yes	Yes	Yes	No	No
5	5	1063	2	76	No	No	No	No	No	No	Yes	Yes	No	No
6	5	952	2	68	No	No	No	No	No	No	No	Yes	No	No
7	5	882	2	63	No	No	No	No	No	No	No	Yes	No	No
8	5	840	2	60	No	No	No	No	No	No	No	Yes	No	No
9	5	671	2	48	No	No	No	No	No	No	No	No	No	No
10	5	629	2	45	No	No	No	No	No	No	No	No	No	No
11	5	629	2	45	No	No	No	No	No	No	No	No	No	No
12	5	601	2	43	No	No	No	No	No	No	No	No	No	No
13	5	545	2	39	No	No	No	No	No	No	No	No	No	No
14	5	503	2	36	No	No	No	No	No	No	No	No	No	No
15	5	503	2	36	No	No	No	No	No	No	No	No	No	No
16	5	489	2	35	No	No	No	No	No	No	No	No	No	No
17	5	280	2	20	No	No	No	No	No	No	No	No	No	No
18	5	154	2	11	No	No	No	No	No	No	No	No	No	No
19	5	140	2	10	No	No	No	No	No	No	No	No	No	No
20	5	56	2	4	No	No	No	No	No	No	No	No	No	No
21	5	42	2	3	No	No	No	No	No	No	No	No	No	No
22	5	42	2	3	No	No	No	No	No	No	No	No	No	No
23	5	28	2	2	No	No	No	No	No	No	No	No	No	No
24	5	28	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	1	4	5	8	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	16.2
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:26
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	100
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1499
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #33: Valley Circle - Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	15	18	6	8
2	14	17	6	8
3	14	17	6	8
4	12	14	5	6
5	11	14	5	6
6	10	12	4	5
7	9	11	4	5
8	9	11	4	5
9	7	9	3	4
10	7	8	3	4
11	7	8	3	4
12	6	8	3	3
13	6	7	2	3
14	5	6	2	3
15	5	6	2	3
16	5	6	2	3
17	3	4	1	2
18	2	2	1	1
19	2	2	1	1
20	1	1	0	0
21	0	1	0	0
22	0	1	0	0
23	0	0	0	0
24	0	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	33	2	14	No	No	No	No	No	No	No	No	No	No
2	2	31	2	14	No	No	No	No	No	No	No	No	No	No
3	2	31	2	14	No	No	No	No	No	No	No	No	No	No
4	2	26	2	11	No	No	No	No	No	No	No	No	No	No
5	2	25	2	11	No	No	No	No	No	No	No	No	No	No
6	2	22	2	9	No	No	No	No	No	No	No	No	No	No
7	2	20	2	9	No	No	No	No	No	No	No	No	No	No
8	2	20	2	9	No	No	No	No	No	No	No	No	No	No
9	2	16	2	7	No	No	No	No	No	No	No	No	No	No
10	2	15	2	7	No	No	No	No	No	No	No	No	No	No
11	2	15	2	7	No	No	No	No	No	No	No	No	No	No
12	2	14	2	6	No	No	No	No	No	No	No	No	No	No
13	2	13	2	5	No	No	No	No	No	No	No	No	No	No
14	2	11	2	5	No	No	No	No	No	No	No	No	No	No
15	2	11	2	5	No	No	No	No	No	No	No	No	No	No
16	2	11	2	5	No	No	No	No	No	No	No	No	No	No
17	2	7	2	3	No	No	No	No	No	No	No	No	No	No
18	2	4	2	2	No	No	No	No	No	No	No	No	No	No
19	2	4	2	2	No	No	No	No	No	No	No	No	No	No
20	2	2	2	0	No	No	No	No	No	No	No	No	No	No
21	2	1	2	0	No	No	No	No	No	No	No	No	No	No
22	2	1	2	0	No	No	No	No	No	No	No	No	No	No
23	2	0	2	0	No	No	No	No	No	No	No	No	No	No
24	2	0	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.8	8.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	6	8
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	47	47
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection #34: Arden Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	NE
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	NE
1	800	482	96
2	768	463	92
3	752	453	90
4	640	386	77
5	608	366	73
6	544	328	65
7	504	304	60
8	480	289	58
9	384	231	46
10	360	217	43
11	360	217	43
12	344	207	41
13	312	188	37
14	288	174	35
15	288	174	35
16	280	169	34
17	160	96	19
18	88	53	11
19	80	48	10
20	32	19	4
21	24	14	3
22	24	14	3
23	16	10	2
24	16	10	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	1282	1	96	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
2	4	1231	1	92	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
3	4	1205	1	90	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
4	4	1026	1	77	No	No	No	No	Yes	Yes	Yes	Yes	No	No
5	4	974	1	73	No	No	No	No	No	Yes	Yes	Yes	No	No
6	4	872	1	65	No	No	No	No	No	Yes	Yes	Yes	No	No
7	4	808	1	60	No	No	No	No	No	Yes	Yes	Yes	No	No
8	4	769	1	58	No	No	No	No	No	No	Yes	Yes	No	No
9	4	615	1	46	No	No	No	No	No	No	No	Yes	No	No
10	4	577	1	43	No	No	No	No	No	No	No	Yes	No	No
11	4	577	1	43	No	No	No	No	No	No	No	Yes	No	No
12	4	551	1	41	No	No	No	No	No	No	No	No	No	No
13	4	500	1	37	No	No	No	No	No	No	No	No	No	No
14	4	462	1	35	No	No	No	No	No	No	No	No	No	No
15	4	462	1	35	No	No	No	No	No	No	No	No	No	No
16	4	449	1	34	No	No	No	No	No	No	No	No	No	No
17	4	256	1	19	No	No	No	No	No	No	No	No	No	No
18	4	141	1	11	No	No	No	No	No	No	No	No	No	No
19	4	128	1	10	No	No	No	No	No	No	No	No	No	No
20	4	51	1	4	No	No	No	No	No	No	No	No	No	No
21	4	38	1	3	No	No	No	No	No	No	No	No	No	No
22	4	38	1	3	No	No	No	No	No	No	No	No	No	No
23	4	26	1	2	No	No	No	No	No	No	No	No	No	No
24	4	26	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	4	7	8	11	3	0

Warrant 3 Condition A

Orientation	NE
Total Stopped Delay Per Vehicle on Minor Approach (s)	31.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:50
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	96
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1378
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

APPENDIX C-12

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

Opening Year (2016) With-Project Saturday Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\use future cumulative saturday.vistropdb
Report File: \...\opening yr sat with project with 32, 33.pdf

Scenario 2: Opening Year With Project
4/10/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Valley Boulevard - Arden Drive	Signalized	ICU1	SBL	0.670	-	B
2	Valley Boulevard - Valley Circle	Signalized	ICU1	SBL	0.453	-	A
3	Arden Drive - Rose Avenue	Signalized	ICU1	WBL	0.503	-	A
4	Valley Boulevard - Santa Anita	Signalized	ICU1	NBL	0.748	-	C
5	Valley Boulevard - Tyler Avenue	Signalized	ICU1	NBL	0.583	-	A
6	Valley Boulevard - Ramona Avenue	Signalized	ICU1	WBL	0.770	-	C
7	Valley Boulevard - Peck Road	Signalized	ICU1	SBL	0.876	-	D
8	Ramona Avenue - Peck Road	Signalized	ICU1	EBL	0.805	-	D
9	Valley Boulevard - Gibson Road	Signalized	ICU1	NBR	0.525	-	A
10	Valley Boulevard - S.Baldwin Avenue	Signalized	ICU1	WBL	0.695	-	B
11	Valley Boulevard - Temple City	Signalized	ICU1	EBL	0.682	-	B
12	Valley Boulevard - Rio Hondo Avenue	Signalized	ICU1	NBR	0.647	-	B
13	Valley Boulevard - Mission Drive	Signalized	ICU1	SBL	0.405	-	A
14	Valley Boulevard - Rosemead Avenue	Signalized	ICU1	NBL	0.946	-	E
15	Lower Azusa Road - Arden Drive	Signalized	ICU1	NBL	0.565	-	A
16	Lower Azusa Drive - Arden Way	Two-way stop	HCM2010	NBL	0.192	47.9	E
17	Lower Azusa Boulevard - Santa Anita Avenue	Signalized	ICU1	SBL	0.852	-	D
18	Lower Azusa Road - Peck Road	Signalized	ICU1	NBL	0.794	-	C

19	Lower Azusa Road - Baldwin Avenue	Signalized	ICU1	EBL	0.752	-	C
20	Lower Azusa Road - Temple City Boulevard	Signalized	ICU1	WBL	0.779	-	C
21	Lower Azusa Road - Rosemead Boulevard	Signalized	ICU1	WBL	0.702	-	C
22	Garvey Avenue - Rosemead Boulevard	Signalized	ICU1	SBL	0.991	-	E
23	Garvey Avenue - Santa Anita Avenue	Signalized	ICU1	EBL	0.781	-	C
24	Garvey Avenue - Peck Road	Signalized	ICU1	EBL	0.733	-	C
25	Valley Boulevard - Garvey Avenue	Signalized	ICU1	NBL	0.692	-	B
26	Santa Anita Avenue - Ramona Boulevard	Signalized	ICU1	WBL	0.453	-	A
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	ICU1	WBL	0.701	-	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	ICU1	EBL	0.613	-	B
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		10.9	B
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.078	16.7	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	0.967	166.3	F
32	Arden Drive - Southerly Project Driveway	Two-way stop	HCM2010	WBL	0.202	20.4	C
33	Valley Circle - Project Driveway	Two-way stop	HCM2010	EBT	0.000	9.3	A
34	Arden Drive - Arden Way	Two-way stop	HCM2010	SWBL	0.208	16.6	C
35	Temple City Boulevard - Loftus Drive	Signalized	ICU1	SBL	0.628	-	B
36	Temple City Boulevard - Marshall Drive	Signalized	ICU1	SBL	0.436	-	A
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signalized	ICU1	SBL2	0.455	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for

all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Valley Boulevard - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.670

Intersection Setup

Name	Arden			Arden			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	150.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Arden			Arden			Valley			Valley		
Base Volume Input [veh/h]	30	4	6	487	6	225	245	695	23	15	701	381
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	4	6	487	6	225	245	695	23	15	701	381
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	1	2	122	2	56	61	174	6	4	175	95
Total Analysis Volume [veh/h]	30	4	6	487	6	225	245	695	23	15	701	381
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.670

Intersection Level Of Service Report
#2: Valley Boulevard - Valley Circle

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.453

Intersection Setup

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	yes			yes			yes		

Volumes

Name									
Base Volume Input [veh/h]	12	0	8	9	1015	0	0	1086	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	8	9	1015	0	0	1086	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	2	2	254	0	0	272	1
Total Analysis Volume [veh/h]	12	0	8	9	1015	0	0	1086	2
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	4	5	2	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.453

Intersection Level Of Service Report
#3: Arden Drive - Rose Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.503

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	4	336	109	98	283	22	30	8	33	307	8	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	336	109	98	283	22	30	8	33	307	8	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	84	27	25	71	6	8	2	8	77	2	13
Total Analysis Volume [veh/h]	4	336	109	98	283	22	30	8	33	307	8	51
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.503

Intersection Level Of Service Report
#4: Valley Boulevard - Santa Anita

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.748

Intersection Setup

Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	125.00	100.00	100.00	225.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Valley			Valley		
Base Volume Input [veh/h]	391	610	64	42	641	161	173	604	102	95	651	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	391	610	64	42	641	161	173	604	102	95	651	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	98	153	16	11	160	40	43	151	26	24	163	11
Total Analysis Volume [veh/h]	391	610	64	42	641	161	173	604	102	95	651	45
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.748

Intersection Level Of Service Report
#5: Valley Boulevard - Tyler Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.583

Intersection Setup

Name	Valley			Valley			Tyler			Tyler		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Tyler			Tyler		
Base Volume Input [veh/h]	144	172	85	95	209	82	73	641	154	86	684	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	144	172	85	95	209	82	73	641	154	86	684	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	43	21	24	52	21	18	160	39	22	171	12
Total Analysis Volume [veh/h]	144	172	85	95	209	82	73	641	154	86	684	49
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.583

Intersection Level Of Service Report
#6: Valley Boulevard - Ramona Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.770

Intersection Setup

Name	Valley				Valley				Ramona			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0	0	1	1	0	0	1
Pocket Length [ft]	175.00	100.00	100.00	175.00	120.00	100.00	100.00	120.00	175.00	100.00	100.00	1000.00
Speed [mph]	35.00				35.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	yes				yes				yes			

Volumes

Name	Valley				Valley				Ramona			
Base Volume Input [veh/h]	228	280	280	155	52	320	8	0	257	308	492	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	228	280	280	155	52	320	8	0	257	308	492	121
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	70	70	39	13	80	2	0	64	77	123	30
Total Analysis Volume [veh/h]	228	280	280	155	52	320	8	0	257	308	492	121
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	8	0	7	4	0	0	5	0	2	0
Lead / Lag	Lag	-	-	-	Lag	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.770

Intersection Setup

Name	Ramona				Mall			
Approach	Westbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	1
Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				25.00			
Grade [%]	0.00				0.00			
Crosswalk	yes				yes			

Volumes

Name	Ramona				Mall			
Base Volume Input [veh/h]	308	425	17	139	17	112	113	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	308	425	17	139	17	112	113	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	106	4	35	4	28	28	4
Total Analysis Volume [veh/h]	308	425	17	139	17	112	113	17
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Permissive	Split
Signal Group	1	6	0	0	0	9	9	0
Lead / Lag	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.770

Intersection Level Of Service Report
#7: Valley Boulevard - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.876

Intersection Setup

Name	Peck			Peck			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	600.00	250.00	100.00	300.00	250.00	100.00	125.00	120.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Valley			Valley		
Base Volume Input [veh/h]	228	896	280	269	862	158	159	609	124	62	569	279
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	228	896	280	269	862	158	159	609	124	62	569	279
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	224	70	67	216	40	40	152	31	16	142	70
Total Analysis Volume [veh/h]	228	896	280	269	862	158	159	609	124	62	569	279
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.876

Intersection Level Of Service Report
#8: Ramona Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.805

Intersection Setup

Name	Peck			Peck			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	150.00	100.00	275.00	175.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	125.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Ramona			Ramona		
Base Volume Input [veh/h]	167	870	118	72	952	401	298	426	214	158	424	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	870	118	72	952	401	298	426	214	158	424	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	218	30	18	238	100	75	107	54	40	106	18
Total Analysis Volume [veh/h]	167	870	118	72	952	401	298	426	214	158	424	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.805

Intersection Level Of Service Report
#9: Valley Boulevard - Gibson Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.525

Intersection Setup

Name	Gibson			Gibson			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	60.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Gibson			Gibson			Valley			Valley		
Base Volume Input [veh/h]	18	8	62	29	22	38	14	868	28	55	859	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	8	62	29	22	38	14	868	28	55	859	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	16	7	6	10	4	217	7	14	215	7
Total Analysis Volume [veh/h]	18	8	62	29	22	38	14	868	28	55	859	27
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.525

Intersection Level Of Service Report
#10: Valley Boulevard - S.Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.695

Intersection Setup

Name	Baldwin			Baldwin			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Valley			Valley		
Base Volume Input [veh/h]	60	700	173	137	607	147	152	628	115	186	636	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	700	173	137	607	147	152	628	115	186	636	131
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	175	43	34	152	37	38	157	29	47	159	33
Total Analysis Volume [veh/h]	60	700	173	137	607	147	152	628	115	186	636	131
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.695

Intersection Level Of Service Report
#11: Valley Boulevard - Temple City

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.682

Intersection Setup

Name	Temple City			Temple City			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	125.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Valley			Valley		
Base Volume Input [veh/h]	101	363	80	134	497	124	226	773	59	108	586	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	101	363	80	134	497	124	226	773	59	108	586	106
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	91	20	34	124	31	57	193	15	27	147	27
Total Analysis Volume [veh/h]	101	363	80	134	497	124	226	773	59	108	586	106
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.682

Intersection Level Of Service Report
#12: Valley Boulevard - Rio Hondo Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.647

Intersection Setup

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	70.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Base Volume Input [veh/h]	95	19	163	26	7	20	21	844	88	79	760	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	19	163	26	7	20	21	844	88	79	760	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	5	41	7	2	5	5	211	22	20	190	4
Total Analysis Volume [veh/h]	95	19	163	26	7	20	21	844	88	79	760	15
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.647

Intersection Level Of Service Report
#13: Valley Boulevard - Mission Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.405

Intersection Setup

Name	Mission		Valley		Valley	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	1	1	0	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		no	

Volumes

Name	Mission		Valley		Valley	
Base Volume Input [veh/h]	292	22	17	684	631	237
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	292	22	17	684	631	237
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	6	4	171	158	59
Total Analysis Volume [veh/h]	292	22	17	684	631	237
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	4	5	2	6	0
Lead / Lag	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.405

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.946

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	251	1314	152	84	1191	271	251	577	147	174	513	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	251	1314	152	84	1191	271	251	577	147	174	513	84
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	329	38	21	298	68	63	144	37	44	128	21
Total Analysis Volume [veh/h]	251	1314	152	84	1191	271	251	577	147	174	513	84
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.946

Intersection Level Of Service Report
#15: Lower Azusa Road - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.565

Intersection Setup

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	75.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Base Volume Input [veh/h]	113	70	31	35	67	27	24	850	106	59	799	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	113	70	31	35	67	27	24	850	106	59	799	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	18	8	9	17	7	6	213	27	15	200	9
Total Analysis Volume [veh/h]	113	70	31	35	67	27	24	850	106	59	799	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.565

Intersection Level Of Service Report
#16: Lower Azusa Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	47.9
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.192

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name						
Base Volume Input [veh/h]	22	219	866	37	78	781
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	219	866	37	78	781
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	55	217	9	20	195
Total Analysis Volume [veh/h]	22	219	866	37	78	781
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.39	0.01	0.00	0.10	0.01
d_M, Delay for Movement [s/veh]	47.89	22.88	0.00	0.00	10.27	0.00
Movement LOS	E	C	A	A	B	A
95th-Percentile Queue Length [veh]	3.59	3.59	0.00	0.00	0.34	0.00
95th-Percentile Queue Length [ft]	89.78	89.78	0.00	0.00	8.53	0.00
d_A, Approach Delay [s/veh]	25.16		0.00		0.93	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	3.43					
Intersection LOS	E					

Intersection Level Of Service Report
#17: Lower Azusa Boulevard - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.852

Intersection Setup

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	2225.00	100.00	100.00	115.00	100.00	100.00	250.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	228	690	155	266	690	138	123	639	152	162	611	266
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	228	690	155	266	690	138	123	639	152	162	611	266
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	173	39	67	173	35	31	160	38	41	153	67
Total Analysis Volume [veh/h]	228	690	155	266	690	138	123	639	152	162	611	266
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.852

Intersection Level Of Service Report
#18: Lower Azusa Road - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

Intersection Setup

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	230.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	260	695	153	107	566	151	201	560	201	187	553	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	260	695	153	107	566	151	201	560	201	187	553	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	174	38	27	142	38	50	140	50	47	138	18
Total Analysis Volume [veh/h]	260	695	153	107	566	151	201	560	201	187	553	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.794

Intersection Level Of Service Report
#19: Lower Azusa Road - Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	225.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	91	704	180	162	598	177	175	649	120	145	632	163
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	704	180	162	598	177	175	649	120	145	632	163
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	176	45	41	150	44	44	162	30	36	158	41
Total Analysis Volume [veh/h]	91	704	180	162	598	177	175	649	120	145	632	163
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.752

Intersection Level Of Service Report
#20: Lower Azusa Road - Temple City Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.779

Intersection Setup

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	75.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	56	566	58	205	642	78	134	498	40	329	569	145
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	566	58	205	642	78	134	498	40	329	569	145
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	142	15	51	161	20	34	125	10	82	142	36
Total Analysis Volume [veh/h]	56	566	58	205	642	78	134	498	40	329	569	145
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.779

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.702

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	22	951	500	141	952	2	0	2	3	502	0	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	951	500	141	952	2	0	2	3	502	0	131
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	238	125	35	238	1	0	1	1	126	0	33
Total Analysis Volume [veh/h]	22	951	500	141	952	2	0	2	3	502	0	131
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.702

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.991

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	338	1175	173	599	1022	227	259	568	140	214	485	418
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	338	1175	173	599	1022	227	259	568	140	214	485	418
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	294	43	150	256	57	65	142	35	54	121	105
Total Analysis Volume [veh/h]	338	1175	173	599	1022	227	259	568	140	214	485	418
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.991

Intersection Level Of Service Report
#23: Garvey Avenue - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.781

Intersection Setup

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	300.00	100.00	100.00	250.00	100.00	100.00	75.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Base Volume Input [veh/h]	78	422	70	114	453	260	282	818	105	91	630	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	422	70	114	453	260	282	818	105	91	630	116
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	106	18	29	113	65	71	205	26	23	158	29
Total Analysis Volume [veh/h]	78	422	70	114	453	260	282	818	105	91	630	116
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.781

Intersection Level Of Service Report
#24: Garvey Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.733

Intersection Setup

Name	Peck			Peck			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Garvey			Garvey		
Base Volume Input [veh/h]	145	517	87	75	547	206	217	634	104	65	494	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	145	517	87	75	547	206	217	634	104	65	494	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	129	22	19	137	52	54	159	26	16	124	13
Total Analysis Volume [veh/h]	145	517	87	75	547	206	217	634	104	65	494	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.733

Intersection Level Of Service Report
#25: Valley Boulevard - Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

Intersection Setup

Name	Valley			Valley			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Garvey			Garvey		
Base Volume Input [veh/h]	236	678	42	139	597	41	48	322	314	74	273	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	236	678	42	139	597	41	48	322	314	74	273	193
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	170	11	35	149	10	12	81	79	19	68	48
Total Analysis Volume [veh/h]	236	678	42	139	597	41	48	322	314	74	273	193
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.692

Intersection Level Of Service Report
#26: Santa Anita Avenue - Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.453

Intersection Setup

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	115.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Base Volume Input [veh/h]	32	1072	133	35	1062	13	11	19	34	188	21	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	1072	133	35	1062	13	11	19	34	188	21	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	268	33	9	266	3	3	5	9	47	5	17
Total Analysis Volume [veh/h]	32	1072	133	35	1062	13	11	19	34	188	21	66
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.453

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.701

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	271	985	0	0	854	434	0	0	0	333	99	257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	271	985	0	0	854	434	0	0	0	333	99	257
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	246	0	0	214	109	0	0	0	83	25	64
Total Analysis Volume [veh/h]	271	985	0	0	854	434	0	0	0	333	99	257
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.701

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	803	280	285	791	0	511	88	237	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	803	280	285	791	0	511	88	237	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	201	70	71	198	0	128	22	59	0	0	0
Total Analysis Volume [veh/h]	0	803	280	285	791	0	511	88	237	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.613

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	487	214	37	0	0	174
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	487	214	37	0	0	174
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	122	54	9	0	0	44
Total Analysis Volume [veh/h]	487	214	37	0	0	174
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.49		0.36	0.36
95th-Percentile Queue Length [ft]	87.18		9.11	9.11
Approach Delay [s/veh]	12.08	0.00	7.75	
Approach LOS	B	A	A	
Intersection Delay [s/veh]	10.94			
Intersection LOS	B			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.078

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	551	0	0	916	18	0	0	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	551	0	0	916	18	0	0	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	138	0	0	229	5	0	0	7
Total Analysis Volume [veh/h]	0	551	0	0	916	18	0	0	26
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.73
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.31
d_A, Approach Delay [s/veh]	0.00			0.00			16.73		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.29								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	166.3
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.967

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	67	889	619	137	90	112
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	889	619	137	90	112
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	222	155	34	23	28
Total Analysis Volume [veh/h]	67	889	619	137	90	112
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.01	0.01	0.00	0.97	0.25
d_M, Delay for Movement [s/veh]	9.52	0.00	0.00	0.00	166.30	15.63
Movement LOS	A	A	A	A	F	C
95th-Percentile Queue Length [veh]	0.25	0.00	0.00	0.00	5.62	0.97
95th-Percentile Queue Length [ft]	6.29	0.00	0.00	0.00	140.55	24.29
d_A, Approach Delay [s/veh]	0.67		0.00		82.76	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	9.07					
Intersection LOS	F					

Intersection Level Of Service Report
#32: Arden Drive - Southerly Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	20.4
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.202

Intersection Setup

Name	Arden		Arden		South Project Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		yes	

Volumes

Name	Arden		Arden		South Project Dwy	
Base Volume Input [veh/h]	382	256	24	599	59	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	382	256	24	599	59	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	64	6	150	15	17
Total Analysis Volume [veh/h]	382	256	24	599	59	68
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.01	0.20	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	8.86	0.00	20.38	10.86
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.08	0.00	0.74	0.33
95th-Percentile Queue Length [ft]	0.00	0.00	1.93	0.00	18.47	8.26
d_A, Approach Delay [s/veh]	0.00		0.34		15.28	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.55					
Intersection LOS	C					

Intersection Level Of Service Report
#33: Valley Circle - Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Valley Circle			Valley Circle			Project Driveway			Project Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name	Valley Circle			Valley Circle			Project Driveway			Project Driveway		
Base Volume Input [veh/h]	10	11	1	0	10	0	0	0	10	1	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	11	1	0	10	0	0	0	10	1	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	0	0	3	0	0	0	3	0	0	0
Total Analysis Volume [veh/h]	10	11	1	0	10	0	0	0	10	1	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			no	no
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			no	no
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.23	0.00	0.00	7.22	0.00	0.00	8.77	9.27	8.37	8.81	9.24	8.35
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.04	0.04	0.04	0.00	0.00	0.00	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	1.03	1.03	1.03	0.00	0.00	0.00	0.70	0.70	0.70	0.08	0.08	0.08
d_A, Approach Delay [s/veh]	3.29			0.00			8.37			8.81		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.83											
Intersection LOS	A											

Intersection Level Of Service Report
#34: Arden Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	16.6
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.208

Intersection Setup

Name						
Approach	Northbound		Southbound		Southwestbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name						
Base Volume Input [veh/h]	381	139	3	336	82	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	381	139	3	336	82	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	35	1	84	21	3
Total Analysis Volume [veh/h]	381	139	3	336	82	11
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.21	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	8.04	0.00	16.61	12.86
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.00	0.00	1.18	1.18	0.85	0.85
95th-Percentile Queue Length [ft]	0.00	0.00	29.60	29.60	21.21	21.21
d_A, Approach Delay [s/veh]	0.00		0.07		16.16	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.60					
Intersection LOS	C					

Intersection Level Of Service Report
#35: Temple City Boulevard - Loftus Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	497	121	239	676	219	99
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	497	121	239	676	219	99
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	124	30	60	169	55	25
Total Analysis Volume [veh/h]	497	121	239	676	219	99
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Permissive	Overlap
Signal Group	8	0	7	4	1	0
Lead / Lag	-	-	Lag	-	Lag	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.628

Intersection Level Of Service Report
#36: Temple City Boulevard - Marshall Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.436

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	35	521	24	38	774	20	37	23	63	19	2	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	521	24	38	774	20	37	23	63	19	2	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	130	6	10	194	5	9	6	16	5	1	3
Total Analysis Volume [veh/h]	35	521	24	38	774	20	37	23	63	19	2	11
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.436

Intersection Level Of Service Report
#37: Valley Boulevard - Easy Street/Merwin C. Gill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.455

Intersection Setup

Name												
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				35.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	no				yes				yes			

Volumes

Name												
Base Volume Input [veh/h]	0	0	3	0	27	0	0	17	17	1046	10	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	3	0	27	0	0	17	17	1046	10	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1	0	7	0	0	4	4	262	3	3
Total Analysis Volume [veh/h]	0	0	3	0	27	0	0	17	17	1046	10	10
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	4	4	0	5	2	0	0
Lead / Lag	-	-	-	-	Lag	Lag	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.455

Signal Warrants Report For Intersection #16: Lower Azusa Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	859	903	241
2	825	867	231
3	807	849	227
4	687	722	193
5	653	686	183
6	584	614	164
7	541	569	152
8	515	542	145
9	412	433	116
10	387	406	108
11	387	406	108
12	369	388	104
13	335	352	94
14	309	325	87
15	309	325	87
16	301	316	84
17	172	181	48
18	94	99	27
19	86	90	24
20	34	36	10
21	26	27	7
22	26	27	7
23	17	18	5
24	17	18	5

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	1762	1	241	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	6	1692	1	231	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	6	1656	1	227	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	6	1409	1	193	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	6	1339	1	183	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	6	1198	1	164	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	6	1110	1	152	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	6	1057	1	145	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	6	845	1	116	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
10	6	793	1	108	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
11	6	793	1	108	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
12	6	757	1	104	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
13	6	687	1	94	No	No	No	Yes	No	No	Yes	Yes	No	No
14	6	634	1	87	No	No	No	Yes	No	No	Yes	Yes	No	No
15	6	634	1	87	No	No	No	Yes	No	No	Yes	Yes	No	No
16	6	617	1	84	No	No	No	Yes	No	No	No	Yes	No	No
17	6	353	1	48	No	No	No	No	No	No	No	No	No	No
18	6	193	1	27	No	No	No	No	No	No	No	No	No	No
19	6	176	1	24	No	No	No	No	No	No	No	No	No	No
20	6	70	1	10	No	No	No	No	No	No	No	No	No	No
21	6	53	1	7	No	No	No	No	No	No	No	No	No	No
22	6	53	1	7	No	No	No	No	No	No	No	No	No	No
23	6	35	1	5	No	No	No	No	No	No	No	No	No	No
24	6	35	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					7	8	11	16	8	12	15	16	12	8

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	25.2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:41
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	241
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2003
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	174	487
2	167	468
3	164	458
4	139	390
5	132	370
6	118	331
7	110	307
8	104	292
9	84	234
10	78	219
11	78	219
12	75	209
13	68	190
14	63	175
15	63	175
16	61	170
17	35	97
18	19	54
19	17	49
20	7	19
21	5	15
22	5	15
23	3	10
24	3	10

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	174	1	487	No	No	No	No	No	No	No	No	No	No
2	2	167	1	468	No	No	No	No	No	No	No	No	No	No
3	2	164	1	458	No	No	No	No	No	No	No	No	No	No
4	2	139	1	390	No	No	No	No	No	No	No	No	No	No
5	2	132	1	370	No	No	No	No	No	No	No	No	No	No
6	2	118	1	331	No	No	No	No	No	No	No	No	No	No
7	2	110	1	307	No	No	No	No	No	No	No	No	No	No
8	2	104	1	292	No	No	No	No	No	No	No	No	No	No
9	2	84	1	234	No	No	No	No	No	No	No	No	No	No
10	2	78	1	219	No	No	No	No	No	No	No	No	No	No
11	2	78	1	219	No	No	No	No	No	No	No	No	No	No
12	2	75	1	209	No	No	No	No	No	No	No	No	No	No
13	2	68	1	190	No	No	No	No	No	No	No	No	No	No
14	2	63	1	175	No	No	No	No	No	No	No	No	No	No
15	2	63	1	175	No	No	No	No	No	No	No	No	No	No
16	2	61	1	170	No	No	No	No	No	No	No	No	No	No
17	2	35	1	97	No	No	No	No	No	No	No	No	No	No
18	2	19	1	54	No	No	No	No	No	No	No	No	No	No
19	2	17	1	49	No	No	No	No	No	No	No	No	No	No
20	2	7	1	19	No	No	No	No	No	No	No	No	No	No
21	2	5	1	15	No	No	No	No	No	No	No	No	No	No
22	2	5	1	15	No	No	No	No	No	No	No	No	No	No
23	2	3	1	10	No	No	No	No	No	No	No	No	No	No
24	2	3	1	10	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	12.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:38
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	487
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	661
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #30: Temple City Boulevard - Olney Street

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	551	934	26
2	529	897	25
3	518	878	24
4	441	747	21
5	419	710	20
6	375	635	18
7	347	588	16
8	331	560	16
9	264	448	12
10	248	420	12
11	248	420	12
12	237	402	11
13	215	364	10
14	198	336	9
15	198	336	9
16	193	327	9
17	110	187	5
18	61	103	3
19	55	93	3
20	22	37	1
21	17	28	1
22	17	28	1
23	11	19	1
24	11	19	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1485	1	26	No	No	No	No	No	No	No	No	No	No
2	3	1426	1	25	No	No	No	No	No	No	No	No	No	No
3	3	1396	1	24	No	No	No	No	No	No	No	No	No	No
4	3	1188	1	21	No	No	No	No	No	No	No	No	No	No
5	3	1129	1	20	No	No	No	No	No	No	No	No	No	No
6	3	1010	1	18	No	No	No	No	No	No	No	No	No	No
7	3	935	1	16	No	No	No	No	No	No	No	No	No	No
8	3	891	1	16	No	No	No	No	No	No	No	No	No	No
9	3	712	1	12	No	No	No	No	No	No	No	No	No	No
10	3	668	1	12	No	No	No	No	No	No	No	No	No	No
11	3	668	1	12	No	No	No	No	No	No	No	No	No	No
12	3	639	1	11	No	No	No	No	No	No	No	No	No	No
13	3	579	1	10	No	No	No	No	No	No	No	No	No	No
14	3	534	1	9	No	No	No	No	No	No	No	No	No	No
15	3	534	1	9	No	No	No	No	No	No	No	No	No	No
16	3	520	1	9	No	No	No	No	No	No	No	No	No	No
17	3	297	1	5	No	No	No	No	No	No	No	No	No	No
18	3	164	1	3	No	No	No	No	No	No	No	No	No	No
19	3	148	1	3	No	No	No	No	No	No	No	No	No	No
20	3	59	1	1	No	No	No	No	No	No	No	No	No	No
21	3	45	1	1	No	No	No	No	No	No	No	No	No	No
22	3	45	1	1	No	No	No	No	No	No	No	No	No	No
23	3	30	1	1	No	No	No	No	No	No	No	No	No	No
24	3	30	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	16.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:07
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	26
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1511
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #31: S. Baldwin Avenue - Flair Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	956	756	202
2	918	726	194
3	899	711	190
4	765	605	162
5	727	575	154
6	650	514	137
7	602	476	127
8	574	454	121
9	459	363	97
10	430	340	91
11	430	340	91
12	411	325	87
13	373	295	79
14	344	272	73
15	344	272	73
16	335	265	71
17	191	151	40
18	105	83	22
19	96	76	20
20	38	30	8
21	29	23	6
22	29	23	6
23	19	15	4
24	19	15	4

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1712	2	202	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1644	2	194	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1610	2	190	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1370	2	162	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	1302	2	154	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	3	1164	2	137	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
7	3	1078	2	127	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
8	3	1028	2	121	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
9	3	822	2	97	No	No	No	No	No	Yes	Yes	Yes	No	No
10	3	770	2	91	No	No	No	No	No	Yes	Yes	Yes	No	No
11	3	770	2	91	No	No	No	No	No	Yes	Yes	Yes	No	No
12	3	736	2	87	No	No	No	No	No	Yes	Yes	Yes	No	No
13	3	668	2	79	No	No	No	No	No	No	Yes	Yes	No	No
14	3	616	2	73	No	No	No	No	No	No	No	Yes	No	No
15	3	616	2	73	No	No	No	No	No	No	No	Yes	No	No
16	3	600	2	71	No	No	No	No	No	No	No	Yes	No	No
17	3	342	2	40	No	No	No	No	No	No	No	No	No	No
18	3	188	2	22	No	No	No	No	No	No	No	No	No	No
19	3	172	2	20	No	No	No	No	No	No	No	No	No	No
20	3	68	2	8	No	No	No	No	No	No	No	No	No	No
21	3	52	2	6	No	No	No	No	No	No	No	No	No	No
22	3	52	2	6	No	No	No	No	No	No	No	No	No	No
23	3	34	2	4	No	No	No	No	No	No	No	No	No	No
24	3	34	2	4	No	No	No	No	No	No	No	No	No	No
Hours Met					1	4	5	8	8	12	13	16	8	5

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	82.8
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	4:38
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	202
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1914
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #32: Arden Drive - Southerly Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	E
1	12	13	3
2	12	13	3
3	19	19	4
4	19	19	4
5	25	26	5
6	62	64	13
7	69	70	14
8	125	128	25
9	218	223	44
10	224	230	46
11	224	230	46
12	243	249	50
13	268	274	55
14	280	287	57
15	280	287	57
16	299	306	61
17	374	383	76
18	392	402	80
19	424	434	86
20	473	485	97
21	498	510	102
22	586	600	119
23	598	612	122
24	623	638	127

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	25	2	3	No	No	No	No	No	No	No	No	No	No
2	5	25	2	3	No	No	No	No	No	No	No	No	No	No
3	5	38	2	4	No	No	No	No	No	No	No	No	No	No
4	5	38	2	4	No	No	No	No	No	No	No	No	No	No
5	5	51	2	5	No	No	No	No	No	No	No	No	No	No
6	5	126	2	13	No	No	No	No	No	No	No	No	No	No
7	5	139	2	14	No	No	No	No	No	No	No	No	No	No
8	5	253	2	25	No	No	No	No	No	No	No	No	No	No
9	5	441	2	44	No	No	No	No	No	No	No	No	No	No
10	5	454	2	46	No	No	No	No	No	No	No	No	No	No
11	5	454	2	46	No	No	No	No	No	No	No	No	No	No
12	5	492	2	50	No	No	No	No	No	No	No	No	No	No
13	5	542	2	55	No	No	No	No	No	No	No	No	No	No
14	5	567	2	57	No	No	No	No	No	No	No	Yes	No	No
15	5	567	2	57	No	No	No	No	No	No	No	Yes	No	No
16	5	605	2	61	No	No	No	No	No	No	No	Yes	No	No
17	5	757	2	76	No	No	No	No	No	No	Yes	Yes	No	No
18	5	794	2	80	No	No	No	No	No	Yes	Yes	Yes	No	No
19	5	858	2	86	No	No	No	No	No	Yes	Yes	Yes	No	No
20	5	958	2	97	No	No	No	No	No	Yes	Yes	Yes	No	No
21	5	1008	2	102	No	No	No	No	Yes	Yes	Yes	Yes	No	No
22	5	1186	2	119	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
23	5	1210	2	122	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
24	5	1261	2	127	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Hours Met					0	0	0	3	4	7	8	11	3	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.3
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:32
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	127
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1388
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #33: Valley Circle - Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	0	0	0	0
2	0	0	0	0
3	0	1	0	0
4	0	1	0	0
5	0	1	0	0
6	1	2	0	1
7	1	2	0	1
8	2	4	0	2
9	4	8	0	4
10	4	8	0	4
11	4	8	0	4
12	4	9	0	4
13	4	9	0	4
14	5	10	0	5
15	5	10	0	5
16	5	11	0	5
17	6	13	1	6
18	6	14	1	6
19	7	15	1	7
20	8	17	1	8
21	8	18	1	8
22	9	21	1	9
23	10	21	1	10
24	10	22	1	10

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	0	2	0	No	No	No	No	No	No	No	No	No	No
2	2	0	2	0	No	No	No	No	No	No	No	No	No	No
3	2	1	2	0	No	No	No	No	No	No	No	No	No	No
4	2	1	2	0	No	No	No	No	No	No	No	No	No	No
5	2	1	2	0	No	No	No	No	No	No	No	No	No	No
6	2	3	2	1	No	No	No	No	No	No	No	No	No	No
7	2	3	2	1	No	No	No	No	No	No	No	No	No	No
8	2	6	2	2	No	No	No	No	No	No	No	No	No	No
9	2	12	2	4	No	No	No	No	No	No	No	No	No	No
10	2	12	2	4	No	No	No	No	No	No	No	No	No	No
11	2	12	2	4	No	No	No	No	No	No	No	No	No	No
12	2	13	2	4	No	No	No	No	No	No	No	No	No	No
13	2	13	2	4	No	No	No	No	No	No	No	No	No	No
14	2	15	2	5	No	No	No	No	No	No	No	No	No	No
15	2	15	2	5	No	No	No	No	No	No	No	No	No	No
16	2	16	2	5	No	No	No	No	No	No	No	No	No	No
17	2	19	2	7	No	No	No	No	No	No	No	No	No	No
18	2	20	2	7	No	No	No	No	No	No	No	No	No	No
19	2	22	2	8	No	No	No	No	No	No	No	No	No	No
20	2	25	2	9	No	No	No	No	No	No	No	No	No	No
21	2	26	2	9	No	No	No	No	No	No	No	No	No	No
22	2	30	2	10	No	No	No	No	No	No	No	No	No	No
23	2	31	2	11	No	No	No	No	No	No	No	No	No	No
24	2	32	2	11	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.8	8.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	1	10
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	43	43
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection #34: Arden Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	NE
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	NE
1	339	520	93
2	325	499	89
3	319	489	87
4	271	416	74
5	258	395	71
6	231	354	63
7	214	328	59
8	203	312	56
9	163	250	45
10	153	234	42
11	153	234	42
12	146	224	40
13	132	203	36
14	122	187	33
15	122	187	33
16	119	182	33
17	68	104	19
18	37	57	10
19	34	52	9
20	14	21	4
21	10	16	3
22	10	16	3
23	7	10	2
24	7	10	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	859	1	93	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
2	4	824	1	89	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
3	4	808	1	87	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
4	4	687	1	74	No	No	No	No	No	No	Yes	Yes	No	No
5	4	653	1	71	No	No	No	No	No	No	Yes	Yes	No	No
6	4	585	1	63	No	No	No	No	No	No	No	Yes	No	No
7	4	542	1	59	No	No	No	No	No	No	No	Yes	No	No
8	4	515	1	56	No	No	No	No	No	No	No	Yes	No	No
9	4	413	1	45	No	No	No	No	No	No	No	No	No	No
10	4	387	1	42	No	No	No	No	No	No	No	No	No	No
11	4	387	1	42	No	No	No	No	No	No	No	No	No	No
12	4	370	1	40	No	No	No	No	No	No	No	No	No	No
13	4	335	1	36	No	No	No	No	No	No	No	No	No	No
14	4	309	1	33	No	No	No	No	No	No	No	No	No	No
15	4	309	1	33	No	No	No	No	No	No	No	No	No	No
16	4	301	1	33	No	No	No	No	No	No	No	No	No	No
17	4	172	1	19	No	No	No	No	No	No	No	No	No	No
18	4	94	1	10	No	No	No	No	No	No	No	No	No	No
19	4	86	1	9	No	No	No	No	No	No	No	No	No	No
20	4	35	1	4	No	No	No	No	No	No	No	No	No	No
21	4	26	1	3	No	No	No	No	No	No	No	No	No	No
22	4	26	1	3	No	No	No	No	No	No	No	No	No	No
23	4	17	1	2	No	No	No	No	No	No	No	No	No	No
24	4	17	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	0	3	5	8	3	0

Warrant 3 Condition A

Orientation	NE
Total Stopped Delay Per Vehicle on Minor Approach (s)	16.2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:25
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	93
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	952
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

APPENDIX C-13

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

Horizon Year (2035) No-Project Morning Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\FUTURE am peak hour.vistropdb
Scenario 3: Horizon Year Cumulative AM Peak No-Project
Report File: \...\Horizon Year AM Peak Hour No-Project.pdf
4/10/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Valley Boulevard - Arden Drive	Signalized	ICU1	SBL	0.867	-	D
2	Valley Boulevard - Valley Circle	Signalized	ICU1	EBL	0.668	-	B
3	Arden Drive - Rose Avenue	Signalized	ICU1	SBT	0.491	-	A
4	Valley Boulevard - Santa Anita	Signalized	ICU1	NBL	1.032	-	F
5	Valley Boulevard - Tyler Avenue	Signalized	ICU1	SBL	0.708	-	C
6	Valley Boulevard - Ramona Avenue	Signalized	ICU1	NBL2	0.792	-	C
7	Valley Boulevard - Peck Road	Signalized	ICU1	NBL	0.956	-	E
8	Ramona Avenue - Peck Road	Signalized	ICU1	WBL	0.708	-	C
9	Valley Boulevard - Gibson Road	Signalized	ICU1	SBT	0.791	-	C
10	Valley Boulevard - S.Baldwin Avenue	Signalized	ICU1	WBL	0.916	-	E
11	Valley Boulevard - Temple City	Signalized	ICU1	NBL	1.070	-	F
12	Valley Boulevard - Rio Hondo Avenue	Signalized	ICU1	NBL	0.682	-	B
13	Valley Boulevard - Mission Drive	Signalized	ICU1	SBL	0.647	-	B
14	Valley Boulevard - Rosemead Avenue	Signalized	ICU1	NBL	1.100	-	F
15	Lower Azusa Road - Arden Drive	Signalized	ICU1	NBL	0.777	-	C
16	Lower Azusa Drive - Arden Way	Two-way stop	HCM2010	NBL	0.215	49.0	E
17	Lower Azusa Boulevard - Santa Anita Avenue	Signalized	ICU1	SBL	1.039	-	F
18	Lower Azusa Road - Peck Road	Signalized	ICU1	NBL	0.973	-	E

19	Lower Azusa Road - Baldwin Avenue	Signalized	ICU1	WBL	0.874	-	D
20	Lower Azusa Road - Temple City Boulevard	Signalized	ICU1	WBL	0.855	-	D
21	Lower Azusa Road - Rosemead Boulevard	Signalized	ICU1	WBL	0.728	-	C
22	Garvey Avenue - Rosemead Boulevard	Signalized	ICU1	SBL	1.081	-	F
23	Garvey Avenue - Santa Anita Avenue	Signalized	ICU1	EBL	1.221	-	F
24	Garvey Avenue - Peck Road	Signalized	ICU1	EBL	1.018	-	F
25	Valley Boulevard - Garvey Avenue	Signalized	ICU1	NBL	0.820	-	D
26	Santa Anita Avenue - Ramona Boulevard	Signalized	ICU1	WBR	0.559	-	A
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	ICU1	WBL	0.804	-	D
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	ICU1	EBL	0.696	-	B
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		34.0	D
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.087	15.1	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	0.956	283.3	F
34	Arden Drive - Arden Way	Two-way stop	HCM2010	WBL	0.513	31.5	D
35	Temple City Boulevard - Loftus Drive	Signalized	ICU1	SBL	0.822	-	D
36	Temple City Boulevard - Marshall Drive	Signalized	ICU1	NBL	0.508	-	A
37	Valley Boulevard - Easy St/Mervin C. Gill Way	Signalized	ICU1	EBL	0.574	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Valley Boulevard - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.867

Intersection Setup

Name	Arden			Arden			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	150.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Arden			Arden			Valley			Valley		
Base Volume Input [veh/h]	4	1	2	641	0	209	112	739	7	1	1574	328
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	2	641	0	209	112	739	7	1	1574	328
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	160	0	52	28	185	2	0	394	82
Total Analysis Volume [veh/h]	4	1	2	641	0	209	112	739	7	1	1574	328
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.867

Intersection Level Of Service Report
#2: Valley Boulevard - Valley Circle

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.668

Intersection Setup

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	yes			yes			yes		

Volumes

Name									
Base Volume Input [veh/h]	2	0	1	3	1209	0	0	1790	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	1	3	1209	0	0	1790	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	1	302	0	0	448	5
Total Analysis Volume [veh/h]	2	0	1	3	1209	0	0	1790	19
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	4	5	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.668

Intersection Level Of Service Report
#3: Arden Drive - Rose Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.491

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	24	436	11	11	647	152	101	0	91	2	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	436	11	11	647	152	101	0	91	2	0	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	109	3	3	162	38	25	0	23	1	0	1
Total Analysis Volume [veh/h]	24	436	11	11	647	152	101	0	91	2	0	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.491

Intersection Level Of Service Report
#4: Valley Boulevard - Santa Anita

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.032

Intersection Setup

Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	125.00	100.00	100.00	225.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Valley			Valley		
Base Volume Input [veh/h]	684	662	61	68	959	385	97	524	27	40	1118	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	684	662	61	68	959	385	97	524	27	40	1118	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	171	166	15	17	240	96	24	131	7	10	280	7
Total Analysis Volume [veh/h]	684	662	61	68	959	385	97	524	27	40	1118	27
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.032

Intersection Level Of Service Report
#5: Valley Boulevard - Tyler Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.708

Intersection Setup

Name	Valley			Valley			Tyler			Tyler		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Tyler			Tyler		
Base Volume Input [veh/h]	95	205	43	158	330	132	47	524	62	31	1062	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	205	43	158	330	132	47	524	62	31	1062	139
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	51	11	40	83	33	12	131	16	8	266	35
Total Analysis Volume [veh/h]	95	205	43	158	330	132	47	524	62	31	1062	139
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	3	0	1	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.708

Intersection Level Of Service Report
#6: Valley Boulevard - Ramona Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.792

Intersection Setup

Name	Valley				Valley				Ramona			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0	0	1	1	0	0	1
Pocket Length [ft]	175.00	100.00	100.00	175.00	120.00	100.00	100.00	120.00	175.00	100.00	100.00	1000.00
Speed [mph]	35.00				35.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	yes				yes				yes			

Volumes

Name	Valley				Valley				Ramona			
Base Volume Input [veh/h]	211	25	802	35	178	490	4	0	12	6	175	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	211	25	802	35	178	490	4	0	12	6	175	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	6	201	9	45	123	1	0	3	2	44	20
Total Analysis Volume [veh/h]	211	25	802	35	178	490	4	0	12	6	175	78
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	8	0	7	4	0	0	5	0	2	0
Lead / Lag	Lag	-	-	-	Lag	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.792

Intersection Setup

Name	Ramona				Mall			
Approach	Westbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	1
Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				25.00			
Grade [%]	0.00				0.00			
Crosswalk	yes				yes			

Volumes

Name	Ramona				Mall			
Base Volume Input [veh/h]	61	523	380	440	17	19	27	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	523	380	440	17	19	27	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	131	95	110	4	5	7	2
Total Analysis Volume [veh/h]	61	523	380	440	17	19	27	7
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Permissive	Split
Signal Group	1	6	0	0	0	9	9	0
Lead / Lag	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.792

Intersection Level Of Service Report
#7: Valley Boulevard - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.956

Intersection Setup

Name	Peck			Peck			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	600.00	250.00	100.00	300.00	250.00	100.00	125.00	120.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Valley			Valley		
Base Volume Input [veh/h]	224	732	339	215	951	216	77	518	81	59	974	212
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	224	732	339	215	951	216	77	518	81	59	974	212
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	183	85	54	238	54	19	130	20	15	244	53
Total Analysis Volume [veh/h]	224	732	339	215	951	216	77	518	81	59	974	212
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.956

Intersection Level Of Service Report
#8: Ramona Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.708

Intersection Setup

Name	Peck			Peck			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	150.00	100.00	275.00	175.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	125.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Ramona			Ramona		
Base Volume Input [veh/h]	43	671	138	140	1244	215	121	275	14	285	645	199
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	671	138	140	1244	215	121	275	14	285	645	199
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	168	35	35	311	54	30	69	4	71	161	50
Total Analysis Volume [veh/h]	43	671	138	140	1244	215	121	275	14	285	645	199
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.708

Intersection Level Of Service Report
#9: Valley Boulevard - Gibson Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.791

Intersection Setup

Name	Gibson			Gibson			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	60.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Gibson			Gibson			Valley			Valley		
Base Volume Input [veh/h]	32	68	30	29	71	47	27	829	34	140	1535	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	68	30	29	71	47	27	829	34	140	1535	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	17	8	7	18	12	7	207	9	35	384	17
Total Analysis Volume [veh/h]	32	68	30	29	71	47	27	829	34	140	1535	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.791

Intersection Level Of Service Report
#10: Valley Boulevard - S.Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.916

Intersection Setup

Name	Baldwin			Baldwin			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Valley			Valley		
Base Volume Input [veh/h]	119	600	149	103	824	73	72	462	174	196	1177	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	600	149	103	824	73	72	462	174	196	1177	156
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	150	37	26	206	18	18	116	44	49	294	39
Total Analysis Volume [veh/h]	119	600	149	103	824	73	72	462	174	196	1177	156
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.916

Intersection Level Of Service Report
#11: Valley Boulevard - Temple City

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.070

Intersection Setup

Name	Temple City			Temple City			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	125.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Temple City			Temple City			Valley			Valley		
Base Volume Input [veh/h]	306	516	66	197	652	301	160	653	63	106	1220	234
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	306	516	66	197	652	301	160	653	63	106	1220	234
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	129	17	49	163	75	40	163	16	27	305	59
Total Analysis Volume [veh/h]	306	516	66	197	652	301	160	653	63	106	1220	234
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.070

Intersection Level Of Service Report
#12: Valley Boulevard - Rio Hondo Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.682

Intersection Setup

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	70.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Base Volume Input [veh/h]	144	15	113	40	27	30	13	731	141	105	1629	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	144	15	113	40	27	30	13	731	141	105	1629	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	4	28	10	7	8	3	183	35	26	407	5
Total Analysis Volume [veh/h]	144	15	113	40	27	30	13	731	141	105	1629	20
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.682

Intersection Level Of Service Report
#13: Valley Boulevard - Mission Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.647

Intersection Setup

Name	Mission		Valley		Valley	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	1	1	0	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Mission		Valley		Valley	
Base Volume Input [veh/h]	493	8	18	447	1170	610
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	493	8	18	447	1170	610
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	123	2	5	112	293	153
Total Analysis Volume [veh/h]	493	8	18	447	1170	610
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	4	5	2	6	0
Lead / Lag	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.647

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.100

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	255	1514	116	52	1510	343	210	375	155	200	761	112
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	255	1514	116	52	1510	343	210	375	155	200	761	112
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	379	29	13	378	86	53	94	39	50	190	28
Total Analysis Volume [veh/h]	255	1514	116	52	1510	343	210	375	155	200	761	112
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.100

Intersection Level Of Service Report
#15: Lower Azusa Road - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.777

Intersection Setup

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	75.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Base Volume Input [veh/h]	149	87	69	39	150	70	23	560	166	138	1332	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	149	87	69	39	150	70	23	560	166	138	1332	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	22	17	10	38	18	6	140	42	35	333	13
Total Analysis Volume [veh/h]	149	87	69	39	150	70	23	560	166	138	1332	50
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.777

Intersection Level Of Service Report
#16: Lower Azusa Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	49.0
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.215

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		no	

Volumes

Name						
Base Volume Input [veh/h]	21	138	700	21	98	1238
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	138	700	21	98	1238
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	35	175	5	25	310
Total Analysis Volume [veh/h]	21	138	700	21	98	1238
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.21	0.01	0.00	0.11	0.01
d_M, Delay for Movement [s/veh]	49.05	17.76	0.00	0.00	9.54	0.00
Movement LOS	E	C	A	A	A	A
95th-Percentile Queue Length [veh]	2.10	2.10	0.00	0.00	0.37	0.00
95th-Percentile Queue Length [ft]	52.44	52.44	0.00	0.00	9.24	0.00
d_A, Approach Delay [s/veh]	21.89		0.00		0.70	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.99					
Intersection LOS	E					

Intersection Level Of Service Report
#17: Lower Azusa Boulevard - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.039

Intersection Setup

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	2225.00	100.00	100.00	115.00	100.00	100.00	250.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	148	806	108	256	918	140	123	517	131	234	1022	383
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	148	806	108	256	918	140	123	517	131	234	1022	383
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	202	27	64	230	35	31	129	33	59	256	96
Total Analysis Volume [veh/h]	148	806	108	256	918	140	123	517	131	234	1022	383
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.039

Intersection Level Of Service Report
#18: Lower Azusa Road - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.973

Intersection Setup

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	230.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	229	789	101	137	766	278	171	568	196	199	1156	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	789	101	137	766	278	171	568	196	199	1156	71
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	197	25	34	192	70	43	142	49	50	289	18
Total Analysis Volume [veh/h]	229	789	101	137	766	278	171	568	196	199	1156	71
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.973

Intersection Level Of Service Report
#19: Lower Azusa Road - Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.874

Intersection Setup

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	225.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	105	523	177	126	885	237	103	544	138	256	1175	167
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	523	177	126	885	237	103	544	138	256	1175	167
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	131	44	32	221	59	26	136	35	64	294	42
Total Analysis Volume [veh/h]	105	523	177	126	885	237	103	544	138	256	1175	167
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.874

Intersection Level Of Service Report
#20: Lower Azusa Road - Temple City Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.855

Intersection Setup

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	75.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	74	560	50	190	954	87	100	427	95	352	721	153
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	560	50	190	954	87	100	427	95	352	721	153
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	140	13	48	239	22	25	107	24	88	180	38
Total Analysis Volume [veh/h]	74	560	50	190	954	87	100	427	95	352	721	153
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.855

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.728

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	12	776	384	127	937	1	0	2	1	810	2	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	776	384	127	937	1	0	2	1	810	2	161
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	194	96	32	234	0	0	1	0	203	1	40
Total Analysis Volume [veh/h]	12	776	384	127	937	1	0	2	1	810	2	161
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.728

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.081

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	263	1602	62	576	1808	287	217	534	143	184	1021	329
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	263	1602	62	576	1808	287	217	534	143	184	1021	329
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	401	16	144	452	72	54	134	36	46	255	82
Total Analysis Volume [veh/h]	263	1602	62	576	1808	287	217	534	143	184	1021	329
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.081

Intersection Level Of Service Report
#23: Garvey Avenue - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.221

Intersection Setup

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	300.00	100.00	100.00	250.00	100.00	100.00	75.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Base Volume Input [veh/h]	73	760	43	108	1094	306	290	555	84	124	1288	174
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	760	43	108	1094	306	290	555	84	124	1288	174
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	190	11	27	274	77	73	139	21	31	322	44
Total Analysis Volume [veh/h]	73	760	43	108	1094	306	290	555	84	124	1288	174
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.221

Intersection Level Of Service Report
#24: Garvey Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.018

Intersection Setup

Name	Peck			Peck			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Garvey			Garvey		
Base Volume Input [veh/h]	123	519	45	38	832	573	159	419	88	58	918	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	519	45	38	832	573	159	419	88	58	918	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	130	11	10	208	143	40	105	22	15	230	13
Total Analysis Volume [veh/h]	123	519	45	38	832	573	159	419	88	58	918	50
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.018

Intersection Level Of Service Report
#25: Valley Boulevard - Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.820

Intersection Setup

Name	Valley			Valley			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Garvey			Garvey		
Base Volume Input [veh/h]	313	1124	32	104	665	19	34	205	293	71	603	270
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	313	1124	32	104	665	19	34	205	293	71	603	270
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	281	8	26	166	5	9	51	73	18	151	68
Total Analysis Volume [veh/h]	313	1124	32	104	665	19	34	205	293	71	603	270
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.820

Intersection Level Of Service Report
#26: Santa Anita Avenue - Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

Intersection Setup

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	115.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Base Volume Input [veh/h]	48	1073	251	82	1448	25	27	28	56	244	53	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	1073	251	82	1448	25	27	28	56	244	53	123
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	268	63	21	362	6	7	7	14	61	13	31
Total Analysis Volume [veh/h]	48	1073	251	82	1448	25	27	28	56	244	53	123
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.559

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.804

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	292	1073	0	0	1279	434	0	0	0	552	226	400
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	292	1073	0	0	1279	434	0	0	0	552	226	400
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	268	0	0	320	109	0	0	0	138	57	100
Total Analysis Volume [veh/h]	292	1073	0	0	1279	434	0	0	0	552	226	400
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.804

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.696

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	891	330	384	1371	0	478	105	418	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	891	330	384	1371	0	478	105	418	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	223	83	96	343	0	120	26	105	0	0	0
Total Analysis Volume [veh/h]	0	891	330	384	1371	0	478	105	418	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.696

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	34.0
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	850	214	37	0	0	289
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	850	214	37	0	0	289
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	213	54	9	0	0	72
Total Analysis Volume [veh/h]	850	214	37	0	0	289
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	16.19		0.66	0.66
95th-Percentile Queue Length [ft]	404.66		16.40	16.40
Approach Delay [s/veh]	42.78	0.00	8.19	
Approach LOS	E	A	A	
Intersection Delay [s/veh]	34.00			
Intersection LOS	D			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.087

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	1154	0	0	796	68	0	0	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1154	0	0	796	68	0	0	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	289	0	0	199	17	0	0	9
Total Analysis Volume [veh/h]	0	1154	0	0	796	68	0	0	34
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.11
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.11
d_A, Approach Delay [s/veh]	0.00			0.00			15.11		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.25								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	283.3
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.956

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		yes	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	59	817	852	896	38	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	817	852	896	38	85
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	204	213	224	10	21
Total Analysis Volume [veh/h]	59	817	852	896	38	85
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.01	0.01	0.01	0.96	0.43
d_M, Delay for Movement [s/veh]	16.80	0.00	0.00	0.00	283.32	35.94
Movement LOS	C	A	A	A	F	E
95th-Percentile Queue Length [veh]	0.57	0.00	0.00	0.00	3.67	1.97
95th-Percentile Queue Length [ft]	14.31	0.00	0.00	0.00	91.68	49.15
d_A, Approach Delay [s/veh]	1.13		0.00		112.37	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	5.39					
Intersection LOS	F					

Intersection Level Of Service Report
#34: Arden Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	31.5
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.513

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		no	

Volumes

Name						
Base Volume Input [veh/h]	438	60	2	543	142	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	438	60	2	543	142	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	110	15	1	136	36	4
Total Analysis Volume [veh/h]	438	60	2	543	142	17
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.51	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	8.18	0.00	31.51	24.28
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh]	0.00	0.00	2.68	2.68	3.00	3.00
95th-Percentile Queue Length [ft]	0.00	0.00	67.11	67.11	74.90	74.90
d_A, Approach Delay [s/veh]	0.00		0.03		30.74	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	4.08					
Intersection LOS	D					

Intersection Level Of Service Report
#35: Temple City Boulevard - Loftus Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.822

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	758	266	299	722	197	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	758	266	299	722	197	109
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	190	67	75	181	49	27
Total Analysis Volume [veh/h]	758	266	299	722	197	109
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Permissive	Overlap
Signal Group	8	0	7	4	1	0
Lead / Lag	-	-	Lag	-	Lag	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.822

Intersection Level Of Service Report
#36: Temple City Boulevard - Marshall Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.508

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	89	881	16	75	833	21	44	32	85	12	20	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	881	16	75	833	21	44	32	85	12	20	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	220	4	19	208	5	11	8	21	3	5	5
Total Analysis Volume [veh/h]	89	881	16	75	833	21	44	32	85	12	20	19
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.508

Intersection Level Of Service Report
#37: Valley Boulevard - Easy St/Mervin C. Gill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.574

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	1	7	0	9	17	916	4	3	1423	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	7	0	9	17	916	4	3	1423	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	0	2	4	229	1	1	356	12
Total Analysis Volume [veh/h]	0	0	1	7	0	9	17	916	4	3	1423	46
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	7	4	4	5	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.574

Signal Warrants Report For Intersection #16: Lower Azusa Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	1336	721	159
2	1283	692	153
3	1256	678	149
4	1069	577	127
5	1015	548	121
6	908	490	108
7	842	454	100
8	802	433	95
9	641	346	76
10	601	324	72
11	601	324	72
12	574	310	68
13	521	281	62
14	481	260	57
15	481	260	57
16	468	252	56
17	267	144	32
18	147	79	17
19	134	72	16
20	53	29	6
21	40	22	5
22	40	22	5
23	27	14	3
24	27	14	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	2057	1	159	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	6	1975	1	153	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	6	1934	1	149	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	6	1646	1	127	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	6	1563	1	121	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	6	1398	1	108	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	6	1296	1	100	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
8	6	1235	1	95	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
9	6	987	1	76	No	No	No	No	Yes	Yes	Yes	Yes	No	No
10	6	925	1	72	No	No	No	No	No	Yes	Yes	Yes	No	No
11	6	925	1	72	No	No	No	No	No	Yes	Yes	Yes	No	No
12	6	884	1	68	No	No	No	No	No	Yes	Yes	Yes	No	No
13	6	802	1	62	No	No	No	No	No	Yes	Yes	Yes	No	No
14	6	741	1	57	No	No	No	No	No	No	Yes	Yes	No	No
15	6	741	1	57	No	No	No	No	No	No	Yes	Yes	No	No
16	6	720	1	56	No	No	No	No	No	No	Yes	Yes	No	No
17	6	411	1	32	No	No	No	No	No	No	No	No	No	No
18	6	226	1	17	No	No	No	No	No	No	No	No	No	No
19	6	206	1	16	No	No	No	No	No	No	No	No	No	No
20	6	82	1	6	No	No	No	No	No	No	No	No	No	No
21	6	62	1	5	No	No	No	No	No	No	No	No	No	No
22	6	62	1	5	No	No	No	No	No	No	No	No	No	No
23	6	41	1	3	No	No	No	No	No	No	No	No	No	No
24	6	41	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					2	5	6	8	9	13	16	16	8	6

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	21.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:58
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	159
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2216
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	289	850
2	277	816
3	272	799
4	231	680
5	220	646
6	197	578
7	182	536
8	173	510
9	139	408
10	130	383
11	130	383
12	124	366
13	113	332
14	104	306
15	104	306
16	101	298
17	58	170
18	32	94
19	29	85
20	12	34
21	9	26
22	9	26
23	6	17
24	6	17

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	289	1	850	No	No	No	No	No	No	No	No	Yes	Yes
2	2	277	1	816	No	No	No	No	No	No	No	No	Yes	Yes
3	2	272	1	799	No	No	No	No	No	No	No	No	Yes	Yes
4	2	231	1	680	No	No	No	No	No	No	No	No	Yes	Yes
5	2	220	1	646	No	No	No	No	No	No	No	No	Yes	No
6	2	197	1	578	No	No	No	No	No	No	No	No	Yes	No
7	2	182	1	536	No	No	No	No	No	No	No	No	Yes	No
8	2	173	1	510	No	No	No	No	No	No	No	No	No	No
9	2	139	1	408	No	No	No	No	No	No	No	No	No	No
10	2	130	1	383	No	No	No	No	No	No	No	No	No	No
11	2	130	1	383	No	No	No	No	No	No	No	No	No	No
12	2	124	1	366	No	No	No	No	No	No	No	No	No	No
13	2	113	1	332	No	No	No	No	No	No	No	No	No	No
14	2	104	1	306	No	No	No	No	No	No	No	No	No	No
15	2	104	1	306	No	No	No	No	No	No	No	No	No	No
16	2	101	1	298	No	No	No	No	No	No	No	No	No	No
17	2	58	1	170	No	No	No	No	No	No	No	No	No	No
18	2	32	1	94	No	No	No	No	No	No	No	No	No	No
19	2	29	1	85	No	No	No	No	No	No	No	No	No	No
20	2	12	1	34	No	No	No	No	No	No	No	No	No	No
21	2	9	1	26	No	No	No	No	No	No	No	No	No	No
22	2	9	1	26	No	No	No	No	No	No	No	No	No	No
23	2	6	1	17	No	No	No	No	No	No	No	No	No	No
24	2	6	1	17	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	7	4

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	42.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	10:06
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	850
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1139
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection #30: Temple City Boulevard - Olney Street

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	1154	864	34
2	1108	829	33
3	1085	812	32
4	923	691	27
5	877	657	26
6	785	588	23
7	727	544	21
8	692	518	20
9	554	415	16
10	519	389	15
11	519	389	15
12	496	372	15
13	450	337	13
14	415	311	12
15	415	311	12
16	404	302	12
17	231	173	7
18	127	95	4
19	115	86	3
20	46	35	1
21	35	26	1
22	35	26	1
23	23	17	1
24	23	17	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	2018	1	34	No	No	No	No	No	No	No	No	No	No
2	3	1937	1	33	No	No	No	No	No	No	No	No	No	No
3	3	1897	1	32	No	No	No	No	No	No	No	No	No	No
4	3	1614	1	27	No	No	No	No	No	No	No	No	No	No
5	3	1534	1	26	No	No	No	No	No	No	No	No	No	No
6	3	1373	1	23	No	No	No	No	No	No	No	No	No	No
7	3	1271	1	21	No	No	No	No	No	No	No	No	No	No
8	3	1210	1	20	No	No	No	No	No	No	No	No	No	No
9	3	969	1	16	No	No	No	No	No	No	No	No	No	No
10	3	908	1	15	No	No	No	No	No	No	No	No	No	No
11	3	908	1	15	No	No	No	No	No	No	No	No	No	No
12	3	868	1	15	No	No	No	No	No	No	No	No	No	No
13	3	787	1	13	No	No	No	No	No	No	No	No	No	No
14	3	726	1	12	No	No	No	No	No	No	No	No	No	No
15	3	726	1	12	No	No	No	No	No	No	No	No	No	No
16	3	706	1	12	No	No	No	No	No	No	No	No	No	No
17	3	404	1	7	No	No	No	No	No	No	No	No	No	No
18	3	222	1	4	No	No	No	No	No	No	No	No	No	No
19	3	201	1	3	No	No	No	No	No	No	No	No	No	No
20	3	81	1	1	No	No	No	No	No	No	No	No	No	No
21	3	61	1	1	No	No	No	No	No	No	No	No	No	No
22	3	61	1	1	No	No	No	No	No	No	No	No	No	No
23	3	40	1	1	No	No	No	No	No	No	No	No	No	No
24	3	40	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:08
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	34
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2052
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #31: S. Baldwin Avenue - Flair Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	876	1748	123
2	841	1678	118
3	823	1643	116
4	701	1398	98
5	666	1328	93
6	596	1189	84
7	552	1101	77
8	526	1049	74
9	420	839	59
10	394	787	55
11	394	787	55
12	377	752	53
13	342	682	48
14	315	629	44
15	315	629	44
16	307	612	43
17	175	350	25
18	96	192	14
19	88	175	12
20	35	70	5
21	26	52	4
22	26	52	4
23	18	35	2
24	18	35	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	2624	2	123	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
2	3	2519	2	118	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
3	3	2466	2	116	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
4	3	2099	2	98	No	No	No	No	No	Yes	Yes	Yes	No	No
5	3	1994	2	93	No	No	No	No	No	Yes	Yes	Yes	No	No
6	3	1785	2	84	No	No	No	No	No	Yes	Yes	Yes	No	No
7	3	1653	2	77	No	No	No	No	No	No	Yes	Yes	No	No
8	3	1575	2	74	No	No	No	No	No	No	Yes	Yes	No	No
9	3	1259	2	59	No	No	No	No	No	No	No	Yes	No	No
10	3	1181	2	55	No	No	No	No	No	No	No	No	No	No
11	3	1181	2	55	No	No	No	No	No	No	No	No	No	No
12	3	1129	2	53	No	No	No	No	No	No	No	No	No	No
13	3	1024	2	48	No	No	No	No	No	No	No	No	No	No
14	3	944	2	44	No	No	No	No	No	No	No	No	No	No
15	3	944	2	44	No	No	No	No	No	No	No	No	No	No
16	3	919	2	43	No	No	No	No	No	No	No	No	No	No
17	3	525	2	25	No	No	No	No	No	No	No	No	No	No
18	3	288	2	14	No	No	No	No	No	No	No	No	No	No
19	3	263	2	12	No	No	No	No	No	No	No	No	No	No
20	3	105	2	5	No	No	No	No	No	No	No	No	No	No
21	3	78	2	4	No	No	No	No	No	No	No	No	No	No
22	3	78	2	4	No	No	No	No	No	No	No	No	No	No
23	3	53	2	2	No	No	No	No	No	No	No	No	No	No
24	3	53	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	3	6	8	9	3	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	112.4
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	3:50
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	123
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2747
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #34: Arden Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	498	545	159
2	478	523	153
3	468	512	149
4	398	436	127
5	378	414	121
6	339	371	108
7	314	343	100
8	299	327	95
9	239	262	76
10	224	245	72
11	224	245	72
12	214	234	68
13	194	213	62
14	179	196	57
15	179	196	57
16	174	191	56
17	100	109	32
18	55	60	17
19	50	55	16
20	20	22	6
21	15	16	5
22	15	16	5
23	10	11	3
24	10	11	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	1043	1	159	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	4	1001	1	153	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	4	980	1	149	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	4	834	1	127	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
5	4	792	1	121	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
6	4	710	1	108	No	No	Yes	Yes	No	No	Yes	Yes	No	No
7	4	657	1	100	No	No	No	Yes	No	No	Yes	Yes	No	No
8	4	626	1	95	No	No	No	Yes	No	No	No	Yes	No	No
9	4	501	1	76	No	No	No	No	No	No	No	No	No	No
10	4	469	1	72	No	No	No	No	No	No	No	No	No	No
11	4	469	1	72	No	No	No	No	No	No	No	No	No	No
12	4	448	1	68	No	No	No	No	No	No	No	No	No	No
13	4	407	1	62	No	No	No	No	No	No	No	No	No	No
14	4	375	1	57	No	No	No	No	No	No	No	No	No	No
15	4	375	1	57	No	No	No	No	No	No	No	No	No	No
16	4	365	1	56	No	No	No	No	No	No	No	No	No	No
17	4	209	1	32	No	No	No	No	No	No	No	No	No	No
18	4	115	1	17	No	No	No	No	No	No	No	No	No	No
19	4	105	1	16	No	No	No	No	No	No	No	No	No	No
20	4	42	1	6	No	No	No	No	No	No	No	No	No	No
21	4	31	1	5	No	No	No	No	No	No	No	No	No	No
22	4	31	1	5	No	No	No	No	No	No	No	No	No	No
23	4	21	1	3	No	No	No	No	No	No	No	No	No	No
24	4	21	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					2	5	6	8	3	5	7	8	5	3

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	30.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:21
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	159
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1202
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

APPENDIX C-14

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

Horizon Year (2035) No-Project Evening Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\future pm peak hour.vistropdb
Scenario 3: Horizon Year Cumulative No-Project
Report File: C:\...\Horizon Year PM Peak No-Project.pdf
3/6/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Valley Boulevard - Arden Drive	Signalized	ICU1	SBL	0.654	-	B
2	Valley Boulevard - Valley Circle	Signalized	ICU1	SBL	0.651	-	B
3	Arden Drive - Rose Avenue	Signalized	ICU1	NBT	0.395	-	A
4	Valley Boulevard - Santa Anita	Signalized	ICU1	NBL	0.853	-	D
5	Valley Boulevard - Tyler Avenue	Signalized	ICU1	NBL	0.676	-	B
6	Valley Boulevard - Ramona Avenue	Signalized	ICU1	SBL	0.802	-	D
7	Valley Boulevard - Peck Road	Signalized	ICU1	WBL	0.977	-	E
8	Ramona Avenue - Peck Road	Signalized	ICU1	SBL	0.922	-	E
9	Valley Boulevard - Gibson Road	Signalized	ICU1	NBR	0.711	-	C
10	Valley Boulevard - S.Baldwin Avenue	Signalized	ICU1	SBL	0.934	-	E
11	Valley Boulevard - Temple City	Signalized	ICU1	EBL	0.891	-	D
12	Valley Boulevard - Rio Hondo Avenue	Signalized	ICU1	NBR	0.878	-	D
13	Valley Boulevard - Mission Drive	Signalized	ICU1	SBL	0.519	-	A
14	Valley Boulevard - Rosemead Avenue	Signalized	ICU1	EBL	1.001	-	F
15	Lower Azusa Road - Arden Drive	Signalized	ICU1	NBL	0.721	-	C
16	Lower Azusa Drive - Arden Way	Two-way stop	HCM2010	NBL	0.213	92.9	F
17	Lower Azusa Boulevard - Santa Anita Avenue	Signalized	ICU1	SBL	1.044	-	F
18	Lower Azusa Road - Peck Road	Signalized	ICU1	EBL	0.974	-	E

19	Lower Azusa Road - Baldwin Avenue	Signalized	ICU1	EBL	0.904	-	E
20	Lower Azusa Road - Temple City Boulevard	Signalized	ICU1	WBL	0.973	-	E
21	Lower Azusa Road - Rosemead Boulevard	Signalized	ICU1	WBL	0.916	-	E
22	Garvey Avenue - Rosemead Boulevard	Signalized	ICU1	SBL	1.003	-	F
23	Garvey Avenue - Santa Anita Avenue	Signalized	ICU1	EBL	1.030	-	F
24	Garvey Avenue - Peck Road	Signalized	ICU1	EBL	0.876	-	D
25	Valley Boulevard - Garvey Avenue	Signalized	ICU1	NBL	0.946	-	E
26	Santa Anita Avenue - Ramona Boulevard	Signalized	ICU1	WBL	0.652	-	B
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	ICU1	WBL	0.814	-	D
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	ICU1	EBL	0.830	-	D
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		11.2	B
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.040	18.6	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	2.756	900.2	F
34	Arden Drive - Arden Way	Two-way stop	HCM2010	SWBL	0.367	31.4	D
35	Temple City Boulevard - Loftus Drive	Signalized	ICU1	WBL	0.898	-	D
36	Temple City Boulevard - Marshall Drive	Signalized	ICU1	NBL	0.536	-	A
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signalized	ICU1	SBL	0.523	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Valley Boulevard - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.654

Intersection Setup

Name	Arden			Arden			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	150.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name	Arden			Arden			Valley			Valley		
Base Volume Input [veh/h]	6	2	13	373	8	123	129	1293	28	15	860	351
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	2	13	373	8	123	129	1293	28	15	860	351
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	3	93	2	31	32	323	7	4	215	88
Total Analysis Volume [veh/h]	6	2	13	373	8	123	129	1293	28	15	860	351
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.654

Intersection Level Of Service Report
#2: Valley Boulevard - Valley Circle

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.651

Intersection Setup

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	yes			yes			yes		

Volumes

Name									
Base Volume Input [veh/h]	9	0	4	2	1746	0	0	1335	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	0	4	2	1746	0	0	1335	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	1	1	437	0	0	334	3
Total Analysis Volume [veh/h]	9	0	4	2	1746	0	0	1335	12
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	4	5	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.651

Intersection Level Of Service Report
#3: Arden Drive - Rose Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.395

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	2	489	2	2	415	46	142	0	59	11	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	489	2	2	415	46	142	0	59	11	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	122	1	1	104	12	36	0	15	3	0	3
Total Analysis Volume [veh/h]	2	489	2	2	415	46	142	0	59	11	0	11
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	1	8	0	1	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.395

Intersection Level Of Service Report
#4: Valley Boulevard - Santa Anita

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.853

Intersection Setup

Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name	Santa Anita			Santa Anita			Valley			Valley		
Base Volume Input [veh/h]	530	1168	93	66	738	151	243	790	90	131	529	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	530	1168	93	66	738	151	243	790	90	131	529	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	133	292	23	17	185	38	61	198	23	33	132	15
Total Analysis Volume [veh/h]	530	1168	93	66	738	151	243	790	90	131	529	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.853

Intersection Level Of Service Report
#5: Valley Boulevard - Tyler Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

Intersection Setup

Name	Valley			Valley			Tyler			Tyler		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Tyler			Tyler		
Base Volume Input [veh/h]	142	232	83	106	321	86	62	588	137	133	951	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	142	232	83	106	321	86	62	588	137	133	951	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	58	21	27	80	22	16	147	34	33	238	19
Total Analysis Volume [veh/h]	142	232	83	106	321	86	62	588	137	133	951	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.676

Intersection Level Of Service Report
#6: Valley Boulevard - Ramona Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.802

Intersection Setup

Name	Valley				Valley				Ramona			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0	0	1	1	0	0	1
Pocket Length [ft]	175.00	100.00	100.00	175.00	120.00	100.00	100.00	120.00	175.00	100.00	100.00	1000.00
Speed [mph]	35.00				35.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	yes				yes				yes			

Volumes

Name	Valley				Valley				Ramona			
Base Volume Input [veh/h]	217	25	494	63	461	708	8	0	22	6	517	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	217	25	494	63	461	708	8	0	22	6	517	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	6	124	16	115	177	2	0	6	2	129	21
Total Analysis Volume [veh/h]	217	25	494	63	461	708	8	0	22	6	517	82
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	8	0	7	4	0	0	5	0	2	0
Lead / Lag	Lag	-	-	-	Lag	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.802

Intersection Setup

Name	Ramona				Mall			
Approach	Westbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	1
Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				25.00			
Grade [%]	0.00				0.00			
Crosswalk	yes				yes			

Volumes

Name	Ramona				Mall			
Base Volume Input [veh/h]	37	261	380	225	17	119	118	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	261	380	225	17	119	118	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	65	95	56	4	30	30	2
Total Analysis Volume [veh/h]	37	261	380	225	17	119	118	8
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Permissive	Split
Signal Group	1	6	0	0	0	5	9	0
Lead / Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.802

Intersection Level Of Service Report
#7: Valley Boulevard - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.977

Intersection Setup

Name	Peck			Peck			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	600.00	250.00	100.00	300.00	250.00	100.00	125.00	120.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Valley			Valley		
Base Volume Input [veh/h]	40	626	287	212	895	160	130	1372	368	218	933	179
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	626	287	212	895	160	130	1372	368	218	933	179
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	157	72	53	224	40	33	343	92	55	233	45
Total Analysis Volume [veh/h]	40	626	287	212	895	160	130	1372	368	218	933	179
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.977

Intersection Level Of Service Report
#8: Ramona Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.922

Intersection Setup

Name	Peck			Peck			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	150.00	100.00	275.00	175.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	125.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Ramona			Ramona		
Base Volume Input [veh/h]	53	1122	445	213	772	132	187	690	31	196	370	176
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	1122	445	213	772	132	187	690	31	196	370	176
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	281	111	53	193	33	47	173	8	49	93	44
Total Analysis Volume [veh/h]	53	1122	445	213	772	132	187	690	31	196	370	176
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.922

Intersection Level Of Service Report
#9: Valley Boulevard - Gibson Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.711

Intersection Setup

Name	Gibson			Gibson			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	60.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Gibson			Gibson			Valley			Valley		
Base Volume Input [veh/h]	28	26	63	26	15	35	18	1440	31	49	888	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	26	63	26	15	35	18	1440	31	49	888	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	7	16	7	4	9	5	360	8	12	222	10
Total Analysis Volume [veh/h]	28	26	63	26	15	35	18	1440	31	49	888	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.711

Intersection Level Of Service Report
#10: Valley Boulevard - S.Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.934

Intersection Setup

Name	Baldwin			Baldwin			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Valley			Valley		
Base Volume Input [veh/h]	104	951	206	187	657	138	129	1074	119	150	641	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	104	951	206	187	657	138	129	1074	119	150	641	158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	238	52	47	164	35	32	269	30	38	160	40
Total Analysis Volume [veh/h]	104	951	206	187	657	138	129	1074	119	150	641	158
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.934

Intersection Level Of Service Report
#11: Valley Boulevard - Temple City

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.891

Intersection Setup

Name	Temple City			Temple City			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	125.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Valley			Valley		
Base Volume Input [veh/h]	135	744	82	195	589	136	239	1104	85	106	620	124
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	744	82	195	589	136	239	1104	85	106	620	124
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	186	21	49	147	34	60	276	21	27	155	31
Total Analysis Volume [veh/h]	135	744	82	195	589	136	239	1104	85	106	620	124
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.891

Intersection Level Of Service Report
#12: Valley Boulevard - Rio Hondo Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.878

Intersection Setup

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	70.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Base Volume Input [veh/h]	172	48	252	32	10	21	31	1109	125	92	783	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	48	252	32	10	21	31	1109	125	92	783	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	12	63	8	3	5	8	277	31	23	196	9
Total Analysis Volume [veh/h]	172	48	252	32	10	21	31	1109	125	92	783	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.878

Intersection Level Of Service Report
#13: Valley Boulevard - Mission Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.519

Intersection Setup

Name	Mission		Valley		Valley	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Mission		Valley		Valley	
Base Volume Input [veh/h]	538	18	27	788	603	375
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	538	18	27	788	603	375
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	135	5	7	197	151	94
Total Analysis Volume [veh/h]	538	18	27	788	603	375
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	4	5	2	6	0
Lead / Lag	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.519

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.001

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	185	1558	187	113	1343	249	300	670	148	184	500	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	185	1558	187	113	1343	249	300	670	148	184	500	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	390	47	28	336	62	75	168	37	46	125	18
Total Analysis Volume [veh/h]	185	1558	187	113	1343	249	300	670	148	184	500	73
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.001

Intersection Level Of Service Report
#15: Lower Azusa Road - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.721

Intersection Setup

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	75.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Base Volume Input [veh/h]	124	143	72	45	90	44	62	1132	158	88	757	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	124	143	72	45	90	44	62	1132	158	88	757	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	36	18	11	23	11	16	283	40	22	189	13
Total Analysis Volume [veh/h]	124	143	72	45	90	44	62	1132	158	88	757	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.721

Intersection Level Of Service Report
#16: Lower Azusa Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	92.9
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.213

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name						
Base Volume Input [veh/h]	11	289	1300	27	85	850
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	289	1300	27	85	850
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	72	325	7	21	213
Total Analysis Volume [veh/h]	11	289	1300	27	85	850
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.71	0.01	0.00	0.16	0.01
d_M, Delay for Movement [s/veh]	92.91	32.53	0.00	0.00	13.14	0.00
Movement LOS	F	D	A	A	B	A
95th-Percentile Queue Length [veh]	0.71	5.35	0.00	0.00	0.57	0.00
95th-Percentile Queue Length [ft]	17.84	133.78	0.00	0.00	14.28	0.00
d_A, Approach Delay [s/veh]	34.75		0.00		1.19	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	4.50					
Intersection LOS	F					

Intersection Level Of Service Report
#17: Lower Azusa Boulevard - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.044

Intersection Setup

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	2225.00	100.00	100.00	115.00	100.00	100.00	250.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	180	1038	227	373	1080	123	82	776	94	183	673	314
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	1038	227	373	1080	123	82	776	94	183	673	314
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	260	57	93	270	31	21	194	24	46	168	79
Total Analysis Volume [veh/h]	180	1038	227	373	1080	123	82	776	94	183	673	314
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.044

Intersection Level Of Service Report
#18: Lower Azusa Road - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.974

Intersection Setup

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	230.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	198	632	108	241	815	167	287	898	267	205	687	178
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	198	632	108	241	815	167	287	898	267	205	687	178
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	158	27	60	204	42	72	225	67	51	172	45
Total Analysis Volume [veh/h]	198	632	108	241	815	167	287	898	267	205	687	178
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.974

Intersection Level Of Service Report
#19: Lower Azusa Road - Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.904

Intersection Setup

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			yes			yes		

Volumes

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	90	972	332	192	555	147	240	862	63	146	700	166
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	972	332	192	555	147	240	862	63	146	700	166
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	243	83	48	139	37	60	216	16	37	175	42
Total Analysis Volume [veh/h]	90	972	332	192	555	147	240	862	63	146	700	166
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.904

Intersection Level Of Service Report
#20: Lower Azusa Road - Temple City Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.973

Intersection Setup

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	119	855	91	223	557	53	224	833	40	309	553	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	855	91	223	557	53	224	833	40	309	553	159
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	214	23	56	139	13	56	208	10	77	138	40
Total Analysis Volume [veh/h]	119	855	91	223	557	53	224	833	40	309	553	159
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.973

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.916

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	12	949	735	248	967	1	3	8	4	464	0	151
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	949	735	248	967	1	3	8	4	464	0	151
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	237	184	62	242	0	1	2	1	116	0	38
Total Analysis Volume [veh/h]	12	949	735	248	967	1	3	8	4	464	0	151
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.916

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.003

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	331	1441	136	599	1906	213	208	780	108	175	493	362
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	331	1441	136	599	1906	213	208	780	108	175	493	362
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	360	34	150	477	53	52	195	27	44	123	91
Total Analysis Volume [veh/h]	331	1441	136	599	1906	213	208	780	108	175	493	362
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.003

Intersection Level Of Service Report
#23: Garvey Avenue - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.030

Intersection Setup

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	300.00	100.00	100.00	250.00	100.00	100.00	75.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Base Volume Input [veh/h]	64	985	84	127	1133	250	315	1125	87	97	760	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	985	84	127	1133	250	315	1125	87	97	760	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	246	21	32	283	63	79	281	22	24	190	19
Total Analysis Volume [veh/h]	64	985	84	127	1133	250	315	1125	87	97	760	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.030

Intersection Level Of Service Report
#24: Garvey Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.876

Intersection Setup

Name	Peck			Peck			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Garvey			Garvey		
Base Volume Input [veh/h]	148	641	82	71	829	195	291	896	136	65	521	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	148	641	82	71	829	195	291	896	136	65	521	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	160	21	18	207	49	73	224	34	16	130	9
Total Analysis Volume [veh/h]	148	641	82	71	829	195	291	896	136	65	521	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.876

Intersection Level Of Service Report
#25: Valley Boulevard - Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.946

Intersection Setup

Name	Valley			Valley			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Garvey			Garvey		
Base Volume Input [veh/h]	230	896	39	181	986	16	35	719	407	60	317	162
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	230	896	39	181	986	16	35	719	407	60	317	162
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	224	10	45	247	4	9	180	102	15	79	41
Total Analysis Volume [veh/h]	230	896	39	181	986	16	35	719	407	60	317	162
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.946

Intersection Level Of Service Report
#26: Santa Anita Avenue - Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

Intersection Setup

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	115.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Base Volume Input [veh/h]	45	1650	258	102	1145	36	54	58	56	167	28	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	1650	258	102	1145	36	54	58	56	167	28	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	413	65	26	286	9	14	15	14	42	7	18
Total Analysis Volume [veh/h]	45	1650	258	102	1145	36	54	58	56	167	28	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.652

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.814

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	455	1619	0	0	1074	350	0	0	0	357	165	329
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	455	1619	0	0	1074	350	0	0	0	357	165	329
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	405	0	0	269	88	0	0	0	89	41	82
Total Analysis Volume [veh/h]	455	1619	0	0	1074	350	0	0	0	357	165	329
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.814

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.830

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	1384	195	315	1168	295	782	160	487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1384	195	315	1168	295	782	160	487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	346	49	79	292	74	196	40	122	0	0	0
Total Analysis Volume [veh/h]	0	1384	195	315	1168	295	782	160	487	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.830

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	516	214	37	0	0	271
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	516	214	37	0	0	271
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	54	9	0	0	68
Total Analysis Volume [veh/h]	516	214	37	0	0	271
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.93		0.61	0.61
95th-Percentile Queue Length [ft]	98.34		15.18	15.18
Approach Delay [s/veh]	12.77	0.00	8.12	
Approach LOS	B	A	A	
Intersection Delay [s/veh]	11.17			
Intersection LOS	B			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	18.6
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	1032	0	0	1060	54	0	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1032	0	0	1060	54	0	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	258	0	0	265	14	0	0	3
Total Analysis Volume [veh/h]	0	1032	0	0	1060	54	0	0	11
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.65
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.12
d_A, Approach Delay [s/veh]	0.00			0.00			18.65		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.10								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	900.2
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.756

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	29	1062	604	178	232	438
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	1062	604	178	232	438
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	266	151	45	58	110
Total Analysis Volume [veh/h]	29	1062	604	178	232	438
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	2.76	0.98
d_M, Delay for Movement [s/veh]	9.41	0.00	0.00	0.00	900.20	68.40
Movement LOS	A	A	A	A	F	F
95th-Percentile Queue Length [veh]	0.11	0.00	0.00	0.00	22.37	12.28
95th-Percentile Queue Length [ft]	2.66	0.00	0.00	0.00	559.18	306.93
d_A, Approach Delay [s/veh]	0.25		0.00		356.43	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	94.02					
Intersection LOS	F					

Intersection Level Of Service Report
#34: Arden Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	31.4
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.367

Intersection Setup

Name						
Approach	Northbound		Southbound		Southwestbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name						
Base Volume Input [veh/h]	690	116	1	476	79	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	690	116	1	476	79	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	173	29	0	119	20	3
Total Analysis Volume [veh/h]	690	116	1	476	79	10
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.37	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	8.94	0.00	31.39	22.70
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh]	0.00	0.00	3.10	3.10	1.74	1.74
95th-Percentile Queue Length [ft]	0.00	0.00	77.47	77.47	43.44	43.44
d_A, Approach Delay [s/veh]	0.00		0.02		30.41	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	1.98					
Intersection LOS	D					

Intersection Level Of Service Report
#35: Temple City Boulevard - Loftus Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.898

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name						
Base Volume Input [veh/h]	869	167	245	770	324	173
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	869	167	245	770	324	173
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	217	42	61	193	81	43
Total Analysis Volume [veh/h]	869	167	245	770	324	173
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Permissive	Overlap
Signal Group	8	0	7	4	6	0
Lead / Lag	-	-	Lag	-	Lag	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.898

Intersection Level Of Service Report
#36: Temple City Boulevard - Marshall Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.536

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	76	1023	18	35	977	27	35	38	63	19	13	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	1023	18	35	977	27	35	38	63	19	13	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	256	5	9	244	7	9	10	16	5	3	1
Total Analysis Volume [veh/h]	76	1023	18	35	977	27	35	38	63	19	13	5
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.536

Intersection Level Of Service Report
#37: Valley Boulevard - Easy Street/Merwin C. Gill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.523

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name												
Base Volume Input [veh/h]	0	0	1	33	0	17	18	1274	7	4	910	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	33	0	17	18	1274	7	4	910	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	8	0	4	5	319	2	1	228	5
Total Analysis Volume [veh/h]	0	0	1	33	0	17	18	1274	7	4	910	19
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	4	4	0	5	2	0	0	6	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.523

Signal Warrants Report For Intersection #16: Lower Azusa Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	935	1327	300
2	898	1274	288
3	879	1247	282
4	748	1062	240
5	711	1009	228
6	636	902	204
7	589	836	189
8	561	796	180
9	449	637	144
10	421	597	135
11	421	597	135
12	402	571	129
13	365	518	117
14	337	478	108
15	337	478	108
16	327	464	105
17	187	265	60
18	103	146	33
19	94	133	30
20	37	53	12
21	28	40	9
22	28	40	9
23	19	27	6
24	19	27	6

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	2262	2	300	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	6	2172	2	288	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	6	2126	2	282	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	6	1810	2	240	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	6	1720	2	228	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	6	1538	2	204	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	6	1425	2	189	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	6	1357	2	180	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	6	1086	2	144	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
10	6	1018	2	135	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
11	6	1018	2	135	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
12	6	973	2	129	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
13	6	883	2	117	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
14	6	815	2	108	No	No	No	No	No	Yes	Yes	Yes	No	No
15	6	815	2	108	No	No	No	No	No	Yes	Yes	Yes	No	No
16	6	791	2	105	No	No	No	No	No	Yes	Yes	Yes	No	No
17	6	452	2	60	No	No	No	No	No	No	No	No	No	No
18	6	249	2	33	No	No	No	No	No	No	No	No	No	No
19	6	227	2	30	No	No	No	No	No	No	No	No	No	No
20	6	90	2	12	No	No	No	No	No	No	No	No	No	No
21	6	68	2	9	No	No	No	No	No	No	No	No	No	No
22	6	68	2	9	No	No	No	No	No	No	No	No	No	No
23	6	46	2	6	No	No	No	No	No	No	No	No	No	No
24	6	46	2	6	No	No	No	No	No	No	No	No	No	No
Hours Met					6	8	9	13	12	16	16	16	13	8

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	34.7
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2:53
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	300
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2562
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	271	516
2	260	495
3	255	485
4	217	413
5	206	392
6	184	351
7	171	325
8	163	310
9	130	248
10	122	232
11	122	232
12	117	222
13	106	201
14	98	186
15	98	186
16	95	181
17	54	103
18	30	57
19	27	52
20	11	21
21	8	15
22	8	15
23	5	10
24	5	10

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	271	1	516	No	No	No	No	No	No	No	No	Yes	No
2	2	260	1	495	No	No	No	No	No	No	No	No	Yes	No
3	2	255	1	485	No	No	No	No	No	No	No	No	Yes	No
4	2	217	1	413	No	No	No	No	No	No	No	No	No	No
5	2	206	1	392	No	No	No	No	No	No	No	No	No	No
6	2	184	1	351	No	No	No	No	No	No	No	No	No	No
7	2	171	1	325	No	No	No	No	No	No	No	No	No	No
8	2	163	1	310	No	No	No	No	No	No	No	No	No	No
9	2	130	1	248	No	No	No	No	No	No	No	No	No	No
10	2	122	1	232	No	No	No	No	No	No	No	No	No	No
11	2	122	1	232	No	No	No	No	No	No	No	No	No	No
12	2	117	1	222	No	No	No	No	No	No	No	No	No	No
13	2	106	1	201	No	No	No	No	No	No	No	No	No	No
14	2	98	1	186	No	No	No	No	No	No	No	No	No	No
15	2	98	1	186	No	No	No	No	No	No	No	No	No	No
16	2	95	1	181	No	No	No	No	No	No	No	No	No	No
17	2	54	1	103	No	No	No	No	No	No	No	No	No	No
18	2	30	1	57	No	No	No	No	No	No	No	No	No	No
19	2	27	1	52	No	No	No	No	No	No	No	No	No	No
20	2	11	1	21	No	No	No	No	No	No	No	No	No	No
21	2	8	1	15	No	No	No	No	No	No	No	No	No	No
22	2	8	1	15	No	No	No	No	No	No	No	No	No	No
23	2	5	1	10	No	No	No	No	No	No	No	No	No	No
24	2	5	1	10	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	3	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	12.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:49
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	516
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	787
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #30: Temple City Boulevard - Olney Street

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	1032	1114	11
2	991	1069	11
3	970	1047	10
4	826	891	9
5	784	847	8
6	702	758	7
7	650	702	7
8	619	668	7
9	495	535	5
10	464	501	5
11	464	501	5
12	444	479	5
13	402	434	4
14	372	401	4
15	372	401	4
16	361	390	4
17	206	223	2
18	114	123	1
19	103	111	1
20	41	45	0
21	31	33	0
22	31	33	0
23	21	22	0
24	21	22	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	2146	1	11	No	No	No	No	No	No	No	No	No	No
2	3	2060	1	11	No	No	No	No	No	No	No	No	No	No
3	3	2017	1	10	No	No	No	No	No	No	No	No	No	No
4	3	1717	1	9	No	No	No	No	No	No	No	No	No	No
5	3	1631	1	8	No	No	No	No	No	No	No	No	No	No
6	3	1460	1	7	No	No	No	No	No	No	No	No	No	No
7	3	1352	1	7	No	No	No	No	No	No	No	No	No	No
8	3	1287	1	7	No	No	No	No	No	No	No	No	No	No
9	3	1030	1	5	No	No	No	No	No	No	No	No	No	No
10	3	965	1	5	No	No	No	No	No	No	No	No	No	No
11	3	965	1	5	No	No	No	No	No	No	No	No	No	No
12	3	923	1	5	No	No	No	No	No	No	No	No	No	No
13	3	836	1	4	No	No	No	No	No	No	No	No	No	No
14	3	773	1	4	No	No	No	No	No	No	No	No	No	No
15	3	773	1	4	No	No	No	No	No	No	No	No	No	No
16	3	751	1	4	No	No	No	No	No	No	No	No	No	No
17	3	429	1	2	No	No	No	No	No	No	No	No	No	No
18	3	237	1	1	No	No	No	No	No	No	No	No	No	No
19	3	214	1	1	No	No	No	No	No	No	No	No	No	No
20	3	86	1	0	No	No	No	No	No	No	No	No	No	No
21	3	64	1	0	No	No	No	No	No	No	No	No	No	No
22	3	64	1	0	No	No	No	No	No	No	No	No	No	No
23	3	43	1	0	No	No	No	No	No	No	No	No	No	No
24	3	43	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	18.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:03
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	11
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2157
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #31: S. Baldwin Avenue - Flair Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	1091	782	670
2	1047	751	643
3	1026	735	630
4	873	626	536
5	829	594	509
6	742	532	456
7	687	493	422
8	655	469	402
9	524	375	322
10	491	352	302
11	491	352	302
12	469	336	288
13	425	305	261
14	393	282	241
15	393	282	241
16	382	274	234
17	218	156	134
18	120	86	74
19	109	78	67
20	44	31	27
21	33	23	20
22	33	23	20
23	22	16	13
24	22	16	13

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1873	2	670	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1798	2	643	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1761	2	630	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1499	2	536	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	1423	2	509	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	3	1274	2	456	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	3	1180	2	422	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	3	1124	2	402	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	3	899	2	322	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
10	3	843	2	302	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
11	3	843	2	302	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
12	3	805	2	288	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
13	3	730	2	261	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
14	3	675	2	241	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
15	3	675	2	241	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
16	3	656	2	234	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
17	3	374	2	134	No	No	No	Yes	No	No	No	No	No	No
18	3	206	2	74	No	No	No	No	No	No	No	No	No	No
19	3	187	2	67	No	No	No	No	No	No	No	No	No	No
20	3	75	2	27	No	No	No	No	No	No	No	No	No	No
21	3	56	2	20	No	No	No	No	No	No	No	No	No	No
22	3	56	2	20	No	No	No	No	No	No	No	No	No	No
23	3	38	2	13	No	No	No	No	No	No	No	No	No	No
24	3	38	2	13	No	No	No	No	No	No	No	No	No	No
Hours Met					16	16	16	17	8	13	16	16	16	11

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	356.4
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	66:20
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	670
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2543
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection #34: Arden Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	NE
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	NE
1	806	477	89
2	774	458	85
3	758	448	84
4	645	382	71
5	613	363	68
6	548	324	61
7	508	301	56
8	484	286	53
9	387	229	43
10	363	215	40
11	363	215	40
12	347	205	38
13	314	186	35
14	290	172	32
15	290	172	32
16	282	167	31
17	161	95	18
18	89	52	10
19	81	48	9
20	32	19	4
21	24	14	3
22	24	14	3
23	16	10	2
24	16	10	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	1283	1	89	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
2	4	1232	1	85	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
3	4	1206	1	84	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
4	4	1027	1	71	No	No	No	No	No	Yes	Yes	Yes	No	No
5	4	976	1	68	No	No	No	No	No	Yes	Yes	Yes	No	No
6	4	872	1	61	No	No	No	No	No	Yes	Yes	Yes	No	No
7	4	809	1	56	No	No	No	No	No	No	Yes	Yes	No	No
8	4	770	1	53	No	No	No	No	No	No	Yes	Yes	No	No
9	4	616	1	43	No	No	No	No	No	No	No	Yes	No	No
10	4	578	1	40	No	No	No	No	No	No	No	No	No	No
11	4	578	1	40	No	No	No	No	No	No	No	No	No	No
12	4	552	1	38	No	No	No	No	No	No	No	No	No	No
13	4	500	1	35	No	No	No	No	No	No	No	No	No	No
14	4	462	1	32	No	No	No	No	No	No	No	No	No	No
15	4	462	1	32	No	No	No	No	No	No	No	No	No	No
16	4	449	1	31	No	No	No	No	No	No	No	No	No	No
17	4	256	1	18	No	No	No	No	No	No	No	No	No	No
18	4	141	1	10	No	No	No	No	No	No	No	No	No	No
19	4	129	1	9	No	No	No	No	No	No	No	No	No	No
20	4	51	1	4	No	No	No	No	No	No	No	No	No	No
21	4	38	1	3	No	No	No	No	No	No	No	No	No	No
22	4	38	1	3	No	No	No	No	No	No	No	No	No	No
23	4	26	1	2	No	No	No	No	No	No	No	No	No	No
24	4	26	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	3	6	8	9	3	0

Warrant 3 Condition A

Orientation	NE
Total Stopped Delay Per Vehicle on Minor Approach (s)	30.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:45
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	89
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1372
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

APPENDIX C-15

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

Horizon Year (2035) No-Project Saturday Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\use future cumulative saturday.vistropdb
Report File: C:\...\revised Horizon Year Saturday NO-Project.pdf

Scenario 3: Horizon Year No Project
3/5/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Valley Boulevard - Arden Drive	Signalized	ICU1	SBL	0.540	-	A
2	Valley Boulevard - Valley Circle	Signalized	ICU1	EBL	0.407	-	A
3	Arden Drive - Rose Avenue	Signalized	ICU1	NBT	0.247	-	A
4	Valley Boulevard - Santa Anita	Signalized	ICU1	NBL	0.728	-	C
5	Valley Boulevard - Tyler Avenue	Signalized	ICU1	NBL	0.562	-	A
6	Valley Boulevard - Ramona Avenue	Signalized	ICU1	WBL	0.814	-	D
7	Valley Boulevard - Peck Road	Signalized	ICU1	SBL	0.921	-	E
8	Ramona Avenue - Peck Road	Signalized	ICU1	EBL	0.840	-	D
9	Valley Boulevard - Gibson Road	Signalized	ICU1	SBR	0.507	-	A
10	Valley Boulevard - S.Baldwin Avenue	Signalized	ICU1	WBL	0.716	-	C
11	Valley Boulevard - Temple City	Signalized	ICU1	EBL	0.722	-	C
12	Valley Boulevard - Rio Hondo Avenue	Signalized	ICU1	NBR	0.673	-	B
13	Valley Boulevard - Mission Drive	Signalized	ICU1	SBL	0.426	-	A
14	Valley Boulevard - Rosemead Avenue	Signalized	ICU1	NBL	1.015	-	F
15	Lower Azusa Road - Arden Drive	Signalized	ICU1	NBL	0.551	-	A
16	Lower Azusa Drive - Arden Way	Two-way stop	HCM2010	NBL	0.224	55.0	F
17	Lower Azusa Boulevard - Santa Anita Avenue	Signalized	ICU1	SBL	0.910	-	E
	Lower Azusa Road - Peck						

18	Lower Azusa Road - Peck Road	Signalized	ICU1	NBL	0.846	-	D
19	Lower Azusa Road - Baldwin Avenue	Signalized	ICU1	EBL	0.788	-	C
20	Lower Azusa Road - Temple City Boulevard	Signalized	ICU1	WBL	0.825	-	D
21	Lower Azusa Road - Rosemead Boulevard	Signalized	ICU1	WBL	0.732	-	C
22	Garvey Avenue - Rosemead Boulevard	Signalized	ICU1	SBL	1.065	-	F
23	Garvey Avenue - Santa Anita Avenue	Signalized	ICU1	EBL	0.822	-	D
24	Garvey Avenue - Peck Road	Signalized	ICU1	EBL	0.780	-	C
25	Valley Boulevard - Garvey Avenue	Signalized	ICU1	NBL	0.737	-	C
26	Santa Anita Avenue - Ramona Boulevard	Signalized	ICU1	WBL	0.471	-	A
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	ICU1	WBL	0.741	-	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	ICU1	EBL	0.646	-	B
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		11.4	B
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.089	17.5	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	1.231	270.2	F
34	Arden Drive - Arden Way	Two-way stop	HCM2010	SWBL	0.157	15.0	B
35	Temple City Boulevard - Loftus Drive	Signalized	ICU1	SBL	0.660	-	B
36	Temple City Boulevard - Marshall Drive	Signalized	ICU1	NBL	0.462	-	A
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signalized	ICU1	SBL2	0.470	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Valley Boulevard - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.540

Intersection Setup

Name	Arden			Arden			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	150.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Arden			Arden			Valley			Valley		
Base Volume Input [veh/h]	32	4	7	258	7	109	131	786	25	17	794	171
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	4	7	258	7	109	131	786	25	17	794	171
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	1	2	65	2	27	33	197	6	4	199	43
Total Analysis Volume [veh/h]	32	4	7	258	7	109	131	786	25	17	794	171
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.540

Intersection Level Of Service Report
#2: Valley Boulevard - Valley Circle

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.407

Intersection Setup

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	yes			yes			yes		

Volumes

Name									
Base Volume Input [veh/h]	0	0	1	1	902	0	0	979	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	1	902	0	0	979	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	226	0	0	245	1
Total Analysis Volume [veh/h]	0	0	1	1	902	0	0	979	2
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	4	5	2	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.407

Intersection Level Of Service Report
#3: Arden Drive - Rose Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.247

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	5	309	0	0	301	24	32	0	36	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	309	0	0	301	24	32	0	36	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	77	0	0	75	6	8	0	9	0	0	0
Total Analysis Volume [veh/h]	5	309	0	0	301	24	32	0	36	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	1	8	0	1	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.247

Intersection Level Of Service Report
#4: Valley Boulevard - Santa Anita

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.728

Intersection Setup

Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	125.00	100.00	100.00	225.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Valley			Valley		
Base Volume Input [veh/h]	368	660	68	45	693	157	170	509	61	101	559	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	368	660	68	45	693	157	170	509	61	101	559	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	92	165	17	11	173	39	43	127	15	25	140	12
Total Analysis Volume [veh/h]	368	660	68	45	693	157	170	509	61	101	559	49
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.728

Intersection Level Of Service Report
#5: Valley Boulevard - Tyler Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.562

Intersection Setup

Name	Valley			Valley			Tyler			Tyler		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Tyler			Tyler		
Base Volume Input [veh/h]	130	187	92	103	227	72	62	591	141	93	637	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	187	92	103	227	72	62	591	141	93	637	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	47	23	26	57	18	16	148	35	23	159	13
Total Analysis Volume [veh/h]	130	187	92	103	227	72	62	591	141	93	637	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.562

Intersection Level Of Service Report
#6: Valley Boulevard - Ramona Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.814

Intersection Setup

Name	Valley				Valley				Ramona			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0	0	1	1	0	0	1
Pocket Length [ft]	175.00	100.00	100.00	175.00	120.00	100.00	100.00	120.00	175.00	100.00	100.00	1000.00
Speed [mph]	35.00				35.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	yes				yes				yes			

Volumes

Name	Valley				Valley				Ramona			
Base Volume Input [veh/h]	246	269	269	168	16	312	9	0	279	334	533	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	269	269	168	16	312	9	0	279	334	533	130
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	67	67	42	4	78	2	0	70	84	133	33
Total Analysis Volume [veh/h]	246	269	269	168	16	312	9	0	279	334	533	130
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	8	0	3	0	7	4	0	0	5	0	2	0
Lead / Lag	Lag	-	-	-	Lag	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.814

Intersection Setup

Name	Ramona				Mall			
Approach	Westbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	1
Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				25.00			
Grade [%]	0.00				0.00			
Crosswalk	yes				yes			

Volumes

Name	Ramona				Mall			
Base Volume Input [veh/h]	334	460	18	112	17	121	122	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	334	460	18	112	17	121	122	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	115	5	28	4	30	31	5
Total Analysis Volume [veh/h]	334	460	18	112	17	121	122	18
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Permissive	Split
Signal Group	1	6	0	0	0	9	9	0
Lead / Lag	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.814

Intersection Level Of Service Report
#7: Valley Boulevard - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.921

Intersection Setup

Name	Peck			Peck			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	600.00	250.00	100.00	300.00	250.00	100.00	125.00	120.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Valley			Valley		
Base Volume Input [veh/h]	230	972	304	292	935	171	172	629	118	67	586	302
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	230	972	304	292	935	171	172	629	118	67	586	302
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	243	76	73	234	43	43	157	30	17	147	76
Total Analysis Volume [veh/h]	230	972	304	292	935	171	172	629	118	67	586	302
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.921

Intersection Level Of Service Report
#8: Ramona Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.840

Intersection Setup

Name	Peck			Peck			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	150.00	100.00	275.00	175.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	125.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Ramona			Ramona		
Base Volume Input [veh/h]	182	946	129	78	1035	418	307	424	233	171	421	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	182	946	129	78	1035	418	307	424	233	171	421	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	237	32	20	259	105	77	106	58	43	105	19
Total Analysis Volume [veh/h]	182	946	129	78	1035	418	307	424	233	171	421	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.840

Intersection Level Of Service Report
#9: Valley Boulevard - Gibson Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.507

Intersection Setup

Name	Gibson			Gibson			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	60.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Gibson			Gibson			Valley			Valley		
Base Volume Input [veh/h]	19	9	46	31	24	41	16	861	28	37	851	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	9	46	31	24	41	16	861	28	37	851	29
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	12	8	6	10	4	215	7	9	213	7
Total Analysis Volume [veh/h]	19	9	46	31	24	41	16	861	28	37	851	29
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.507

Intersection Level Of Service Report
#10: Valley Boulevard - S.Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.716

Intersection Setup

Name	Baldwin			Baldwin			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Valley			Valley		
Base Volume Input [veh/h]	65	758	166	140	657	159	164	631	124	177	640	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	758	166	140	657	159	164	631	124	177	640	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	190	42	35	164	40	41	158	31	44	160	33
Total Analysis Volume [veh/h]	65	758	166	140	657	159	164	631	124	177	640	133
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.716

Intersection Level Of Service Report
#11: Valley Boulevard - Temple City

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.722

Intersection Setup

Name	Temple City			Temple City			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	125.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Valley			Valley		
Base Volume Input [veh/h]	109	393	78	132	538	134	245	811	64	108	609	102
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	393	78	132	538	134	245	811	64	108	609	102
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	98	20	33	135	34	61	203	16	27	152	26
Total Analysis Volume [veh/h]	109	393	78	132	538	134	245	811	64	108	609	102
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.722

Intersection Level Of Service Report
#12: Valley Boulevard - Rio Hondo Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.673

Intersection Setup

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	70.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Base Volume Input [veh/h]	102	20	168	23	8	22	23	900	95	77	809	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	20	168	23	8	22	23	900	95	77	809	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	5	42	6	2	6	6	225	24	19	202	3
Total Analysis Volume [veh/h]	102	20	168	23	8	22	23	900	95	77	809	12
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.673

Intersection Level Of Service Report
#13: Valley Boulevard - Mission Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.426

Intersection Setup

Name	Mission		Valley		Valley	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	1	1	0	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		no	

Volumes

Name	Mission		Valley		Valley	
Base Volume Input [veh/h]	311	24	18	732	674	251
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	311	24	18	732	674	251
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	6	5	183	169	63
Total Analysis Volume [veh/h]	311	24	18	732	674	251
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	4	5	2	6	0
Lead / Lag	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.426

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.015

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	272	1423	165	91	1291	293	271	621	159	189	551	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	272	1423	165	91	1291	293	271	621	159	189	551	91
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	356	41	23	323	73	68	155	40	47	138	23
Total Analysis Volume [veh/h]	272	1423	165	91	1291	293	271	621	159	189	551	91
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.015

Intersection Level Of Service Report
#15: Lower Azusa Road - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.551

Intersection Setup

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	75.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Base Volume Input [veh/h]	84	50	34	38	46	29	26	920	76	64	866	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	50	34	38	46	29	26	920	76	64	866	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	13	9	10	12	7	7	230	19	16	217	10
Total Analysis Volume [veh/h]	84	50	34	38	46	29	26	920	76	64	866	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.551

Intersection Level Of Service Report
#16: Lower Azusa Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	55.0
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.224

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name						
Base Volume Input [veh/h]	23	216	940	40	64	848
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	216	940	40	64	848
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	54	235	10	16	212
Total Analysis Volume [veh/h]	23	216	940	40	64	848
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.41	0.01	0.00	0.09	0.01
d_M, Delay for Movement [s/veh]	55.05	26.79	0.00	0.00	10.55	0.00
Movement LOS	F	D	A	A	B	A
95th-Percentile Queue Length [veh]	4.16	4.16	0.00	0.00	0.30	0.00
95th-Percentile Queue Length [ft]	103.94	103.94	0.00	0.00	7.38	0.00
d_A, Approach Delay [s/veh]	29.51		0.00		0.74	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	3.63					
Intersection LOS	F					

Intersection Level Of Service Report
#17: Lower Azusa Boulevard - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.910

Intersection Setup

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	2225.00	100.00	100.00	115.00	100.00	100.00	250.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	247	743	159	287	743	149	133	684	164	167	654	287
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	247	743	159	287	743	149	133	684	164	167	654	287
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	186	40	72	186	37	33	171	41	42	164	72
Total Analysis Volume [veh/h]	247	743	159	287	743	149	133	684	164	167	654	287
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.910

Intersection Level Of Service Report
#18: Lower Azusa Road - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.846

Intersection Setup

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	230.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	281	753	162	116	613	164	218	598	217	198	590	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	281	753	162	116	613	164	218	598	217	198	590	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	188	41	29	153	41	55	150	54	50	148	19
Total Analysis Volume [veh/h]	281	753	162	116	613	164	218	598	217	198	590	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.846

Intersection Level Of Service Report
#19: Lower Azusa Road - Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.788

Intersection Setup

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	225.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	87	759	194	167	644	192	189	673	125	156	654	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	87	759	194	167	644	192	189	673	125	156	654	168
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	190	49	42	161	48	47	168	31	39	164	42
Total Analysis Volume [veh/h]	87	759	194	167	644	192	189	673	125	156	654	168
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.788

Intersection Level Of Service Report
#20: Lower Azusa Road - Temple City Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.825

Intersection Setup

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	75.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	57	607	62	223	689	84	145	514	39	357	591	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	607	62	223	689	84	145	514	39	357	591	158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	152	16	56	172	21	36	129	10	89	148	40
Total Analysis Volume [veh/h]	57	607	62	223	689	84	145	514	39	357	591	158
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.825

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.732

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	23	1030	543	130	1032	2	0	2	3	546	0	119
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	1030	543	130	1032	2	0	2	3	546	0	119
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	258	136	33	258	1	0	1	1	137	0	30
Total Analysis Volume [veh/h]	23	1030	543	130	1032	2	0	2	3	546	0	119
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.732

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.065

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	366	1273	187	649	1108	246	280	615	152	232	526	453
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	366	1273	187	649	1108	246	280	615	152	232	526	453
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	92	318	47	162	277	62	70	154	38	58	132	113
Total Analysis Volume [veh/h]	366	1273	187	649	1108	246	280	615	152	232	526	453
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.065

Intersection Level Of Service Report
#23: Garvey Avenue - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.822

Intersection Setup

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	300.00	100.00	100.00	250.00	100.00	100.00	75.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Base Volume Input [veh/h]	84	435	75	124	469	272	296	886	113	99	683	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	435	75	124	469	272	296	886	113	99	683	125
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	109	19	31	117	68	74	222	28	25	171	31
Total Analysis Volume [veh/h]	84	435	75	124	469	272	296	886	113	99	683	125
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	3	0	1	6	0
Lead / Lag	Lag	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.822

Intersection Level Of Service Report
#24: Garvey Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.780

Intersection Setup

Name	Peck			Peck			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Garvey			Garvey		
Base Volume Input [veh/h]	157	548	94	76	580	223	235	688	113	71	536	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	157	548	94	76	580	223	235	688	113	71	536	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	137	24	19	145	56	59	172	28	18	134	13
Total Analysis Volume [veh/h]	157	548	94	76	580	223	235	688	113	71	536	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.780

Intersection Level Of Service Report
#25: Valley Boulevard - Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

Intersection Setup

Name	Valley			Valley			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Garvey			Garvey		
Base Volume Input [veh/h]	255	721	46	151	633	45	52	349	340	81	296	209
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	255	721	46	151	633	45	52	349	340	81	296	209
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	180	12	38	158	11	13	87	85	20	74	52
Total Analysis Volume [veh/h]	255	721	46	151	633	45	52	349	340	81	296	209
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.737

Intersection Level Of Service Report
#26: Santa Anita Avenue - Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.471

Intersection Setup

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	115.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Base Volume Input [veh/h]	35	1108	144	37	1099	15	12	20	37	204	22	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	1108	144	37	1099	15	12	20	37	204	22	71
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	277	36	9	275	4	3	5	9	51	6	18
Total Analysis Volume [veh/h]	35	1108	144	37	1099	15	12	20	37	204	22	71
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.471

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.741

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	293	1030	0	0	875	469	0	0	0	361	108	263
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	293	1030	0	0	875	469	0	0	0	361	108	263
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	258	0	0	219	117	0	0	0	90	27	66
Total Analysis Volume [veh/h]	293	1030	0	0	875	469	0	0	0	361	108	263
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.741

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	835	304	294	822	0	551	95	256	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	835	304	294	822	0	551	95	256	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	209	76	74	206	0	138	24	64	0	0	0
Total Analysis Volume [veh/h]	0	835	304	294	822	0	551	95	256	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.646

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	515	214	37	0	0	186
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	515	214	37	0	0	186
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	54	9	0	0	47
Total Analysis Volume [veh/h]	515	214	37	0	0	186
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.92		0.39	0.39
95th-Percentile Queue Length [ft]	97.94		9.82	9.82
Approach Delay [s/veh]	12.74	0.00	7.79	
Approach LOS	B	A	A	
Intersection Delay [s/veh]	11.43			
Intersection LOS	B			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	17.5
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.089

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	595	0	0	956	19	0	0	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	595	0	0	956	19	0	0	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	149	0	0	239	5	0	0	7
Total Analysis Volume [veh/h]	0	595	0	0	956	19	0	0	28
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.51
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.24
d_A, Approach Delay [s/veh]	0.00			0.00			17.51		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.31								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	270.2
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.231

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	73	928	670	149	97	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	928	670	149	97	121
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	232	168	37	24	30
Total Analysis Volume [veh/h]	73	928	670	149	97	121
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.01	0.01	0.00	1.23	0.29
d_M, Delay for Movement [s/veh]	9.83	0.00	0.00	0.00	270.19	17.10
Movement LOS	A	A	A	A	F	C
95th-Percentile Queue Length [veh]	0.29	0.00	0.00	0.00	7.28	1.19
95th-Percentile Queue Length [ft]	7.32	0.00	0.00	0.00	181.92	29.65
d_A, Approach Delay [s/veh]	0.72		0.00		129.71	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	14.23					
Intersection LOS	F					

Intersection Level Of Service Report
#34: Arden Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.157

Intersection Setup

Name						
Approach	Northbound		Southbound		Southwestbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name						
Base Volume Input [veh/h]	349	129	3	300	68	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	349	129	3	300	68	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	87	32	1	75	17	3
Total Analysis Volume [veh/h]	349	129	3	300	68	11
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.16	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	7.96	0.00	14.96	11.79
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.98	0.98	0.62	0.62
95th-Percentile Queue Length [ft]	0.00	0.00	24.54	24.54	15.47	15.47
d_A, Approach Delay [s/veh]	0.00		0.08		14.52	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.36					
Intersection LOS	B					

Intersection Level Of Service Report
#35: Temple City Boulevard - Loftus Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.660

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	537	131	260	733	199	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	537	131	260	733	199	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	134	33	65	183	50	27
Total Analysis Volume [veh/h]	537	131	260	733	199	108
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Permissive	Overlap
Signal Group	8	0	7	4	6	0
Lead / Lag	-	-	Lag	-	Lag	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.660

Intersection Level Of Service Report
#36: Temple City Boulevard - Marshall Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.462

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	38	565	24	36	841	17	35	25	68	19	2	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	565	24	36	841	17	35	25	68	19	2	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	141	6	9	210	4	9	6	17	5	1	2
Total Analysis Volume [veh/h]	38	565	24	36	841	17	35	25	68	19	2	7
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.462

Intersection Level Of Service Report
#37: Valley Boulevard - Easy Street/Merwin C. Gill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.470

Intersection Setup

Name												
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				35.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	no				yes				yes			

Volumes

Name												
Base Volume Input [veh/h]	0	0	3	0	29	0	0	19	19	1088	10	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	3	0	29	0	0	19	19	1088	10	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1	0	7	0	0	5	5	272	3	3
Total Analysis Volume [veh/h]	0	0	3	0	29	0	0	19	19	1088	10	11
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	4	4	0	5	2	0	0
Lead / Lag	-	-	-	-	Lag	Lag	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.470

Signal Warrants Report For Intersection #16: Lower Azusa Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	912	980	239
2	876	941	229
3	857	921	225
4	730	784	191
5	693	745	182
6	620	666	163
7	575	617	151
8	547	588	143
9	438	470	115
10	410	441	108
11	410	441	108
12	392	421	103
13	356	382	93
14	328	353	86
15	328	353	86
16	319	343	84
17	182	196	48
18	100	108	26
19	91	98	24
20	36	39	10
21	27	29	7
22	27	29	7
23	18	20	5
24	18	20	5

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	1892	1	239	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	6	1817	1	229	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	6	1778	1	225	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	6	1514	1	191	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	6	1438	1	182	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	6	1286	1	163	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	6	1192	1	151	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	6	1135	1	143	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	6	908	1	115	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
10	6	851	1	108	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
11	6	851	1	108	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
12	6	813	1	103	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
13	6	738	1	93	No	No	No	Yes	No	Yes	Yes	Yes	No	No
14	6	681	1	86	No	No	No	Yes	No	No	Yes	Yes	No	No
15	6	681	1	86	No	No	No	Yes	No	No	Yes	Yes	No	No
16	6	662	1	84	No	No	No	Yes	No	No	Yes	Yes	No	No
17	6	378	1	48	No	No	No	No	No	No	No	No	No	No
18	6	208	1	26	No	No	No	No	No	No	No	No	No	No
19	6	189	1	24	No	No	No	No	No	No	No	No	No	No
20	6	75	1	10	No	No	No	No	No	No	No	No	No	No
21	6	56	1	7	No	No	No	No	No	No	No	No	No	No
22	6	56	1	7	No	No	No	No	No	No	No	No	No	No
23	6	38	1	5	No	No	No	No	No	No	No	No	No	No
24	6	38	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					7	8	11	16	9	13	16	16	12	8

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	29.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:57
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	239
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2131
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	186	515
2	179	494
3	175	484
4	149	412
5	141	391
6	126	350
7	117	324
8	112	309
9	89	247
10	84	232
11	84	232
12	80	221
13	73	201
14	67	185
15	67	185
16	65	180
17	37	103
18	20	57
19	19	52
20	7	21
21	6	15
22	6	15
23	4	10
24	4	10

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	186	1	515	No	No	No	No	No	No	No	No	Yes	No
2	2	179	1	494	No	No	No	No	No	No	No	No	No	No
3	2	175	1	484	No	No	No	No	No	No	No	No	No	No
4	2	149	1	412	No	No	No	No	No	No	No	No	No	No
5	2	141	1	391	No	No	No	No	No	No	No	No	No	No
6	2	126	1	350	No	No	No	No	No	No	No	No	No	No
7	2	117	1	324	No	No	No	No	No	No	No	No	No	No
8	2	112	1	309	No	No	No	No	No	No	No	No	No	No
9	2	89	1	247	No	No	No	No	No	No	No	No	No	No
10	2	84	1	232	No	No	No	No	No	No	No	No	No	No
11	2	84	1	232	No	No	No	No	No	No	No	No	No	No
12	2	80	1	221	No	No	No	No	No	No	No	No	No	No
13	2	73	1	201	No	No	No	No	No	No	No	No	No	No
14	2	67	1	185	No	No	No	No	No	No	No	No	No	No
15	2	67	1	185	No	No	No	No	No	No	No	No	No	No
16	2	65	1	180	No	No	No	No	No	No	No	No	No	No
17	2	37	1	103	No	No	No	No	No	No	No	No	No	No
18	2	20	1	57	No	No	No	No	No	No	No	No	No	No
19	2	19	1	52	No	No	No	No	No	No	No	No	No	No
20	2	7	1	21	No	No	No	No	No	No	No	No	No	No
21	2	6	1	15	No	No	No	No	No	No	No	No	No	No
22	2	6	1	15	No	No	No	No	No	No	No	No	No	No
23	2	4	1	10	No	No	No	No	No	No	No	No	No	No
24	2	4	1	10	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	1	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	12.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:49
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	515
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	701
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #30: Temple City Boulevard - Olney Street

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	595	975	28
2	571	936	27
3	559	917	26
4	476	780	22
5	452	741	21
6	405	663	19
7	375	614	18
8	357	585	17
9	286	468	13
10	268	439	13
11	268	439	13
12	256	419	12
13	232	380	11
14	214	351	10
15	214	351	10
16	208	341	10
17	119	195	6
18	65	107	3
19	60	98	3
20	24	39	1
21	18	29	1
22	18	29	1
23	12	20	1
24	12	20	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1570	1	28	No	No	No	No	No	No	No	No	No	No
2	3	1507	1	27	No	No	No	No	No	No	No	No	No	No
3	3	1476	1	26	No	No	No	No	No	No	No	No	No	No
4	3	1256	1	22	No	No	No	No	No	No	No	No	No	No
5	3	1193	1	21	No	No	No	No	No	No	No	No	No	No
6	3	1068	1	19	No	No	No	No	No	No	No	No	No	No
7	3	989	1	18	No	No	No	No	No	No	No	No	No	No
8	3	942	1	17	No	No	No	No	No	No	No	No	No	No
9	3	754	1	13	No	No	No	No	No	No	No	No	No	No
10	3	707	1	13	No	No	No	No	No	No	No	No	No	No
11	3	707	1	13	No	No	No	No	No	No	No	No	No	No
12	3	675	1	12	No	No	No	No	No	No	No	No	No	No
13	3	612	1	11	No	No	No	No	No	No	No	No	No	No
14	3	565	1	10	No	No	No	No	No	No	No	No	No	No
15	3	565	1	10	No	No	No	No	No	No	No	No	No	No
16	3	549	1	10	No	No	No	No	No	No	No	No	No	No
17	3	314	1	6	No	No	No	No	No	No	No	No	No	No
18	3	172	1	3	No	No	No	No	No	No	No	No	No	No
19	3	158	1	3	No	No	No	No	No	No	No	No	No	No
20	3	63	1	1	No	No	No	No	No	No	No	No	No	No
21	3	47	1	1	No	No	No	No	No	No	No	No	No	No
22	3	47	1	1	No	No	No	No	No	No	No	No	No	No
23	3	32	1	1	No	No	No	No	No	No	No	No	No	No
24	3	32	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	17.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:08
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	28
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1598
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #31: S. Baldwin Avenue - Flair Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	1001	819	218
2	961	786	209
3	941	770	205
4	801	655	174
5	761	622	166
6	681	557	148
7	631	516	137
8	601	491	131
9	480	393	105
10	450	369	98
11	450	369	98
12	430	352	94
13	390	319	85
14	360	295	78
15	360	295	78
16	350	287	76
17	200	164	44
18	110	90	24
19	100	82	22
20	40	33	9
21	30	25	7
22	30	25	7
23	20	16	4
24	20	16	4

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1820	2	218	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1747	2	209	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1711	2	205	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1456	2	174	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	1383	2	166	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	3	1238	2	148	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
7	3	1147	2	137	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
8	3	1092	2	131	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
9	3	873	2	105	No	No	No	No	No	Yes	Yes	Yes	No	No
10	3	819	2	98	No	No	No	No	No	Yes	Yes	Yes	No	No
11	3	819	2	98	No	No	No	No	No	Yes	Yes	Yes	No	No
12	3	782	2	94	No	No	No	No	No	Yes	Yes	Yes	No	No
13	3	709	2	85	No	No	No	No	No	No	Yes	Yes	No	No
14	3	655	2	78	No	No	No	No	No	No	Yes	Yes	No	No
15	3	655	2	78	No	No	No	No	No	No	Yes	Yes	No	No
16	3	637	2	76	No	No	No	No	No	No	Yes	Yes	No	No
17	3	364	2	44	No	No	No	No	No	No	No	No	No	No
18	3	200	2	24	No	No	No	No	No	No	No	No	No	No
19	3	182	2	22	No	No	No	No	No	No	No	No	No	No
20	3	73	2	9	No	No	No	No	No	No	No	No	No	No
21	3	55	2	7	No	No	No	No	No	No	No	No	No	No
22	3	55	2	7	No	No	No	No	No	No	No	No	No	No
23	3	36	2	4	No	No	No	No	No	No	No	No	No	No
24	3	36	2	4	No	No	No	No	No	No	No	No	No	No
Hours Met					3	5	6	8	8	12	16	16	8	5

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	129.7
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	7:51
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	218
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2038
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection #34: Arden Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	NE
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	NE
1	303	478	79
2	291	459	76
3	285	449	74
4	242	382	63
5	230	363	60
6	206	325	54
7	191	301	50
8	182	287	47
9	145	229	38
10	136	215	36
11	136	215	36
12	130	206	34
13	118	186	31
14	109	172	28
15	109	172	28
16	106	167	28
17	61	96	16
18	33	53	9
19	30	48	8
20	12	19	3
21	9	14	2
22	9	14	2
23	6	10	2
24	6	10	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	781	1	79	No	No	No	No	No	Yes	Yes	Yes	No	No
2	4	750	1	76	No	No	No	No	No	Yes	Yes	Yes	No	No
3	4	734	1	74	No	No	No	No	No	Yes	Yes	Yes	No	No
4	4	624	1	63	No	No	No	No	No	No	No	Yes	No	No
5	4	593	1	60	No	No	No	No	No	No	No	Yes	No	No
6	4	531	1	54	No	No	No	No	No	No	No	Yes	No	No
7	4	492	1	50	No	No	No	No	No	No	No	No	No	No
8	4	469	1	47	No	No	No	No	No	No	No	No	No	No
9	4	374	1	38	No	No	No	No	No	No	No	No	No	No
10	4	351	1	36	No	No	No	No	No	No	No	No	No	No
11	4	351	1	36	No	No	No	No	No	No	No	No	No	No
12	4	336	1	34	No	No	No	No	No	No	No	No	No	No
13	4	304	1	31	No	No	No	No	No	No	No	No	No	No
14	4	281	1	28	No	No	No	No	No	No	No	No	No	No
15	4	281	1	28	No	No	No	No	No	No	No	No	No	No
16	4	273	1	28	No	No	No	No	No	No	No	No	No	No
17	4	157	1	16	No	No	No	No	No	No	No	No	No	No
18	4	86	1	9	No	No	No	No	No	No	No	No	No	No
19	4	78	1	8	No	No	No	No	No	No	No	No	No	No
20	4	31	1	3	No	No	No	No	No	No	No	No	No	No
21	4	23	1	2	No	No	No	No	No	No	No	No	No	No
22	4	23	1	2	No	No	No	No	No	No	No	No	No	No
23	4	16	1	2	No	No	No	No	No	No	No	No	No	No
24	4	16	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	3	3	6	0	0

Warrant 3 Condition A

Orientation	NE
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:19
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	79
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	860
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

APPENDIX C-16

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

Horizon Year (2035) No-Project Morning Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\FUTURE am peak hour.vistropdb Scenario 4: Horizon Year Cumulative AM Peak With-Project

Report File: C:\...\HORIZON year am peak with-project.pdf 3/5/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Valley Boulevard - Arden Drive	Signalized	ICU1	SBL	0.909	-	E
2	Valley Boulevard - Valley Circle	Signalized	ICU1	EBL	0.696	-	B
3	Arden Drive - Rose Avenue	Signalized	ICU1	EBL	0.543	-	A
4	Valley Boulevard - Santa Anita	Signalized	ICU1	NBL	1.058	-	F
5	Valley Boulevard - Tyler Avenue	Signalized	ICU1	SBL	0.731	-	C
6	Valley Boulevard - Ramona Avenue	Signalized	ICU1	NBL2	0.813	-	D
7	Valley Boulevard - Peck Road	Signalized	ICU1	NBL	0.963	-	E
8	Ramona Avenue - Peck Road	Signalized	ICU1	WBL	0.717	-	C
9	Valley Boulevard - Gibson Road	Signalized	ICU1	SBT	0.803	-	D
10	Valley Boulevard - S.Baldwin Avenue	Signalized	ICU1	WBL	0.921	-	E
11	Valley Boulevard - Temple City	Signalized	ICU1	NBL	1.073	-	F
12	Valley Boulevard - Rio Hondo Avenue	Signalized	ICU1	NBL	0.686	-	B
13	Valley Boulevard - Mission Drive	Signalized	ICU1	SBL	0.648	-	B
14	Valley Boulevard - Rosemead Avenue	Signalized	ICU1	NBL	1.101	-	F
15	Lower Azusa Road - Arden Drive	Signalized	ICU1	NBL	0.789	-	C
16	Lower Azusa Drive - Arden Way	Two-way stop	HCM2010	NBL	0.223	50.9	F
17	Lower Azusa Boulevard - Santa Anita Avenue	Signalized	ICU1	SBL	1.041	-	F
18	Lower Azusa Road - Peck Road	Signalized	ICU1	NBL	0.974	-	E

19	Lower Azusa Road - Baldwin Avenue	Signalized	ICU1	WBL	0.878	-	D
20	Lower Azusa Road - Temple City Boulevard	Signalized	ICU1	WBL	0.859	-	D
21	Lower Azusa Road - Rosemead Boulevard	Signalized	ICU1	WBL	0.734	-	C
22	Garvey Avenue - Rosemead Boulevard	Signalized	ICU1	SBL	1.081	-	F
23	Garvey Avenue - Santa Anita Avenue	Signalized	ICU1	EBL	1.226	-	F
24	Garvey Avenue - Peck Road	Signalized	ICU1	EBL	1.020	-	F
25	Valley Boulevard - Garvey Avenue	Signalized	ICU1	NBL	0.822	-	D
26	Santa Anita Avenue - Ramona Boulevard	Signalized	ICU1	WBR	0.562	-	A
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	ICU1	WBL	0.807	-	D
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	ICU1	EBL	0.698	-	B
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		34.9	D
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.088	15.3	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	0.974	292.8	F
32	Arden Drive - Southerly Project Driveway	Two-way stop	HCM2010	WBL	0.070	20.0	C
33	Valley Circle - Project Driveway	Two-way stop	HCM2010	EBT	0.000	9.2	A
34	Arden Drive - Arden Way	Two-way stop	HCM2010	WBL	0.575	36.7	E
35	Temple City Boulevard - Loftus Drive	Signalized	ICU1	SBL	0.826	-	D
36	Temple City Boulevard - Marshall Drive	Signalized	ICU1	NBL	0.508	-	A
37	Valley Boulevard - Easy St/Mervin C. Gill Way	Signalized	ICU1	EBL	0.576	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for

all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Valley Boulevard - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.909

Intersection Setup

Name	Arden			Arden			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	150.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Arden			Arden			Valley			Valley		
Base Volume Input [veh/h]	4	1	2	710	0	247	152	735	7	1	1561	414
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	2	710	0	247	152	735	7	1	1561	414
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	178	0	62	38	184	2	0	390	104
Total Analysis Volume [veh/h]	4	1	2	710	0	247	152	735	7	1	1561	414
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.909

Intersection Level Of Service Report
#2: Valley Boulevard - Valley Circle

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.696

Intersection Setup

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	yes			yes			yes		

Volumes

Name									
Base Volume Input [veh/h]	5	0	3	6	1265	0	0	1862	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	3	6	1265	0	0	1862	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	2	316	0	0	466	6
Total Analysis Volume [veh/h]	5	0	3	6	1265	0	0	1862	23
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	4	5	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.696

Intersection Level Of Service Report
#3: Arden Drive - Rose Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.543

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	24	452	45	50	649	152	101	3	91	89	2	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	452	45	50	649	152	101	3	91	89	2	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	113	11	13	162	38	25	1	23	22	1	5
Total Analysis Volume [veh/h]	24	452	45	50	649	152	101	3	91	89	2	18
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.543

Intersection Level Of Service Report
#4: Valley Boulevard - Santa Anita

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.058

Intersection Setup

Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	125.00	100.00	100.00	225.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Valley			Valley		
Base Volume Input [veh/h]	703	662	61	68	959	392	102	565	41	40	1171	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	703	662	61	68	959	392	102	565	41	40	1171	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	176	166	15	17	240	98	26	141	10	10	293	7
Total Analysis Volume [veh/h]	703	662	61	68	959	392	102	565	41	40	1171	27
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.058

Intersection Level Of Service Report
#5: Valley Boulevard - Tyler Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.731

Intersection Setup

Name	Valley			Valley			Tyler			Tyler		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Tyler			Tyler		
Base Volume Input [veh/h]	104	205	43	158	330	139	52	554	69	31	1099	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	104	205	43	158	330	139	52	554	69	31	1099	139
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	51	11	40	83	35	13	139	17	8	275	35
Total Analysis Volume [veh/h]	104	205	43	158	330	139	52	554	69	31	1099	139
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.731

Intersection Level Of Service Report
#6: Valley Boulevard - Ramona Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.813

Intersection Setup

Name	Valley				Valley				Ramona			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0	0	1	1	0	0	1
Pocket Length [ft]	175.00	100.00	100.00	175.00	120.00	100.00	100.00	120.00	175.00	100.00	100.00	1000.00
Speed [mph]	35.00				35.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	yes				yes				yes			

Volumes

Name	Valley				Valley				Ramona			
Base Volume Input [veh/h]	211	25	819	35	194	503	4	0	12	6	175	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	211	25	819	35	194	503	4	0	12	6	175	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	6	205	9	49	126	1	0	3	2	44	20
Total Analysis Volume [veh/h]	211	25	819	35	194	503	4	0	12	6	175	78
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	8	0	7	4	0	0	5	0	2	0
Lead / Lag	Lag	-	-	-	Lag	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.813

Intersection Setup

Name	Ramona				Mall			
Approach	Westbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	1
Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				25.00			
Grade [%]	0.00				0.00			
Crosswalk	yes				yes			

Volumes

Name	Ramona				Mall			
Base Volume Input [veh/h]	78	523	380	460	17	19	27	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	523	380	460	17	19	27	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	131	95	115	4	5	7	2
Total Analysis Volume [veh/h]	78	523	380	460	17	19	27	7
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Permissive	Split
Signal Group	1	6	0	0	0	5	9	0
Lead / Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.813

Intersection Level Of Service Report
#7: Valley Boulevard - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.963

Intersection Setup

Name	Peck			Peck			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	600.00	250.00	100.00	300.00	250.00	100.00	125.00	120.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Valley			Valley		
Base Volume Input [veh/h]	230	732	339	215	951	216	77	527	86	59	985	212
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	230	732	339	215	951	216	77	527	86	59	985	212
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	183	85	54	238	54	19	132	22	15	246	53
Total Analysis Volume [veh/h]	230	732	339	215	951	216	77	527	86	59	985	212
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	8	3	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.963

Intersection Level Of Service Report
#8: Ramona Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.717

Intersection Setup

Name	Peck			Peck			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	150.00	100.00	275.00	175.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	125.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Ramona			Ramona		
Base Volume Input [veh/h]	43	671	138	140	1244	221	126	286	14	285	659	199
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	671	138	140	1244	221	126	286	14	285	659	199
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	168	35	35	311	55	32	72	4	71	165	50
Total Analysis Volume [veh/h]	43	671	138	140	1244	221	126	286	14	285	659	199
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.717

Intersection Level Of Service Report
#9: Valley Boulevard - Gibson Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.803

Intersection Setup

Name	Gibson			Gibson			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	60.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Gibson			Gibson			Valley			Valley		
Base Volume Input [veh/h]	32	68	38	29	71	47	27	857	34	146	1557	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	68	38	29	71	47	27	857	34	146	1557	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	17	10	7	18	12	7	214	9	37	389	17
Total Analysis Volume [veh/h]	32	68	38	29	71	47	27	857	34	146	1557	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.803

Intersection Level Of Service Report
#10: Valley Boulevard - S.Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.921

Intersection Setup

Name	Baldwin			Baldwin			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Valley			Valley		
Base Volume Input [veh/h]	119	600	157	106	824	73	72	479	174	202	1190	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	600	157	106	824	73	72	479	174	202	1190	158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	150	39	27	206	18	18	120	44	51	298	40
Total Analysis Volume [veh/h]	119	600	157	106	824	73	72	479	174	202	1190	158
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.921

Intersection Level Of Service Report
#11: Valley Boulevard - Temple City

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.073

Intersection Setup

Name	Temple City			Temple City			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	125.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Temple City			Temple City			Valley			Valley		
Base Volume Input [veh/h]	306	516	69	202	652	301	160	662	63	109	1227	238
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	306	516	69	202	652	301	160	662	63	109	1227	238
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	129	17	51	163	75	40	166	16	27	307	60
Total Analysis Volume [veh/h]	306	516	69	202	652	301	160	662	63	109	1227	238
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.073

Intersection Level Of Service Report
#12: Valley Boulevard - Rio Hondo Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

Intersection Setup

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	70.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Base Volume Input [veh/h]	144	15	116	41	27	30	13	736	141	108	1632	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	144	15	116	41	27	30	13	736	141	108	1632	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	4	29	10	7	8	3	184	35	27	408	6
Total Analysis Volume [veh/h]	144	15	116	41	27	30	13	736	141	108	1632	22
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.686

Intersection Level Of Service Report
#13: Valley Boulevard - Mission Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

Name	Mission		Valley		Valley	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	1	1	0	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Mission		Valley		Valley	
Base Volume Input [veh/h]	496	8	18	450	1172	611
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	496	8	18	450	1172	611
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	124	2	5	113	293	153
Total Analysis Volume [veh/h]	496	8	18	450	1172	611
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	4	5	2	6	6
Lead / Lag	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.648

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.101

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	255	1514	116	52	1510	343	210	377	155	200	762	112
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	255	1514	116	52	1510	343	210	377	155	200	762	112
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	379	29	13	378	86	53	94	39	50	191	28
Total Analysis Volume [veh/h]	255	1514	116	52	1510	343	210	377	155	200	762	112
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.101

Intersection Level Of Service Report
#15: Lower Azusa Road - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.789

Intersection Setup

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	75.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Base Volume Input [veh/h]	160	94	69	39	159	70	23	560	180	138	1332	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	160	94	69	39	159	70	23	560	180	138	1332	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	24	17	10	40	18	6	140	45	35	333	13
Total Analysis Volume [veh/h]	160	94	69	39	159	70	23	560	180	138	1332	50
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.789

Intersection Level Of Service Report
#16: Lower Azusa Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	50.9
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.223

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		no	

Volumes

Name						
Base Volume Input [veh/h]	21	144	700	21	106	1238
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	144	700	21	106	1238
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	36	175	5	27	310
Total Analysis Volume [veh/h]	21	144	700	21	106	1238
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.22	0.01	0.00	0.12	0.01
d_M, Delay for Movement [s/veh]	50.88	18.27	0.00	0.00	9.59	0.00
Movement LOS	F	C	A	A	A	A
95th-Percentile Queue Length [veh]	2.23	2.23	0.00	0.00	0.40	0.00
95th-Percentile Queue Length [ft]	55.80	55.80	0.00	0.00	10.10	0.00
d_A, Approach Delay [s/veh]	22.42		0.00		0.76	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.11					
Intersection LOS	F					

Intersection Level Of Service Report
#17: Lower Azusa Boulevard - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.041

Intersection Setup

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	2225.00	100.00	100.00	115.00	100.00	100.00	250.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	148	807	110	256	920	140	123	520	131	237	1025	383
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	148	807	110	256	920	140	123	520	131	237	1025	383
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	202	28	64	230	35	31	130	33	59	256	96
Total Analysis Volume [veh/h]	148	807	110	256	920	140	123	520	131	237	1025	383
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.041

Intersection Level Of Service Report
#18: Lower Azusa Road - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.974

Intersection Setup

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	230.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	229	789	102	137	766	278	171	570	196	200	1159	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	789	102	137	766	278	171	570	196	200	1159	71
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	197	26	34	192	70	43	143	49	50	290	18
Total Analysis Volume [veh/h]	229	789	102	137	766	278	171	570	196	200	1159	71
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.974

Intersection Level Of Service Report
#19: Lower Azusa Road - Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.878

Intersection Setup

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	225.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	107	524	177	129	887	237	103	555	139	256	1184	169
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	524	177	129	887	237	103	555	139	256	1184	169
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	131	44	32	222	59	26	139	35	64	296	42
Total Analysis Volume [veh/h]	107	524	177	129	887	237	103	555	139	256	1184	169
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.878

Intersection Level Of Service Report
#20: Lower Azusa Road - Temple City Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.859

Intersection Setup

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	75.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	75	563	50	190	957	87	100	436	96	352	729	153
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	563	50	190	957	87	100	436	96	352	729	153
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	141	13	48	239	22	25	109	24	88	182	38
Total Analysis Volume [veh/h]	75	563	50	190	957	87	100	436	96	352	729	153
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.859

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	12	776	384	134	937	1	0	2	1	810	2	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	776	384	134	937	1	0	2	1	810	2	168
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	194	96	34	234	0	0	1	0	203	1	42
Total Analysis Volume [veh/h]	12	776	384	134	937	1	0	2	1	810	2	168
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.734

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.081

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	263	1602	62	576	1808	287	217	534	143	184	1021	329
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	263	1602	62	576	1808	287	217	534	143	184	1021	329
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	401	16	144	452	72	54	134	36	46	255	82
Total Analysis Volume [veh/h]	263	1602	62	576	1808	287	217	534	143	184	1021	329
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.081

Intersection Level Of Service Report
#23: Garvey Avenue - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.226

Intersection Setup

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	300.00	100.00	100.00	250.00	100.00	100.00	75.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Base Volume Input [veh/h]	73	767	43	108	1100	308	293	555	84	124	1288	174
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	767	43	108	1100	308	293	555	84	124	1288	174
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	192	11	27	275	77	73	139	21	31	322	44
Total Analysis Volume [veh/h]	73	767	43	108	1100	308	293	555	84	124	1288	174
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.226

Intersection Level Of Service Report
#24: Garvey Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.020

Intersection Setup

Name	Peck			Peck			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Garvey			Garvey		
Base Volume Input [veh/h]	123	523	45	40	836	573	159	419	88	58	918	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	523	45	40	836	573	159	419	88	58	918	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	131	11	10	209	143	40	105	22	15	230	13
Total Analysis Volume [veh/h]	123	523	45	40	836	573	159	419	88	58	918	52
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.020

Intersection Level Of Service Report
#25: Valley Boulevard - Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.822

Intersection Setup

Name	Valley			Valley			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Garvey			Garvey		
Base Volume Input [veh/h]	313	1129	32	104	669	19	34	205	293	71	603	270
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	313	1129	32	104	669	19	34	205	293	71	603	270
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	282	8	26	167	5	9	51	73	18	151	68
Total Analysis Volume [veh/h]	313	1129	32	104	669	19	34	205	293	71	603	270
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.822

Intersection Level Of Service Report
#26: Santa Anita Avenue - Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.562

Intersection Setup

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	115.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Base Volume Input [veh/h]	48	1090	251	82	1461	25	27	28	56	244	53	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	1090	251	82	1461	25	27	28	56	244	53	123
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	273	63	21	365	6	7	7	14	61	13	31
Total Analysis Volume [veh/h]	48	1090	251	82	1461	25	27	28	56	244	53	123
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	5	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.562

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.807

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	292	1085	0	0	1293	434	0	0	0	552	226	405
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	292	1085	0	0	1293	434	0	0	0	552	226	405
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	271	0	0	323	109	0	0	0	138	57	101
Total Analysis Volume [veh/h]	292	1085	0	0	1293	434	0	0	0	552	226	405
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.807

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.698

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	903	330	387	1381	0	478	105	418	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	903	330	387	1381	0	478	105	418	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	226	83	97	345	0	120	26	105	0	0	0
Total Analysis Volume [veh/h]	0	903	330	387	1381	0	478	105	418	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.698

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	34.9
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	855	214	37	0	0	289
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	855	214	37	0	0	289
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	214	54	9	0	0	72
Total Analysis Volume [veh/h]	855	214	37	0	0	289
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	16.52		0.66	0.66
95th-Percentile Queue Length [ft]	413.08		16.40	16.40
Approach Delay [s/veh]	43.99	0.00	8.19	
Approach LOS	E	A	A	
Intersection Delay [s/veh]	34.95			
Intersection LOS	D			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	15.3
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.088

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	1154	0	0	806	68	0	0	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1154	0	0	806	68	0	0	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	289	0	0	202	17	0	0	9
Total Analysis Volume [veh/h]	0	1154	0	0	806	68	0	0	34
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.25
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.22
d_A, Approach Delay [s/veh]	0.00			0.00			15.25		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.25								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	292.8
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.974

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		yes	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	59	830	852	896	38	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	830	852	896	38	85
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	208	213	224	10	21
Total Analysis Volume [veh/h]	59	830	852	896	38	85
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.01	0.01	0.01	0.97	0.43
d_M, Delay for Movement [s/veh]	16.80	0.00	0.00	0.00	292.77	35.94
Movement LOS	C	A	A	A	F	E
95th-Percentile Queue Length [veh]	0.57	0.00	0.00	0.00	3.71	1.97
95th-Percentile Queue Length [ft]	14.31	0.00	0.00	0.00	92.82	49.15
d_A, Approach Delay [s/veh]	1.12		0.00		115.29	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	5.50					
Intersection LOS	F					

Intersection Level Of Service Report
#32: Arden Drive - Southerly Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	20.0
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.070

Intersection Setup

Name	Arden		Arden		South Project Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		no	

Volumes

Name	Arden		Arden		South Project Dwy	
Base Volume Input [veh/h]	484	97	9	811	18	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	484	97	9	811	18	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	121	24	2	203	5	5
Total Analysis Volume [veh/h]	484	97	9	811	18	20
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.01	0.07	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	8.62	0.00	20.04	10.20
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.03	0.00	0.22	0.09
95th-Percentile Queue Length [ft]	0.00	0.00	0.68	0.00	5.60	2.17
d_A, Approach Delay [s/veh]	0.00		0.09		14.86	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.45					
Intersection LOS	C					

Intersection Level Of Service Report
#33: Valley Circle - Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Valley Circle			Valley Circle			Project Driveway			Project Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name	Valley Circle			Valley Circle			Project Driveway			Project Driveway		
Base Volume Input [veh/h]	4	21	4	0	4	0	0	0	3	2	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	21	4	0	4	0	0	0	3	2	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	5	1	0	1	0	0	0	1	1	0	0
Total Analysis Volume [veh/h]	4	21	4	0	4	0	0	0	3	2	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			no	yes
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			no	no
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.21	0.00	0.00	7.25	0.00	0.00	8.70	9.21	8.33	8.72	9.20	8.41
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.05	0.05	0.05	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01
95th-Percentile Queue Length [ft]	1.36	1.36	1.36	0.00	0.00	0.00	0.21	0.21	0.21	0.16	0.16	0.16
d_A, Approach Delay [s/veh]	0.99			0.00			8.33			8.72		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.88											
Intersection LOS	A											

Intersection Level Of Service Report
#34: Arden Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	36.7
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.575

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name						
Base Volume Input [veh/h]	457	66	2	567	150	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	457	66	2	567	150	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	17	1	142	38	4
Total Analysis Volume [veh/h]	457	66	2	567	150	17
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.57	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	8.24	0.00	36.73	28.86
Movement LOS	A	A	A	A	E	D
95th-Percentile Queue Length [veh]	0.00	0.00	3.00	3.00	3.61	3.61
95th-Percentile Queue Length [ft]	0.00	0.00	74.94	74.94	90.20	90.20
d_A, Approach Delay [s/veh]	0.00		0.03		35.93	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	4.78					
Intersection LOS	E					

Intersection Level Of Service Report
#35: Temple City Boulevard - Loftus Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.826

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	758	266	299	722	208	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	758	266	299	722	208	109
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	190	67	75	181	52	27
Total Analysis Volume [veh/h]	758	266	299	722	208	109
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Permissive	Overlap
Signal Group	8	0	7	4	1	0
Lead / Lag	-	-	Lag	-	Lag	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.826

Intersection Level Of Service Report
#36: Temple City Boulevard - Marshall Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.508

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	89	881	16	76	833	22	46	32	85	12	20	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	881	16	76	833	22	46	32	85	12	20	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	220	4	19	208	6	12	8	21	3	5	5
Total Analysis Volume [veh/h]	89	881	16	76	833	22	46	32	85	12	20	20
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.508

Intersection Level Of Service Report
#37: Valley Boulevard - Easy St/Mervin C. Gill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.576

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	1	7	0	9	17	925	4	3	1430	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	7	0	9	17	925	4	3	1430	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	0	2	4	231	1	1	358	12
Total Analysis Volume [veh/h]	0	0	1	7	0	9	17	925	4	3	1430	46
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	4	4	0	5	2	0	0	6	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.576

Signal Warrants Report For Intersection #16: Lower Azusa Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	1344	721	165
2	1290	692	158
3	1263	678	155
4	1075	577	132
5	1021	548	125
6	914	490	112
7	847	454	104
8	806	433	99
9	645	346	79
10	605	324	74
11	605	324	74
12	578	310	71
13	524	281	64
14	484	260	59
15	484	260	59
16	470	252	58
17	269	144	33
18	148	79	18
19	134	72	17
20	54	29	7
21	40	22	5
22	40	22	5
23	27	14	3
24	27	14	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	2065	1	165	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	6	1982	1	158	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	6	1941	1	155	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	6	1652	1	132	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	6	1569	1	125	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	6	1404	1	112	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	6	1301	1	104	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	6	1239	1	99	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
9	6	991	1	79	No	No	No	No	Yes	Yes	Yes	Yes	No	No
10	6	929	1	74	No	No	No	No	No	Yes	Yes	Yes	No	No
11	6	929	1	74	No	No	No	No	No	Yes	Yes	Yes	No	No
12	6	888	1	71	No	No	No	No	No	Yes	Yes	Yes	No	No
13	6	805	1	64	No	No	No	No	No	Yes	Yes	Yes	No	No
14	6	744	1	59	No	No	No	No	No	No	Yes	Yes	No	No
15	6	744	1	59	No	No	No	No	No	No	Yes	Yes	No	No
16	6	722	1	58	No	No	No	No	No	No	Yes	Yes	No	No
17	6	413	1	33	No	No	No	No	No	No	No	No	No	No
18	6	227	1	18	No	No	No	No	No	No	No	No	No	No
19	6	206	1	17	No	No	No	No	No	No	No	No	No	No
20	6	83	1	7	No	No	No	No	No	No	No	No	No	No
21	6	62	1	5	No	No	No	No	No	No	No	No	No	No
22	6	62	1	5	No	No	No	No	No	No	No	No	No	No
23	6	41	1	3	No	No	No	No	No	No	No	No	No	No
24	6	41	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					3	5	6	8	9	13	16	16	8	7

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	22.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	165
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2230
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	289	855
2	277	821
3	272	804
4	231	684
5	220	650
6	197	581
7	182	539
8	173	513
9	139	410
10	130	385
11	130	385
12	124	368
13	113	333
14	104	308
15	104	308
16	101	299
17	58	171
18	32	94
19	29	86
20	12	34
21	9	26
22	9	26
23	6	17
24	6	17

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	289	1	855	No	No	No	No	No	No	No	No	Yes	Yes
2	2	277	1	821	No	No	No	No	No	No	No	No	Yes	Yes
3	2	272	1	804	No	No	No	No	No	No	No	No	Yes	Yes
4	2	231	1	684	No	No	No	No	No	No	No	No	Yes	Yes
5	2	220	1	650	No	No	No	No	No	No	No	No	Yes	No
6	2	197	1	581	No	No	No	No	No	No	No	No	Yes	No
7	2	182	1	539	No	No	No	No	No	No	No	No	Yes	No
8	2	173	1	513	No	No	No	No	No	No	No	No	No	No
9	2	139	1	410	No	No	No	No	No	No	No	No	No	No
10	2	130	1	385	No	No	No	No	No	No	No	No	No	No
11	2	130	1	385	No	No	No	No	No	No	No	No	No	No
12	2	124	1	368	No	No	No	No	No	No	No	No	No	No
13	2	113	1	333	No	No	No	No	No	No	No	No	No	No
14	2	104	1	308	No	No	No	No	No	No	No	No	No	No
15	2	104	1	308	No	No	No	No	No	No	No	No	No	No
16	2	101	1	299	No	No	No	No	No	No	No	No	No	No
17	2	58	1	171	No	No	No	No	No	No	No	No	No	No
18	2	32	1	94	No	No	No	No	No	No	No	No	No	No
19	2	29	1	86	No	No	No	No	No	No	No	No	No	No
20	2	12	1	34	No	No	No	No	No	No	No	No	No	No
21	2	9	1	26	No	No	No	No	No	No	No	No	No	No
22	2	9	1	26	No	No	No	No	No	No	No	No	No	No
23	2	6	1	17	No	No	No	No	No	No	No	No	No	No
24	2	6	1	17	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	7	4

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	44
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	10:26
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	855
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1144
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection #30: Temple City Boulevard - Olney Street

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	1154	874	34
2	1108	839	33
3	1085	822	32
4	923	699	27
5	877	664	26
6	785	594	23
7	727	551	21
8	692	524	20
9	554	420	16
10	519	393	15
11	519	393	15
12	496	376	15
13	450	341	13
14	415	315	12
15	415	315	12
16	404	306	12
17	231	175	7
18	127	96	4
19	115	87	3
20	46	35	1
21	35	26	1
22	35	26	1
23	23	17	1
24	23	17	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	2028	1	34	No	No	No	No	No	No	No	No	No	No
2	3	1947	1	33	No	No	No	No	No	No	No	No	No	No
3	3	1907	1	32	No	No	No	No	No	No	No	No	No	No
4	3	1622	1	27	No	No	No	No	No	No	No	No	No	No
5	3	1541	1	26	No	No	No	No	No	No	No	No	No	No
6	3	1379	1	23	No	No	No	No	No	No	No	No	No	No
7	3	1278	1	21	No	No	No	No	No	No	No	No	No	No
8	3	1216	1	20	No	No	No	No	No	No	No	No	No	No
9	3	974	1	16	No	No	No	No	No	No	No	No	No	No
10	3	912	1	15	No	No	No	No	No	No	No	No	No	No
11	3	912	1	15	No	No	No	No	No	No	No	No	No	No
12	3	872	1	15	No	No	No	No	No	No	No	No	No	No
13	3	791	1	13	No	No	No	No	No	No	No	No	No	No
14	3	730	1	12	No	No	No	No	No	No	No	No	No	No
15	3	730	1	12	No	No	No	No	No	No	No	No	No	No
16	3	710	1	12	No	No	No	No	No	No	No	No	No	No
17	3	406	1	7	No	No	No	No	No	No	No	No	No	No
18	3	223	1	4	No	No	No	No	No	No	No	No	No	No
19	3	202	1	3	No	No	No	No	No	No	No	No	No	No
20	3	81	1	1	No	No	No	No	No	No	No	No	No	No
21	3	61	1	1	No	No	No	No	No	No	No	No	No	No
22	3	61	1	1	No	No	No	No	No	No	No	No	No	No
23	3	40	1	1	No	No	No	No	No	No	No	No	No	No
24	3	40	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.3
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:08
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	34
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2062
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #31: S. Baldwin Avenue - Flair Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	889	1748	123
2	853	1678	118
3	836	1643	116
4	711	1398	98
5	676	1328	93
6	605	1189	84
7	560	1101	77
8	533	1049	74
9	427	839	59
10	400	787	55
11	400	787	55
12	382	752	53
13	347	682	48
14	320	629	44
15	320	629	44
16	311	612	43
17	178	350	25
18	98	192	14
19	89	175	12
20	36	70	5
21	27	52	4
22	27	52	4
23	18	35	2
24	18	35	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	2637	2	123	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
2	3	2531	2	118	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
3	3	2479	2	116	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
4	3	2109	2	98	No	No	No	No	No	Yes	Yes	Yes	No	No
5	3	2004	2	93	No	No	No	No	No	Yes	Yes	Yes	No	No
6	3	1794	2	84	No	No	No	No	No	Yes	Yes	Yes	No	No
7	3	1661	2	77	No	No	No	No	No	No	Yes	Yes	No	No
8	3	1582	2	74	No	No	No	No	No	No	Yes	Yes	No	No
9	3	1266	2	59	No	No	No	No	No	No	No	Yes	No	No
10	3	1187	2	55	No	No	No	No	No	No	No	No	No	No
11	3	1187	2	55	No	No	No	No	No	No	No	No	No	No
12	3	1134	2	53	No	No	No	No	No	No	No	No	No	No
13	3	1029	2	48	No	No	No	No	No	No	No	No	No	No
14	3	949	2	44	No	No	No	No	No	No	No	No	No	No
15	3	949	2	44	No	No	No	No	No	No	No	No	No	No
16	3	923	2	43	No	No	No	No	No	No	No	No	No	No
17	3	528	2	25	No	No	No	No	No	No	No	No	No	No
18	3	290	2	14	No	No	No	No	No	No	No	No	No	No
19	3	264	2	12	No	No	No	No	No	No	No	No	No	No
20	3	106	2	5	No	No	No	No	No	No	No	No	No	No
21	3	79	2	4	No	No	No	No	No	No	No	No	No	No
22	3	79	2	4	No	No	No	No	No	No	No	No	No	No
23	3	53	2	2	No	No	No	No	No	No	No	No	No	No
24	3	53	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	3	6	8	9	3	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	115.3
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	3:56
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	123
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2760
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #32: Arden Drive - Southerly Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	E
1	820	581	38
2	787	558	36
3	771	546	36
4	656	465	30
5	623	442	29
6	558	395	26
7	517	366	24
8	492	349	23
9	394	279	18
10	369	261	17
11	369	261	17
12	353	250	16
13	320	227	15
14	295	209	14
15	295	209	14
16	287	203	13
17	164	116	8
18	90	64	4
19	82	58	4
20	33	23	2
21	25	17	1
22	25	17	1
23	16	12	1
24	16	12	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	1401	2	38	No	No	No	No	No	No	No	No	No	No
2	5	1345	2	36	No	No	No	No	No	No	No	No	No	No
3	5	1317	2	36	No	No	No	No	No	No	No	No	No	No
4	5	1121	2	30	No	No	No	No	No	No	No	No	No	No
5	5	1065	2	29	No	No	No	No	No	No	No	No	No	No
6	5	953	2	26	No	No	No	No	No	No	No	No	No	No
7	5	883	2	24	No	No	No	No	No	No	No	No	No	No
8	5	841	2	23	No	No	No	No	No	No	No	No	No	No
9	5	673	2	18	No	No	No	No	No	No	No	No	No	No
10	5	630	2	17	No	No	No	No	No	No	No	No	No	No
11	5	630	2	17	No	No	No	No	No	No	No	No	No	No
12	5	603	2	16	No	No	No	No	No	No	No	No	No	No
13	5	547	2	15	No	No	No	No	No	No	No	No	No	No
14	5	504	2	14	No	No	No	No	No	No	No	No	No	No
15	5	504	2	14	No	No	No	No	No	No	No	No	No	No
16	5	490	2	13	No	No	No	No	No	No	No	No	No	No
17	5	280	2	8	No	No	No	No	No	No	No	No	No	No
18	5	154	2	4	No	No	No	No	No	No	No	No	No	No
19	5	140	2	4	No	No	No	No	No	No	No	No	No	No
20	5	56	2	2	No	No	No	No	No	No	No	No	No	No
21	5	42	2	1	No	No	No	No	No	No	No	No	No	No
22	5	42	2	1	No	No	No	No	No	No	No	No	No	No
23	5	28	2	1	No	No	No	No	No	No	No	No	No	No
24	5	28	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.9
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:09
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	38
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1439
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #33: Valley Circle - Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	4	29	2	3
2	4	28	2	3
3	4	27	2	3
4	3	23	2	2
5	3	22	2	2
6	3	20	1	2
7	3	18	1	2
8	2	17	1	2
9	2	14	1	1
10	2	13	1	1
11	2	13	1	1
12	2	12	1	1
13	2	11	1	1
14	1	10	1	1
15	1	10	1	1
16	1	10	1	1
17	1	6	0	1
18	0	3	0	0
19	0	3	0	0
20	0	1	0	0
21	0	1	0	0
22	0	1	0	0
23	0	1	0	0
24	0	1	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	33	2	5	No	No	No	No	No	No	No	No	No	No
2	2	32	2	5	No	No	No	No	No	No	No	No	No	No
3	2	31	2	5	No	No	No	No	No	No	No	No	No	No
4	2	26	2	4	No	No	No	No	No	No	No	No	No	No
5	2	25	2	4	No	No	No	No	No	No	No	No	No	No
6	2	23	2	3	No	No	No	No	No	No	No	No	No	No
7	2	21	2	3	No	No	No	No	No	No	No	No	No	No
8	2	19	2	3	No	No	No	No	No	No	No	No	No	No
9	2	16	2	2	No	No	No	No	No	No	No	No	No	No
10	2	15	2	2	No	No	No	No	No	No	No	No	No	No
11	2	15	2	2	No	No	No	No	No	No	No	No	No	No
12	2	14	2	2	No	No	No	No	No	No	No	No	No	No
13	2	13	2	2	No	No	No	No	No	No	No	No	No	No
14	2	11	2	2	No	No	No	No	No	No	No	No	No	No
15	2	11	2	2	No	No	No	No	No	No	No	No	No	No
16	2	11	2	2	No	No	No	No	No	No	No	No	No	No
17	2	7	2	1	No	No	No	No	No	No	No	No	No	No
18	2	3	2	0	No	No	No	No	No	No	No	No	No	No
19	2	3	2	0	No	No	No	No	No	No	No	No	No	No
20	2	1	2	0	No	No	No	No	No	No	No	No	No	No
21	2	1	2	0	No	No	No	No	No	No	No	No	No	No
22	2	1	2	0	No	No	No	No	No	No	No	No	No	No
23	2	1	2	0	No	No	No	No	No	No	No	No	No	No
24	2	1	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.7	8.3
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:00
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	2	3
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	38	38
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection #34: Arden Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	523	569	167
2	502	546	160
3	492	535	157
4	418	455	134
5	397	432	127
6	356	387	114
7	329	358	105
8	314	341	100
9	251	273	80
10	235	256	75
11	235	256	75
12	225	245	72
13	204	222	65
14	188	205	60
15	188	205	60
16	183	199	58
17	105	114	33
18	58	63	18
19	52	57	17
20	21	23	7
21	16	17	5
22	16	17	5
23	10	11	3
24	10	11	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	1092	1	167	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	4	1048	1	160	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	4	1027	1	157	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	4	873	1	134	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
5	4	829	1	127	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
6	4	743	1	114	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
7	4	687	1	105	No	No	Yes	Yes	No	No	Yes	Yes	No	No
8	4	655	1	100	No	No	No	Yes	No	No	Yes	Yes	No	No
9	4	524	1	80	No	No	No	No	No	No	No	Yes	No	No
10	4	491	1	75	No	No	No	No	No	No	No	No	No	No
11	4	491	1	75	No	No	No	No	No	No	No	No	No	No
12	4	470	1	72	No	No	No	No	No	No	No	No	No	No
13	4	426	1	65	No	No	No	No	No	No	No	No	No	No
14	4	393	1	60	No	No	No	No	No	No	No	No	No	No
15	4	393	1	60	No	No	No	No	No	No	No	No	No	No
16	4	382	1	58	No	No	No	No	No	No	No	No	No	No
17	4	219	1	33	No	No	No	No	No	No	No	No	No	No
18	4	121	1	18	No	No	No	No	No	No	No	No	No	No
19	4	109	1	17	No	No	No	No	No	No	No	No	No	No
20	4	44	1	7	No	No	No	No	No	No	No	No	No	No
21	4	33	1	5	No	No	No	No	No	No	No	No	No	No
22	4	33	1	5	No	No	No	No	No	No	No	No	No	No
23	4	21	1	3	No	No	No	No	No	No	No	No	No	No
24	4	21	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					3	5	7	8	3	6	8	9	6	3

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	35.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:40
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	167
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1259
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

APPENDIX C-17

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

Horizon Year (2035) With-Project Evening Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\future pm peak hour.vistropdb
Scenario 4: Horizon Year Cumulative PM Peak With-Project
Report File: \...\Appendix C-14.pdf
10/14/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Valley Boulevard - Arden Drive	Signalized	ICU1	SBL	0.758	-	C
2	Valley Boulevard - Valley Circle	Signalized	ICU1	SBL	0.698	-	B
3	Arden Drive - Rose Avenue	Signalized	ICU1	WBL	0.602	-	B
4	Valley Boulevard - Santa Anita	Signalized	ICU1	NBL	0.905	-	E
5	Valley Boulevard - Tyler Avenue	Signalized	ICU1	NBL	0.719	-	C
6	Valley Boulevard - Ramona Avenue	Signalized	ICU1	SBL	0.835	-	D
7	Valley Boulevard - Peck Road	Signalized	ICU1	WBL	0.983	-	E
8	Ramona Avenue - Peck Road	Signalized	ICU1	SBL	0.930	-	E
9	Valley Boulevard - Gibson Road	Signalized	ICU1	NBR	0.745	-	C
10	Valley Boulevard - S.Baldwin Avenue	Signalized	ICU1	SBL	0.952	-	E
11	Valley Boulevard - Temple City	Signalized	ICU1	EBL	0.907	-	E
12	Valley Boulevard - Rio Hondo Avenue	Signalized	ICU1	NBR	0.889	-	D
13	Valley Boulevard - Mission Drive	Signalized	ICU1	SBL	0.522	-	A
14	Valley Boulevard - Rosemead Avenue	Signalized	ICU1	EBL	1.002	-	F
15	Lower Azusa Road - Arden Drive	Signalized	ICU1	NBL	0.755	-	C
16	Lower Azusa Drive - Arden Way	Two-way stop	HCM2010	NBL	0.230	144.9	F
17	Lower Azusa Boulevard - Santa Anita Avenue	Signalized	ICU1	SBL	1.050	-	F
18	Lower Azusa Road - Peck Road	Signalized	ICU1	EBL	0.979	-	E

19	Lower Azusa Road - Baldwin Avenue	Signalized	ICU1	EBL	0.915	-	E
20	Lower Azusa Road - Temple City Boulevard	Signalized	ICU1	WBL	0.981	-	E
21	Lower Azusa Road - Rosemead Boulevard	Signalized	ICU1	WBL	0.929	-	E
22	Garvey Avenue - Rosemead Boulevard	Signalized	ICU1	SBL	1.003	-	F
23	Garvey Avenue - Santa Anita Avenue	Signalized	ICU1	EBL	1.040	-	F
24	Garvey Avenue - Peck Road	Signalized	ICU1	EBL	0.878	-	D
25	Valley Boulevard - Garvey Avenue	Signalized	ICU1	NBL	0.949	-	E
26	Santa Anita Avenue - Ramona Boulevard	Signalized	ICU1	WBL	0.652	-	B
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	ICU1	WBL	0.826	-	D
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	ICU1	EBL	0.840	-	D
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		11.3	B
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.041	19.1	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	2.848	944.1	F
32	Arden Drive - Southerly Project Driveway	Two-way stop	HCM2010	WBL	0.193	24.6	C
33	Valley Circle - Project Driveway	Two-way stop	HCM2010	EBT	0.000	9.3	A
34	Arden Drive - Arden Way	Two-way stop	HCM2010	SWBL	0.486	41.0	E
35	Temple City Boulevard - Loftus Drive	Signalized	ICU1	WBL	0.906	-	E
36	Temple City Boulevard - Marshall Drive	Signalized	ICU1	NBL	0.537	-	A
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signalized	ICU1	SBL	0.533	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for

all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Valley Boulevard - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.758

Intersection Setup

Name	Arden			Arden			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	150.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name	Arden			Arden			Valley			Valley		
Base Volume Input [veh/h]	6	2	13	573	8	216	232	1254	28	15	835	510
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	2	13	573	8	216	232	1254	28	15	835	510
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	3	143	2	54	58	314	7	4	209	128
Total Analysis Volume [veh/h]	6	2	13	573	8	216	232	1254	28	15	835	510
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.758

Intersection Level Of Service Report
#2: Valley Boulevard - Valley Circle

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.698

Intersection Setup

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	yes			yes			yes		

Volumes

Name									
Base Volume Input [veh/h]	17	0	10	8	1880	0	0	1464	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	10	8	1880	0	0	1464	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	3	2	470	0	0	366	5
Total Analysis Volume [veh/h]	17	0	10	8	1880	0	0	1464	21
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	4	5	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.698

Intersection Level Of Service Report
#3: Arden Drive - Rose Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.602

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	2	527	88	75	416	46	142	6	59	258	6	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	527	88	75	416	46	142	6	59	258	6	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	132	22	19	104	12	36	2	15	65	2	12
Total Analysis Volume [veh/h]	2	527	88	75	416	46	142	6	59	258	6	49
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	1	8	0	1	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.602

Intersection Level Of Service Report
#4: Valley Boulevard - Santa Anita

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.905

Intersection Setup

Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name	Santa Anita			Santa Anita			Valley			Valley		
Base Volume Input [veh/h]	564	1168	93	66	738	162	255	889	123	131	624	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	564	1168	93	66	738	162	255	889	123	131	624	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	141	292	23	17	185	41	64	222	31	33	156	15
Total Analysis Volume [veh/h]	564	1168	93	66	738	162	255	889	123	131	624	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.905

Intersection Level Of Service Report
#5: Valley Boulevard - Tyler Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.719

Intersection Setup

Name	Valley			Valley			Tyler			Tyler		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Tyler			Tyler		
Base Volume Input [veh/h]	159	232	83	106	321	98	74	658	154	133	1019	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	232	83	106	321	98	74	658	154	133	1019	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	58	21	27	80	25	19	165	39	33	255	19
Total Analysis Volume [veh/h]	159	232	83	106	321	98	74	658	154	133	1019	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.719

Intersection Level Of Service Report
#6: Valley Boulevard - Ramona Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.835

Intersection Setup

Name	Valley				Valley				Ramona			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0	0	1	1	0	0	1
Pocket Length [ft]	175.00	100.00	100.00	175.00	120.00	100.00	100.00	120.00	175.00	100.00	100.00	1000.00
Speed [mph]	35.00				35.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	yes				yes				yes			

Volumes

Name	Valley				Valley				Ramona			
Base Volume Input [veh/h]	217	25	525	63	499	740	8	0	22	6	517	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	217	25	525	63	499	740	8	0	22	6	517	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	6	131	16	125	185	2	0	6	2	129	21
Total Analysis Volume [veh/h]	217	25	525	63	499	740	8	0	22	6	517	82
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	8	0	7	4	0	0	5	0	2	0
Lead / Lag	Lag	-	-	-	Lag	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.835

Intersection Setup

Name	Ramona				Mall			
Approach	Westbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	1
Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				25.00			
Grade [%]	0.00				0.00			
Crosswalk	yes				yes			

Volumes

Name	Ramona				Mall			
Base Volume Input [veh/h]	37	261	380	261	17	119	118	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	261	380	261	17	119	118	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	65	95	65	4	30	30	2
Total Analysis Volume [veh/h]	37	261	380	261	17	119	118	8
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Permissive	Split
Signal Group	1	6	0	0	0	5	9	0
Lead / Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.835

Intersection Level Of Service Report
#7: Valley Boulevard - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.983

Intersection Setup

Name	Peck			Peck			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	600.00	250.00	100.00	300.00	250.00	100.00	125.00	120.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Valley			Valley		
Base Volume Input [veh/h]	52	626	287	212	895	160	130	1392	379	218	953	179
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	626	287	212	895	160	130	1392	379	218	953	179
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	157	72	53	224	40	33	348	95	55	238	45
Total Analysis Volume [veh/h]	52	626	287	212	895	160	130	1392	379	218	953	179
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.983

Intersection Level Of Service Report
#8: Ramona Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.930

Intersection Setup

Name	Peck			Peck			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	150.00	100.00	275.00	175.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	125.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Ramona			Ramona		
Base Volume Input [veh/h]	53	1122	445	213	772	143	198	716	31	196	396	176
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	1122	445	213	772	143	198	716	31	196	396	176
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	281	111	53	193	36	50	179	8	49	99	44
Total Analysis Volume [veh/h]	53	1122	445	213	772	143	198	716	31	196	396	176
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.930

Intersection Level Of Service Report
#9: Valley Boulevard - Gibson Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.745

Intersection Setup

Name	Gibson			Gibson			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	60.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Gibson			Gibson			Valley			Valley		
Base Volume Input [veh/h]	28	26	77	26	15	35	18	1491	31	64	941	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	26	77	26	15	35	18	1491	31	64	941	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	7	19	7	4	9	5	373	8	16	235	10
Total Analysis Volume [veh/h]	28	26	77	26	15	35	18	1491	31	64	941	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.745

Intersection Level Of Service Report
#10: Valley Boulevard - S.Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.952

Intersection Setup

Name	Baldwin			Baldwin			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Valley			Valley		
Base Volume Input [veh/h]	104	951	220	193	657	138	129	1104	119	165	673	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	104	951	220	193	657	138	129	1104	119	165	673	164
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	238	55	48	164	35	32	276	30	41	168	41
Total Analysis Volume [veh/h]	104	951	220	193	657	138	129	1104	119	165	673	164
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.952

Intersection Level Of Service Report
#11: Valley Boulevard - Temple City

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.907

Intersection Setup

Name	Temple City			Temple City			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	125.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Valley			Valley		
Base Volume Input [veh/h]	135	744	88	203	589	136	239	1120	85	112	638	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	744	88	203	589	136	239	1120	85	112	638	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	186	22	51	147	34	60	280	21	28	160	33
Total Analysis Volume [veh/h]	135	744	88	203	589	136	239	1120	85	112	638	132
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.907

Intersection Level Of Service Report
#12: Valley Boulevard - Rio Hondo Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.889

Intersection Setup

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	70.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Base Volume Input [veh/h]	172	48	258	35	10	21	31	1117	125	98	791	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	48	258	35	10	21	31	1117	125	98	791	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	12	65	9	3	5	8	279	31	25	198	10
Total Analysis Volume [veh/h]	172	48	258	35	10	21	31	1117	125	98	791	39
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.889

Intersection Level Of Service Report
#13: Valley Boulevard - Mission Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.522

Intersection Setup

Name	Mission		Valley		Valley	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Mission		Valley		Valley	
Base Volume Input [veh/h]	541	18	27	794	608	378
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	541	18	27	794	608	378
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	135	5	7	199	152	95
Total Analysis Volume [veh/h]	541	18	27	794	608	378
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	4	5	2	6	0
Lead / Lag	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.522

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.002

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	185	1558	187	113	1343	249	300	673	148	184	503	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	185	1558	187	113	1343	249	300	673	148	184	503	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	390	47	28	336	62	75	168	37	46	126	18
Total Analysis Volume [veh/h]	185	1558	187	113	1343	249	300	673	148	184	503	73
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.002

Intersection Level Of Service Report
#15: Lower Azusa Road - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.755

Intersection Setup

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	75.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Base Volume Input [veh/h]	151	160	72	45	107	44	62	1132	184	88	757	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	151	160	72	45	107	44	62	1132	184	88	757	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	40	18	11	27	11	16	283	46	22	189	13
Total Analysis Volume [veh/h]	151	160	72	45	107	44	62	1132	184	88	757	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.755

Intersection Level Of Service Report
#16: Lower Azusa Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	144.9
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.230

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name						
Base Volume Input [veh/h]	11	304	1300	27	99	850
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	304	1300	27	99	850
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	76	325	7	25	213
Total Analysis Volume [veh/h]	11	304	1300	27	99	850
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.74	0.01	0.00	0.19	0.01
d_M, Delay for Movement [s/veh]	144.88	78.34	0.00	0.00	13.41	0.00
Movement LOS	F	F	A	A	B	A
95th-Percentile Queue Length [veh]	10.38	10.38	0.00	0.00	0.69	0.00
95th-Percentile Queue Length [ft]	259.38	259.38	0.00	0.00	17.13	0.00
d_A, Approach Delay [s/veh]	80.66		0.00		1.40	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	10.32					
Intersection LOS	F					

Intersection Level Of Service Report
#17: Lower Azusa Boulevard - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.050

Intersection Setup

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	2225.00	100.00	100.00	115.00	100.00	100.00	250.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	180	1041	233	373	1082	123	82	782	94	188	679	314
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	1041	233	373	1082	123	82	782	94	188	679	314
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	260	58	93	271	31	21	196	24	47	170	79
Total Analysis Volume [veh/h]	180	1041	233	373	1082	123	82	782	94	188	679	314
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.050

Intersection Level Of Service Report
#18: Lower Azusa Road - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.979

Intersection Setup

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	230.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	198	632	111	241	815	167	287	904	267	208	692	178
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	198	632	111	241	815	167	287	904	267	208	692	178
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	158	28	60	204	42	72	226	67	52	173	45
Total Analysis Volume [veh/h]	198	632	111	241	815	167	287	904	267	208	692	178
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	2	0	7	4	0	5	3	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.979

Intersection Level Of Service Report
#19: Lower Azusa Road - Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.915

Intersection Setup

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			yes			yes		

Volumes

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	93	975	332	197	558	147	240	881	66	146	721	172
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	975	332	197	558	147	240	881	66	146	721	172
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	244	83	49	140	37	60	220	17	37	180	43
Total Analysis Volume [veh/h]	93	975	332	197	558	147	240	881	66	146	721	172
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.915

Intersection Level Of Service Report
#20: Lower Azusa Road - Temple City Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.981

Intersection Setup

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	122	861	91	223	563	53	224	850	43	309	571	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	861	91	223	563	53	224	850	43	309	571	159
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	215	23	56	141	13	56	213	11	77	143	40
Total Analysis Volume [veh/h]	122	861	91	223	563	53	224	850	43	309	571	159
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.981

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.929

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	12	949	735	262	967	1	3	8	4	464	0	166
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	949	735	262	967	1	3	8	4	464	0	166
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	237	184	66	242	0	1	2	1	116	0	42
Total Analysis Volume [veh/h]	12	949	735	262	967	1	3	8	4	464	0	166
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.929

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.003

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	331	1441	136	599	1906	213	208	780	108	175	493	362
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	331	1441	136	599	1906	213	208	780	108	175	493	362
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	360	34	150	477	53	52	195	27	44	123	91
Total Analysis Volume [veh/h]	331	1441	136	599	1906	213	208	780	108	175	493	362
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.003

Intersection Level Of Service Report
#23: Garvey Avenue - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.040

Intersection Setup

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	300.00	100.00	100.00	250.00	100.00	100.00	75.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Base Volume Input [veh/h]	64	999	84	127	1147	256	321	1125	87	97	760	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	999	84	127	1147	256	321	1125	87	97	760	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	250	21	32	287	64	80	281	22	24	190	19
Total Analysis Volume [veh/h]	64	999	84	127	1147	256	321	1125	87	97	760	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.040

Intersection Level Of Service Report
#24: Garvey Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.878

Intersection Setup

Name	Peck			Peck			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Garvey			Garvey		
Base Volume Input [veh/h]	148	649	82	74	838	195	291	896	136	65	521	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	148	649	82	74	838	195	291	896	136	65	521	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	162	21	19	210	49	73	224	34	16	130	10
Total Analysis Volume [veh/h]	148	649	82	74	838	195	291	896	136	65	521	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.878

Intersection Level Of Service Report
#25: Valley Boulevard - Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.949

Intersection Setup

Name	Valley			Valley			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Garvey			Garvey		
Base Volume Input [veh/h]	230	905	39	181	995	16	35	719	407	60	317	162
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	230	905	39	181	995	16	35	719	407	60	317	162
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	226	10	45	249	4	9	180	102	15	79	41
Total Analysis Volume [veh/h]	230	905	39	181	995	16	35	719	407	60	317	162
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.949

Intersection Level Of Service Report
#26: Santa Anita Avenue - Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

Intersection Setup

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	115.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Base Volume Input [veh/h]	45	1650	258	102	1145	36	54	58	56	167	28	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	1650	258	102	1145	36	54	58	56	167	28	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	413	65	26	286	9	14	15	14	42	7	18
Total Analysis Volume [veh/h]	45	1650	258	102	1145	36	54	58	56	167	28	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.652

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.826

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	455	1641	0	0	1106	350	0	0	0	357	165	338
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	455	1641	0	0	1106	350	0	0	0	357	165	338
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	410	0	0	277	88	0	0	0	89	41	85
Total Analysis Volume [veh/h]	455	1641	0	0	1106	350	0	0	0	357	165	338
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.826

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.840

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	1407	195	324	1191	295	782	160	487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1407	195	324	1191	295	782	160	487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	352	49	81	298	74	196	40	122	0	0	0
Total Analysis Volume [veh/h]	0	1407	195	324	1191	295	782	160	487	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	6	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.840

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	525	214	37	0	0	271
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	525	214	37	0	0	271
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	131	54	9	0	0	68
Total Analysis Volume [veh/h]	525	214	37	0	0	271
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	4.08		0.61	0.61
95th-Percentile Queue Length [ft]	102.08		15.18	15.18
Approach Delay [s/veh]	13.00	0.00	8.12	
Approach LOS	B	A	A	
Intersection Delay [s/veh]	11.34			
Intersection LOS	B			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	19.1
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	1032	0	0	1084	54	0	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1032	0	0	1084	54	0	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	258	0	0	271	14	0	0	3
Total Analysis Volume [veh/h]	0	1032	0	0	1084	54	0	0	11
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.11
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.22
d_A, Approach Delay [s/veh]	0.00			0.00			19.11		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.10								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	944.1
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.848

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	29	1085	604	178	232	438
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	1085	604	178	232	438
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	271	151	45	58	110
Total Analysis Volume [veh/h]	29	1085	604	178	232	438
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	2.85	0.98
d_M, Delay for Movement [s/veh]	9.41	0.00	0.00	0.00	944.12	68.40
Movement LOS	A	A	A	A	F	F
95th-Percentile Queue Length [veh]	0.11	0.00	0.00	0.00	22.66	12.28
95th-Percentile Queue Length [ft]	2.66	0.00	0.00	0.00	566.44	306.93
d_A, Approach Delay [s/veh]	0.25		0.00		371.64	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	97.14					
Intersection LOS	F					

Intersection Level Of Service Report
#32: Arden Drive - Southerly Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	24.6
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.193

Intersection Setup

Name	Arden		Arden		South Project Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name	Arden		Arden		South Project Dwy	
Base Volume Input [veh/h]	539	195	17	722	44	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	539	195	17	722	44	56
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	135	49	4	181	11	14
Total Analysis Volume [veh/h]	539	195	17	722	44	56
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.02	0.01	0.19	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	9.17	0.00	24.56	11.21
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.06	0.00	0.70	0.29
95th-Percentile Queue Length [ft]	0.00	0.00	1.48	0.00	17.44	7.22
d_A, Approach Delay [s/veh]	0.00		0.21		17.08	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.19					
Intersection LOS	C					

Intersection Level Of Service Report
#33: Valley Circle - Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Valley Circle			Valley Circle			Project Driveway			Project Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name	Valley Circle			Valley Circle			Project Driveway			Project Driveway		
Base Volume Input [veh/h]	7	10	1	0	16	0	0	0	8	6	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	10	1	0	16	0	0	0	8	6	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	3	0	0	4	0	0	0	2	2	0	0
Total Analysis Volume [veh/h]	7	10	1	0	16	0	0	0	8	6	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			no	no
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			no	no
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	7.24	0.00	0.00	7.22	0.00	0.00	8.76	9.25	8.39	8.80	9.25	8.37
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.03	0.03	0.03	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.02
95th-Percentile Queue Length [ft]	0.85	0.85	0.85	0.00	0.00	0.00	0.57	0.57	0.57	0.48	0.48	0.48
d_A, Approach Delay [s/veh]	2.82			0.00			8.39			8.80		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.56											
Intersection LOS	A											

Intersection Level Of Service Report
#34: Arden Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	41.0
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.486

Intersection Setup

Name						
Approach	Northbound		Southbound		Southwestbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name						
Base Volume Input [veh/h]	734	131	1	518	93	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	734	131	1	518	93	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	184	33	0	130	23	3
Total Analysis Volume [veh/h]	734	131	1	518	93	10
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.49	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	9.09	0.00	41.04	30.71
Movement LOS	A	A	A	A	E	D
95th-Percentile Queue Length [veh]	0.00	0.00	3.96	3.96	2.58	2.58
95th-Percentile Queue Length [ft]	0.00	0.00	99.06	99.06	64.58	64.58
d_A, Approach Delay [s/veh]	0.00		0.02		40.04	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	2.78					
Intersection LOS	E					

Intersection Level Of Service Report
#35: Temple City Boulevard - Loftus Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.906

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	869	167	245	770	350	173
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	869	167	245	770	350	173
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	217	42	61	193	88	43
Total Analysis Volume [veh/h]	869	167	245	770	350	173
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Permissive	Overlap
Signal Group	8	0	7	4	6	0
Lead / Lag	-	-	Lag	-	Lag	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.906

Intersection Level Of Service Report
#36: Temple City Boulevard - Marshall Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.537

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	76	1023	18	38	977	30	37	38	63	19	13	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	1023	18	38	977	30	37	38	63	19	13	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	256	5	10	244	8	9	10	16	5	3	2
Total Analysis Volume [veh/h]	76	1023	18	38	977	30	37	38	63	19	13	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.537

Intersection Level Of Service Report
#37: Valley Boulevard - Easy Street/Merwin C. Gill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.533

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	1	33	0	17	18	1305	7	4	943	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	33	0	17	18	1305	7	4	943	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	8	0	4	5	326	2	1	236	5
Total Analysis Volume [veh/h]	0	0	1	33	0	17	18	1305	7	4	943	19
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	4	4	0	5	2	0	0	6	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.533

Signal Warrants Report For Intersection #16: Lower Azusa Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	949	1327	315
2	911	1274	302
3	892	1247	296
4	759	1062	252
5	721	1009	239
6	645	902	214
7	598	836	198
8	569	796	189
9	456	637	151
10	427	597	142
11	427	597	142
12	408	571	135
13	370	518	123
14	342	478	113
15	342	478	113
16	332	464	110
17	190	265	63
18	104	146	35
19	95	133	32
20	38	53	13
21	28	40	9
22	28	40	9
23	19	27	6
24	19	27	6

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	2276	1	315	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	6	2185	1	302	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	6	2139	1	296	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	6	1821	1	252	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	6	1730	1	239	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	6	1547	1	214	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	6	1434	1	198	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	6	1365	1	189	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	6	1093	1	151	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	6	1024	1	142	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	6	1024	1	142	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12	6	979	1	135	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13	6	888	1	123	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
14	6	820	1	113	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
15	6	820	1	113	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
16	6	796	1	110	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
17	6	455	1	63	No	No	No	No	No	No	No	No	No	No
18	6	250	1	35	No	No	No	No	No	No	No	No	No	No
19	6	228	1	32	No	No	No	No	No	No	No	No	No	No
20	6	91	1	13	No	No	No	No	No	No	No	No	No	No
21	6	68	1	9	No	No	No	No	No	No	No	No	No	No
22	6	68	1	9	No	No	No	No	No	No	No	No	No	No
23	6	46	1	6	No	No	No	No	No	No	No	No	No	No
24	6	46	1	6	No	No	No	No	No	No	No	No	No	No
Hours Met					9	13	16	16	12	16	16	16	16	12

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	80.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	7:03
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	315
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2591
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection #29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	271	525
2	260	504
3	255	494
4	217	420
5	206	399
6	184	357
7	171	331
8	163	315
9	130	252
10	122	236
11	122	236
12	117	226
13	106	205
14	98	189
15	98	189
16	95	184
17	54	105
18	30	58
19	27	53
20	11	21
21	8	16
22	8	16
23	5	11
24	5	11

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	271	1	525	No	No	No	No	No	No	No	No	Yes	No
2	2	260	1	504	No	No	No	No	No	No	No	No	Yes	No
3	2	255	1	494	No	No	No	No	No	No	No	No	Yes	No
4	2	217	1	420	No	No	No	No	No	No	No	No	No	No
5	2	206	1	399	No	No	No	No	No	No	No	No	No	No
6	2	184	1	357	No	No	No	No	No	No	No	No	No	No
7	2	171	1	331	No	No	No	No	No	No	No	No	No	No
8	2	163	1	315	No	No	No	No	No	No	No	No	No	No
9	2	130	1	252	No	No	No	No	No	No	No	No	No	No
10	2	122	1	236	No	No	No	No	No	No	No	No	No	No
11	2	122	1	236	No	No	No	No	No	No	No	No	No	No
12	2	117	1	226	No	No	No	No	No	No	No	No	No	No
13	2	106	1	205	No	No	No	No	No	No	No	No	No	No
14	2	98	1	189	No	No	No	No	No	No	No	No	No	No
15	2	98	1	189	No	No	No	No	No	No	No	No	No	No
16	2	95	1	184	No	No	No	No	No	No	No	No	No	No
17	2	54	1	105	No	No	No	No	No	No	No	No	No	No
18	2	30	1	58	No	No	No	No	No	No	No	No	No	No
19	2	27	1	53	No	No	No	No	No	No	No	No	No	No
20	2	11	1	21	No	No	No	No	No	No	No	No	No	No
21	2	8	1	16	No	No	No	No	No	No	No	No	No	No
22	2	8	1	16	No	No	No	No	No	No	No	No	No	No
23	2	5	1	11	No	No	No	No	No	No	No	No	No	No
24	2	5	1	11	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	3	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	13
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:53
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	525
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	796
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #30: Temple City Boulevard - Olney Street

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	1032	1138	11
2	991	1092	11
3	970	1070	10
4	826	910	9
5	784	865	8
6	702	774	7
7	650	717	7
8	619	683	7
9	495	546	5
10	464	512	5
11	464	512	5
12	444	489	5
13	402	444	4
14	372	410	4
15	372	410	4
16	361	398	4
17	206	228	2
18	114	125	1
19	103	114	1
20	41	46	0
21	31	34	0
22	31	34	0
23	21	23	0
24	21	23	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	2170	1	11	No	No	No	No	No	No	No	No	No	No
2	3	2083	1	11	No	No	No	No	No	No	No	No	No	No
3	3	2040	1	10	No	No	No	No	No	No	No	No	No	No
4	3	1736	1	9	No	No	No	No	No	No	No	No	No	No
5	3	1649	1	8	No	No	No	No	No	No	No	No	No	No
6	3	1476	1	7	No	No	No	No	No	No	No	No	No	No
7	3	1367	1	7	No	No	No	No	No	No	No	No	No	No
8	3	1302	1	7	No	No	No	No	No	No	No	No	No	No
9	3	1041	1	5	No	No	No	No	No	No	No	No	No	No
10	3	976	1	5	No	No	No	No	No	No	No	No	No	No
11	3	976	1	5	No	No	No	No	No	No	No	No	No	No
12	3	933	1	5	No	No	No	No	No	No	No	No	No	No
13	3	846	1	4	No	No	No	No	No	No	No	No	No	No
14	3	782	1	4	No	No	No	No	No	No	No	No	No	No
15	3	782	1	4	No	No	No	No	No	No	No	No	No	No
16	3	759	1	4	No	No	No	No	No	No	No	No	No	No
17	3	434	1	2	No	No	No	No	No	No	No	No	No	No
18	3	239	1	1	No	No	No	No	No	No	No	No	No	No
19	3	217	1	1	No	No	No	No	No	No	No	No	No	No
20	3	87	1	0	No	No	No	No	No	No	No	No	No	No
21	3	65	1	0	No	No	No	No	No	No	No	No	No	No
22	3	65	1	0	No	No	No	No	No	No	No	No	No	No
23	3	44	1	0	No	No	No	No	No	No	No	No	No	No
24	3	44	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	19.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:03
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	11
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2181
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #31: S. Baldwin Avenue - Flair Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	1114	782	670
2	1069	751	643
3	1047	735	630
4	891	626	536
5	847	594	509
6	758	532	456
7	702	493	422
8	668	469	402
9	535	375	322
10	501	352	302
11	501	352	302
12	479	336	288
13	434	305	261
14	401	282	241
15	401	282	241
16	390	274	234
17	223	156	134
18	123	86	74
19	111	78	67
20	45	31	27
21	33	23	20
22	33	23	20
23	22	16	13
24	22	16	13

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1896	2	670	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1820	2	643	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1782	2	630	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1517	2	536	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	1441	2	509	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	3	1290	2	456	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	3	1195	2	422	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	3	1137	2	402	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	3	910	2	322	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	3	853	2	302	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
11	3	853	2	302	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
12	3	815	2	288	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
13	3	739	2	261	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
14	3	683	2	241	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
15	3	683	2	241	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
16	3	664	2	234	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
17	3	379	2	134	No	No	No	Yes	No	No	No	No	No	No
18	3	209	2	74	No	No	No	No	No	No	No	No	No	No
19	3	189	2	67	No	No	No	No	No	No	No	No	No	No
20	3	76	2	27	No	No	No	No	No	No	No	No	No	No
21	3	56	2	20	No	No	No	No	No	No	No	No	No	No
22	3	56	2	20	No	No	No	No	No	No	No	No	No	No
23	3	38	2	13	No	No	No	No	No	No	No	No	No	No
24	3	38	2	13	No	No	No	No	No	No	No	No	No	No
Hours Met					16	16	16	17	9	13	16	16	16	11

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	371.6
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	69:09
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	670
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2566
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection #32: Arden Drive - Southerly Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	E
1	739	734	100
2	709	705	96
3	695	690	94
4	591	587	80
5	562	558	76
6	503	499	68
7	466	462	63
8	443	440	60
9	355	352	48
10	333	330	45
11	333	330	45
12	318	316	43
13	288	286	39
14	266	264	36
15	266	264	36
16	259	257	35
17	148	147	20
18	81	81	11
19	74	73	10
20	30	29	4
21	22	22	3
22	22	22	3
23	15	15	2
24	15	15	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	1473	2	100	No	No	No	No	Yes	Yes	Yes	Yes	No	No
2	5	1414	2	96	No	No	No	No	No	Yes	Yes	Yes	No	No
3	5	1385	2	94	No	No	No	No	No	Yes	Yes	Yes	No	No
4	5	1178	2	80	No	No	No	No	No	Yes	Yes	Yes	No	No
5	5	1120	2	76	No	No	No	No	No	No	Yes	Yes	No	No
6	5	1002	2	68	No	No	No	No	No	No	No	Yes	No	No
7	5	928	2	63	No	No	No	No	No	No	No	Yes	No	No
8	5	883	2	60	No	No	No	No	No	No	No	Yes	No	No
9	5	707	2	48	No	No	No	No	No	No	No	No	No	No
10	5	663	2	45	No	No	No	No	No	No	No	No	No	No
11	5	663	2	45	No	No	No	No	No	No	No	No	No	No
12	5	634	2	43	No	No	No	No	No	No	No	No	No	No
13	5	574	2	39	No	No	No	No	No	No	No	No	No	No
14	5	530	2	36	No	No	No	No	No	No	No	No	No	No
15	5	530	2	36	No	No	No	No	No	No	No	No	No	No
16	5	516	2	35	No	No	No	No	No	No	No	No	No	No
17	5	295	2	20	No	No	No	No	No	No	No	No	No	No
18	5	162	2	11	No	No	No	No	No	No	No	No	No	No
19	5	147	2	10	No	No	No	No	No	No	No	No	No	No
20	5	59	2	4	No	No	No	No	No	No	No	No	No	No
21	5	44	2	3	No	No	No	No	No	No	No	No	No	No
22	5	44	2	3	No	No	No	No	No	No	No	No	No	No
23	5	30	2	2	No	No	No	No	No	No	No	No	No	No
24	5	30	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	1	4	5	8	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	17.1
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:28
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	100
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1573
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #33: Valley Circle - Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	16	18	6	8
2	15	17	6	8
3	15	17	6	8
4	13	14	5	6
5	12	14	5	6
6	11	12	4	5
7	10	11	4	5
8	10	11	4	5
9	8	9	3	4
10	7	8	3	4
11	7	8	3	4
12	7	8	3	3
13	6	7	2	3
14	6	6	2	3
15	6	6	2	3
16	6	6	2	3
17	3	4	1	2
18	2	2	1	1
19	2	2	1	1
20	1	1	0	0
21	0	1	0	0
22	0	1	0	0
23	0	0	0	0
24	0	0	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	34	2	14	No	No	No	No	No	No	No	No	No	No
2	2	32	2	14	No	No	No	No	No	No	No	No	No	No
3	2	32	2	14	No	No	No	No	No	No	No	No	No	No
4	2	27	2	11	No	No	No	No	No	No	No	No	No	No
5	2	26	2	11	No	No	No	No	No	No	No	No	No	No
6	2	23	2	9	No	No	No	No	No	No	No	No	No	No
7	2	21	2	9	No	No	No	No	No	No	No	No	No	No
8	2	21	2	9	No	No	No	No	No	No	No	No	No	No
9	2	17	2	7	No	No	No	No	No	No	No	No	No	No
10	2	15	2	7	No	No	No	No	No	No	No	No	No	No
11	2	15	2	7	No	No	No	No	No	No	No	No	No	No
12	2	15	2	6	No	No	No	No	No	No	No	No	No	No
13	2	13	2	5	No	No	No	No	No	No	No	No	No	No
14	2	12	2	5	No	No	No	No	No	No	No	No	No	No
15	2	12	2	5	No	No	No	No	No	No	No	No	No	No
16	2	12	2	5	No	No	No	No	No	No	No	No	No	No
17	2	7	2	3	No	No	No	No	No	No	No	No	No	No
18	2	4	2	2	No	No	No	No	No	No	No	No	No	No
19	2	4	2	2	No	No	No	No	No	No	No	No	No	No
20	2	2	2	0	No	No	No	No	No	No	No	No	No	No
21	2	1	2	0	No	No	No	No	No	No	No	No	No	No
22	2	1	2	0	No	No	No	No	No	No	No	No	No	No
23	2	0	2	0	No	No	No	No	No	No	No	No	No	No
24	2	0	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.8	8.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	6	8
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	48	48
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection #34: Arden Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	NE
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	NE
1	865	519	103
2	830	498	99
3	813	488	97
4	692	415	82
5	657	394	78
6	588	353	70
7	545	327	65
8	519	311	62
9	415	249	49
10	389	234	46
11	389	234	46
12	372	223	44
13	337	202	40
14	311	187	37
15	311	187	37
16	303	182	36
17	173	104	21
18	95	57	11
19	87	52	10
20	35	21	4
21	26	16	3
22	26	16	3
23	17	10	2
24	17	10	2

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	1384	1	103	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	4	1328	1	99	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
3	4	1301	1	97	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
4	4	1107	1	82	No	No	No	No	Yes	Yes	Yes	Yes	Yes	No
5	4	1051	1	78	No	No	No	No	Yes	Yes	Yes	Yes	No	No
6	4	941	1	70	No	No	No	No	No	Yes	Yes	Yes	No	No
7	4	872	1	65	No	No	No	No	No	Yes	Yes	Yes	No	No
8	4	830	1	62	No	No	No	No	No	Yes	Yes	Yes	No	No
9	4	664	1	49	No	No	No	No	No	No	No	Yes	No	No
10	4	623	1	46	No	No	No	No	No	No	No	Yes	No	No
11	4	623	1	46	No	No	No	No	No	No	No	Yes	No	No
12	4	595	1	44	No	No	No	No	No	No	No	Yes	No	No
13	4	539	1	40	No	No	No	No	No	No	No	No	No	No
14	4	498	1	37	No	No	No	No	No	No	No	No	No	No
15	4	498	1	37	No	No	No	No	No	No	No	No	No	No
16	4	485	1	36	No	No	No	No	No	No	No	No	No	No
17	4	277	1	21	No	No	No	No	No	No	No	No	No	No
18	4	152	1	11	No	No	No	No	No	No	No	No	No	No
19	4	139	1	10	No	No	No	No	No	No	No	No	No	No
20	4	56	1	4	No	No	No	No	No	No	No	No	No	No
21	4	42	1	3	No	No	No	No	No	No	No	No	No	No
22	4	42	1	3	No	No	No	No	No	No	No	No	No	No
23	4	27	1	2	No	No	No	No	No	No	No	No	No	No
24	4	27	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	5	8	8	12	4	1

Warrant 3 Condition A

Orientation	NE
Total Stopped Delay Per Vehicle on Minor Approach (s)	40
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:08
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	103
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1487
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

APPENDIX C-18

INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

Horizon Year (2035) With-Project Saturday Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\use future cumulative saturday.vistropdb Scenario 4: Horizon Year With Project

Report File: \...\summary C-18 sat hor with project.pdf 10/15/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Valley Boulevard - Arden Drive	Signalized	ICU1	SBL	0.694	-	B
2	Valley Boulevard - Valley Circle	Signalized	ICU1	SBL	0.477	-	A
3	Arden Drive - Rose Avenue	Signalized	ICU1	WBL	0.513	-	A
4	Valley Boulevard - Santa Anita	Signalized	ICU1	NBL	0.795	-	C
5	Valley Boulevard - Tyler Avenue	Signalized	ICU1	NBL	0.618	-	B
6	Valley Boulevard - Ramona Avenue	Signalized	ICU1	WBL	0.824	-	D
7	Valley Boulevard - Peck Road	Signalized	ICU1	SBL	0.940	-	E
8	Ramona Avenue - Peck Road	Signalized	ICU1	EBL	0.864	-	D
9	Valley Boulevard - Gibson Road	Signalized	ICU1	NBR	0.554	-	A
10	Valley Boulevard - S.Baldwin Avenue	Signalized	ICU1	WBL	0.734	-	C
11	Valley Boulevard - Temple City	Signalized	ICU1	EBL	0.729	-	C
12	Valley Boulevard - Rio Hondo Avenue	Signalized	ICU1	NBR	0.690	-	B
13	Valley Boulevard - Mission Drive	Signalized	ICU1	SBL	0.430	-	A
14	Valley Boulevard - Rosemead Avenue	Signalized	ICU1	NBL	1.016	-	F
15	Lower Azusa Road - Arden Drive	Signalized	ICU1	NBL	0.599	-	A
16	Lower Azusa Drive - Arden Way	Two-way stop	HCM2010	NBL	0.244	62.1	F
17	Lower Azusa Boulevard - Santa Anita Avenue	Signalized	ICU1	SBL	0.914	-	E
18	Lower Azusa Road - Peck Road	Signalized	ICU1	NBL	0.851	-	D

19	Lower Azusa Road - Baldwin Avenue	Signalized	ICU1	EBL	0.805	-	D
20	Lower Azusa Road - Temple City Boulevard	Signalized	ICU1	WBL	0.836	-	D
21	Lower Azusa Road - Rosemead Boulevard	Signalized	ICU1	WBL	0.750	-	C
22	Garvey Avenue - Rosemead Boulevard	Signalized	ICU1	SBL	1.065	-	F
23	Garvey Avenue - Santa Anita Avenue	Signalized	ICU1	EBL	0.835	-	D
24	Garvey Avenue - Peck Road	Signalized	ICU1	EBL	0.785	-	C
25	Valley Boulevard - Garvey Avenue	Signalized	ICU1	NBL	0.741	-	C
26	Santa Anita Avenue - Ramona Boulevard	Signalized	ICU1	WBL	0.480	-	A
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	ICU1	WBL	0.748	-	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	ICU1	EBL	0.653	-	B
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		11.7	B
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.093	18.1	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	1.287	295.8	F
32	Arden Drive - Southerly Project Driveway	Two-way stop	HCM2010	WBL	0.213	21.5	C
33	Valley Circle - Project Driveway	Two-way stop	HCM2010	EBT	0.000	9.3	A
34	Arden Drive - Arden Way	Two-way stop	HCM2010	SWBL	0.239	17.9	C
35	Temple City Boulevard - Loftus Drive	Signalized	ICU1	SBL	0.671	-	B
36	Temple City Boulevard - Marshall Drive	Signalized	ICU1	SBL	0.463	-	A
37	Valley Boulevard - Easy Street/Merwin C. Gill Way	Signalized	ICU1	SBL2	0.484	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for

all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#1: Valley Boulevard - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.694

Intersection Setup

Name	Arden			Arden			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	150.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Arden			Arden			Valley			Valley		
Base Volume Input [veh/h]	32	4	7	507	7	233	256	753	25	17	760	394
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	4	7	507	7	233	256	753	25	17	760	394
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	1	2	127	2	58	64	188	6	4	190	99
Total Analysis Volume [veh/h]	32	4	7	507	7	233	256	753	25	17	760	394
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.694

Intersection Level Of Service Report
#2: Valley Boulevard - Valley Circle

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.477

Intersection Setup

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	yes			yes			yes		

Volumes

Name									
Base Volume Input [veh/h]	12	0	8	9	1084	0	0	1161	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	8	9	1084	0	0	1161	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	2	2	271	0	0	290	1
Total Analysis Volume [veh/h]	12	0	8	9	1084	0	0	1161	2
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	4	5	2	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.477

Intersection Level Of Service Report
#3: Arden Drive - Rose Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.513

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	5	360	109	98	306	24	32	8	36	307	8	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	360	109	98	306	24	32	8	36	307	8	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	90	27	25	77	6	8	2	9	77	2	13
Total Analysis Volume [veh/h]	5	360	109	98	306	24	32	8	36	307	8	51
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.513

Intersection Level Of Service Report
#4: Valley Boulevard - Santa Anita

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.795

Intersection Setup

Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	125.00	100.00	100.00	225.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Valley			Valley		
Base Volume Input [veh/h]	416	660	68	45	693	173	186	644	104	101	694	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	416	660	68	45	693	173	186	644	104	101	694	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	104	165	17	11	173	43	47	161	26	25	174	12
Total Analysis Volume [veh/h]	416	660	68	45	693	173	186	644	104	101	694	49
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.795

Intersection Level Of Service Report
#5: Valley Boulevard - Tyler Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.618

Intersection Setup

Name	Valley			Valley			Tyler			Tyler		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Tyler			Tyler		
Base Volume Input [veh/h]	154	187	92	103	227	88	77	686	164	93	732	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	154	187	92	103	227	88	77	686	164	93	732	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	47	23	26	57	22	19	172	41	23	183	13
Total Analysis Volume [veh/h]	154	187	92	103	227	88	77	686	164	93	732	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.618

Intersection Level Of Service Report
#6: Valley Boulevard - Ramona Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.824

Intersection Setup

Name	Valley				Valley				Ramona			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0	0	1	1	0	0	1
Pocket Length [ft]	175.00	100.00	100.00	175.00	120.00	100.00	100.00	120.00	175.00	100.00	100.00	1000.00
Speed [mph]	35.00				35.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	yes				no				yes			

Volumes

Name	Valley				Valley				Ramona			
Base Volume Input [veh/h]	246	300	300	168	54	344	9	0	279	334	533	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	300	300	168	54	344	9	0	279	334	533	130
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	75	75	42	14	86	2	0	70	84	133	33
Total Analysis Volume [veh/h]	246	300	300	168	54	344	9	0	279	334	533	130
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	8	0	7	4	0	0	5	0	2	0
Lead / Lag	Lag	-	-	-	Lag	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.824

Intersection Setup

Name	Ramona				Mall			
Approach	Westbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	1
Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				25.00			
Grade [%]	0.00				0.00			
Crosswalk	yes				yes			

Volumes

Name	Ramona				Mall			
Base Volume Input [veh/h]	334	460	18	148	17	121	122	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	334	460	18	148	17	121	122	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	115	5	37	4	30	31	5
Total Analysis Volume [veh/h]	334	460	18	148	17	121	122	18
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Permissive	Split
Signal Group	1	6	0	0	0	9	9	0
Lead / Lag	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.824

Intersection Level Of Service Report
#7: Valley Boulevard - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.940

Intersection Setup

Name	Peck			Peck			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	600.00	250.00	100.00	300.00	250.00	100.00	125.00	120.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Valley			Valley		
Base Volume Input [veh/h]	246	972	304	292	935	171	172	657	133	67	614	302
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	972	304	292	935	171	172	657	133	67	614	302
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	243	76	73	234	43	43	164	33	17	154	76
Total Analysis Volume [veh/h]	246	972	304	292	935	171	172	657	133	67	614	302
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.940

Intersection Level Of Service Report
#8: Ramona Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.864

Intersection Setup

Name	Peck			Peck			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	150.00	100.00	275.00	175.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	125.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Ramona			Ramona		
Base Volume Input [veh/h]	182	946	129	78	1035	434	322	460	233	171	457	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	182	946	129	78	1035	434	322	460	233	171	457	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	237	32	20	259	109	81	115	58	43	114	19
Total Analysis Volume [veh/h]	182	946	129	78	1035	434	322	460	233	171	457	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.864

Intersection Level Of Service Report
#9: Valley Boulevard - Gibson Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.554

Intersection Setup

Name	Gibson			Gibson			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	60.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Gibson			Gibson			Valley			Valley		
Base Volume Input [veh/h]	19	9	65	31	24	41	16	932	28	57	922	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	9	65	31	24	41	16	932	28	57	922	29
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	16	8	6	10	4	233	7	14	231	7
Total Analysis Volume [veh/h]	19	9	65	31	24	41	16	932	28	57	922	29
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.554

Intersection Level Of Service Report
#10: Valley Boulevard - S.Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

Intersection Setup

Name	Baldwin			Baldwin			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Valley			Valley		
Base Volume Input [veh/h]	65	758	185	147	657	159	164	675	124	179	683	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	758	185	147	657	159	164	675	124	179	683	141
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	190	46	37	164	40	41	169	31	45	171	35
Total Analysis Volume [veh/h]	65	758	185	147	657	159	164	675	124	179	683	141
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.734

Intersection Level Of Service Report
#11: Valley Boulevard - Temple City

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.729

Intersection Setup

Name	Temple City			Temple City			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	125.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Valley			Valley		
Base Volume Input [veh/h]	109	393	86	144	538	134	245	834	64	116	632	113
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	393	86	144	538	134	245	834	64	116	632	113
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	98	22	36	135	34	61	209	16	29	158	28
Total Analysis Volume [veh/h]	109	393	86	144	538	134	245	834	64	116	632	113
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.729

Intersection Level Of Service Report
#12: Valley Boulevard - Rio Hondo Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.690

Intersection Setup

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	70.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name	Rio Hondo			Rio Hondo			Valley			Valley		
Base Volume Input [veh/h]	102	20	176	27	8	22	23	912	95	85	821	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	20	176	27	8	22	23	912	95	85	821	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	5	44	7	2	6	6	228	24	21	205	3
Total Analysis Volume [veh/h]	102	20	176	27	8	22	23	912	95	85	821	11
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.690

Intersection Level Of Service Report
#13: Valley Boulevard - Mission Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.430

Intersection Setup

Name	Mission		Valley		Valley	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	1	1	0	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		no	

Volumes

Name	Mission		Valley		Valley	
Base Volume Input [veh/h]	316	24	18	740	682	255
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	316	24	18	740	682	255
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	6	5	185	171	64
Total Analysis Volume [veh/h]	316	24	18	740	682	255
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	7	4	5	2	6	0
Lead / Lag	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.430

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.016

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	272	1423	165	91	1291	293	271	624	159	189	555	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	272	1423	165	91	1291	293	271	624	159	189	555	91
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	356	41	23	323	73	68	156	40	47	139	23
Total Analysis Volume [veh/h]	272	1423	165	91	1291	293	271	624	159	189	555	91
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.016

Intersection Level Of Service Report
#15: Lower Azusa Road - Arden Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.599

Intersection Setup

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	75.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Arden			Arden			Lower Azusa Road			Lower Azusa Road		
Base Volume Input [veh/h]	120	73	34	38	70	29	26	920	112	64	866	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	73	34	38	70	29	26	920	112	64	866	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	18	9	10	18	7	7	230	28	16	217	10
Total Analysis Volume [veh/h]	120	73	34	38	70	29	26	920	112	64	866	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.599

Intersection Level Of Service Report
#16: Lower Azusa Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	62.1
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.244

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name						
Base Volume Input [veh/h]	23	236	940	40	83	848
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	236	940	40	83	848
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	59	235	10	21	212
Total Analysis Volume [veh/h]	23	236	940	40	83	848
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.45	0.01	0.00	0.12	0.01
d_M, Delay for Movement [s/veh]	62.11	30.64	0.00	0.00	10.72	0.00
Movement LOS	F	D	A	A	B	A
95th-Percentile Queue Length [veh]	4.98	4.98	0.00	0.00	0.39	0.00
95th-Percentile Queue Length [ft]	124.48	124.48	0.00	0.00	9.84	0.00
d_A, Approach Delay [s/veh]	33.43		0.00		0.96	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	4.40					
Intersection LOS	F					

Intersection Level Of Service Report
#17: Lower Azusa Boulevard - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.914

Intersection Setup

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	2225.00	100.00	100.00	115.00	100.00	100.00	250.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	247	747	167	287	747	149	133	692	164	175	661	287
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	247	747	167	287	747	149	133	692	164	175	661	287
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	187	42	72	187	37	33	173	41	44	165	72
Total Analysis Volume [veh/h]	247	747	167	287	747	149	133	692	164	175	661	287
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	E
Intersection V/C	0.914

Intersection Level Of Service Report
#18: Lower Azusa Road - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.851

Intersection Setup

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	230.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck Rd			Peck Rd			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	281	753	166	116	613	164	218	606	217	202	598	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	281	753	166	116	613	164	218	606	217	202	598	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	188	42	29	153	41	55	152	54	51	150	19
Total Analysis Volume [veh/h]	281	753	166	116	613	164	218	606	217	202	598	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.851

Intersection Level Of Service Report
#19: Lower Azusa Road - Baldwin Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.805

Intersection Setup

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	225.00	100.00	100.00	175.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Baldwin			Baldwin			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	98	763	194	175	648	192	189	701	129	156	682	176
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	763	194	175	648	192	189	701	129	156	682	176
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	191	49	44	162	48	47	175	32	39	171	44
Total Analysis Volume [veh/h]	98	763	194	175	648	192	189	701	129	156	682	176
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.805

Intersection Level Of Service Report
#20: Lower Azusa Road - Temple City Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.836

Intersection Setup

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	75.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Temple City			Temple City			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	52	614	62	223	697	84	145	538	43	357	615	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	614	62	223	697	84	145	538	43	357	615	158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	154	16	56	174	21	36	135	11	89	154	40
Total Analysis Volume [veh/h]	52	614	62	223	697	84	145	538	43	357	615	158
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.836

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.750

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	23	1030	543	150	1032	2	0	2	3	546	0	139
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	1030	543	150	1032	2	0	2	3	546	0	139
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	258	136	38	258	1	0	1	1	137	0	35
Total Analysis Volume [veh/h]	23	1030	543	150	1032	2	0	2	3	546	0	139
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.750

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.065

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	366	1273	187	649	1108	246	280	615	152	232	526	453
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	366	1273	187	649	1108	246	280	615	152	232	526	453
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	92	318	47	162	277	62	70	154	38	58	132	113
Total Analysis Volume [veh/h]	366	1273	187	649	1108	246	280	615	152	232	526	453
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	F
Intersection V/C	1.065

Intersection Level Of Service Report
#23: Garvey Avenue - Santa Anita Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.835

Intersection Setup

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	50.00	100.00	100.00	300.00	100.00	100.00	250.00	100.00	100.00	75.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Garvey			Garvey		
Base Volume Input [veh/h]	84	455	75	124	489	280	304	886	113	99	683	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	455	75	124	489	280	304	886	113	99	683	125
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	114	19	31	122	70	76	222	28	25	171	31
Total Analysis Volume [veh/h]	84	455	75	124	489	280	304	886	113	99	683	125
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

Intersection LOS	D
Intersection V/C	0.835

Intersection Level Of Service Report
#24: Garvey Avenue - Peck Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.785

Intersection Setup

Name	Peck			Peck			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Peck			Peck			Garvey			Garvey		
Base Volume Input [veh/h]	157	560	94	80	592	223	235	688	113	71	536	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	157	560	94	80	592	223	235	688	113	71	536	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	140	24	20	148	56	59	172	28	18	134	14
Total Analysis Volume [veh/h]	157	560	94	80	592	223	235	688	113	71	536	57
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.785

Intersection Level Of Service Report
#25: Valley Boulevard - Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.741

Intersection Setup

Name	Valley			Valley			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Valley			Valley			Garvey			Garvey		
Base Volume Input [veh/h]	255	733	46	151	645	45	52	349	340	81	296	209
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	255	733	46	151	645	45	52	349	340	81	296	209
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	183	12	38	161	11	13	87	85	20	74	52
Total Analysis Volume [veh/h]	255	733	46	151	645	45	52	349	340	81	296	209
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.741

Intersection Level Of Service Report
#26: Santa Anita Avenue - Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.480

Intersection Setup

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	115.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Ramona			Ramona		
Base Volume Input [veh/h]	35	1152	144	37	1142	15	12	20	37	204	22	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	1152	144	37	1142	15	12	20	37	204	22	71
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	288	36	9	286	4	3	5	9	51	6	18
Total Analysis Volume [veh/h]	35	1152	144	37	1142	15	12	20	37	204	22	71
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Split	Permiss	Split
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.480

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.748

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	293	1061	0	0	919	469	0	0	0	361	108	275
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	293	1061	0	0	919	469	0	0	0	361	108	275
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	265	0	0	230	117	0	0	0	90	27	69
Total Analysis Volume [veh/h]	293	1061	0	0	919	469	0	0	0	361	108	275
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.748

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.653

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	866	304	306	853	0	551	95	256	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	866	304	306	853	0	551	95	256	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	217	76	77	213	0	138	24	64	0	0	0
Total Analysis Volume [veh/h]	0	866	304	306	853	0	551	95	256	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.653

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	527	214	37	0	0	186
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	527	214	37	0	0	186
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	132	54	9	0	0	47
Total Analysis Volume [veh/h]	527	214	37	0	0	186
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	4.12		0.39	0.39
95th-Percentile Queue Length [ft]	102.93		9.82	9.82
Approach Delay [s/veh]	13.06	0.00	7.79	
Approach LOS	B	A	A	
Intersection Delay [s/veh]	11.68			
Intersection LOS	B			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	18.1
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.093

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	595	0	0	988	19	0	0	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	595	0	0	988	19	0	0	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	149	0	0	247	5	0	0	7
Total Analysis Volume [veh/h]	0	595	0	0	988	19	0	0	28
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.11
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.58
d_A, Approach Delay [s/veh]	0.00			0.00			18.11		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.31								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	295.8
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.287

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	73	959	670	149	97	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	959	670	149	97	121
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	240	168	37	24	30
Total Analysis Volume [veh/h]	73	959	670	149	97	121
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.01	0.01	0.00	1.29	0.29
d_M, Delay for Movement [s/veh]	9.83	0.00	0.00	0.00	295.83	17.10
Movement LOS	A	A	A	A	F	C
95th-Percentile Queue Length [veh]	0.29	0.00	0.00	0.00	7.53	1.19
95th-Percentile Queue Length [ft]	7.32	0.00	0.00	0.00	188.34	29.65
d_A, Approach Delay [s/veh]	0.70		0.00		141.12	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	15.22					
Intersection LOS	F					

Intersection Level Of Service Report
#32: Arden Drive - Southerly Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	21.5
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.213

Intersection Setup

Name	Arden		Arden		South Project Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		yes	

Volumes

Name	Arden		Arden		South Project Dwy	
Base Volume Input [veh/h]	406	256	24	625	59	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	406	256	24	625	59	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	64	6	156	15	17
Total Analysis Volume [veh/h]	406	256	24	625	59	68
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.01	0.21	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	8.95	0.00	21.48	10.97
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.08	0.00	0.79	0.34
95th-Percentile Queue Length [ft]	0.00	0.00	1.97	0.00	19.73	8.43
d_A, Approach Delay [s/veh]	0.00		0.33		15.86	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.55					
Intersection LOS	C					

Intersection Level Of Service Report
#33: Valley Circle - Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Valley Circle			Valley Circle			Project Driveway			Project Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

Volumes

Name	Valley Circle			Valley Circle			Project Driveway			Project Driveway		
Base Volume Input [veh/h]	10	11	1	0	10	0	0	0	10	1	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	11	1	0	10	0	0	0	10	1	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	0	0	3	0	0	0	3	0	0	0
Total Analysis Volume [veh/h]	10	11	1	0	10	0	0	0	10	1	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			no	no
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			no	no
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.23	0.00	0.00	7.22	0.00	0.00	8.77	9.27	8.37	8.81	9.24	8.35
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.04	0.04	0.04	0.00	0.00	0.00	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	1.03	1.03	1.03	0.00	0.00	0.00	0.70	0.70	0.70	0.08	0.08	0.08
d_A, Approach Delay [s/veh]	3.29			0.00			8.37			8.81		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.83											
Intersection LOS	A											

Intersection Level Of Service Report
#34: Arden Drive - Arden Way

Control Type:	Two-way stop	Delay (sec / veh):	17.9
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.239

Intersection Setup

Name						
Approach	Northbound		Southbound		Southwestbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name						
Base Volume Input [veh/h]	408	149	3	360	88	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	408	149	3	360	88	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	37	1	90	22	3
Total Analysis Volume [veh/h]	408	149	3	360	88	11
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.24	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	8.11	0.00	17.94	13.73
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.00	0.00	1.35	1.35	1.00	1.00
95th-Percentile Queue Length [ft]	0.00	0.00	33.63	33.63	25.08	25.08
d_A, Approach Delay [s/veh]	0.00		0.07		17.47	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.72					
Intersection LOS	C					

Intersection Level Of Service Report
#35: Temple City Boulevard - Loftus Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.671

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	537	131	260	733	234	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	537	131	260	733	234	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	134	33	65	183	59	27
Total Analysis Volume [veh/h]	537	131	260	733	234	108
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Permissive	Overlap
Signal Group	8	0	7	4	1	6
Lead / Lag	-	-	Lag	-	Lag	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.671

Intersection Level Of Service Report
#36: Temple City Boulevard - Marshall Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.463

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	38	565	24	40	841	21	39	25	68	19	2	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	565	24	40	841	21	39	25	68	19	2	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	141	6	10	210	5	10	6	17	5	1	3
Total Analysis Volume [veh/h]	38	565	24	40	841	21	39	25	68	19	2	11
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.463

Intersection Level Of Service Report
#37: Valley Boulevard - Easy Street/Merwin C. Gill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.484

Intersection Setup

Name												
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				35.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	no				yes				yes			

Volumes

Name												
Base Volume Input [veh/h]	0	0	3	0	29	0	0	19	19	1132	10	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	3	0	29	0	0	19	19	1132	10	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1	0	7	0	0	5	5	283	3	3
Total Analysis Volume [veh/h]	0	0	3	0	29	0	0	19	19	1132	10	11
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	4	4	0	5	2	0	0
Lead / Lag	-	-	-	-	Lag	Lag	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	A
Intersection V/C	0.484

Signal Warrants Report For Intersection #16: Lower Azusa Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	931	980	259
2	894	941	249
3	875	921	243
4	745	784	207
5	708	745	197
6	633	666	176
7	587	617	163
8	559	588	155
9	447	470	124
10	419	441	117
11	419	441	117
12	400	421	111
13	363	382	101
14	335	353	93
15	335	353	93
16	326	343	91
17	186	196	52
18	102	108	28
19	93	98	26
20	37	39	10
21	28	29	8
22	28	29	8
23	19	20	5
24	19	20	5

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	1911	1	259	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	6	1835	1	249	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	6	1796	1	243	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	6	1529	1	207	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	6	1453	1	197	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	6	1299	1	176	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	6	1204	1	163	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	6	1147	1	155	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	6	917	1	124	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
10	6	860	1	117	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
11	6	860	1	117	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
12	6	821	1	111	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
13	6	745	1	101	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
14	6	688	1	93	No	No	No	Yes	No	No	Yes	Yes	No	No
15	6	688	1	93	No	No	No	Yes	No	No	Yes	Yes	No	No
16	6	669	1	91	No	No	No	Yes	No	No	Yes	Yes	No	No
17	6	382	1	52	No	No	No	No	No	No	No	No	No	No
18	6	210	1	28	No	No	No	No	No	No	No	No	No	No
19	6	191	1	26	No	No	No	No	No	No	No	No	No	No
20	6	76	1	10	No	No	No	No	No	No	No	No	No	No
21	6	57	1	8	No	No	No	No	No	No	No	No	No	No
22	6	57	1	8	No	No	No	No	No	No	No	No	No	No
23	6	39	1	5	No	No	No	No	No	No	No	No	No	No
24	6	39	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					8	9	12	16	9	13	16	16	13	8

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	33.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2:24
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	259
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2170
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	E	S
1	186	527
2	179	506
3	175	495
4	149	422
5	141	401
6	126	358
7	117	332
8	112	316
9	89	253
10	84	237
11	84	237
12	80	227
13	73	206
14	67	190
15	67	190
16	65	184
17	37	105
18	20	58
19	19	53
20	7	21
21	6	16
22	6	16
23	4	11
24	4	11

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	186	1	527	No	No	No	No	No	No	No	No	Yes	No
2	2	179	1	506	No	No	No	No	No	No	No	No	No	No
3	2	175	1	495	No	No	No	No	No	No	No	No	No	No
4	2	149	1	422	No	No	No	No	No	No	No	No	No	No
5	2	141	1	401	No	No	No	No	No	No	No	No	No	No
6	2	126	1	358	No	No	No	No	No	No	No	No	No	No
7	2	117	1	332	No	No	No	No	No	No	No	No	No	No
8	2	112	1	316	No	No	No	No	No	No	No	No	No	No
9	2	89	1	253	No	No	No	No	No	No	No	No	No	No
10	2	84	1	237	No	No	No	No	No	No	No	No	No	No
11	2	84	1	237	No	No	No	No	No	No	No	No	No	No
12	2	80	1	227	No	No	No	No	No	No	No	No	No	No
13	2	73	1	206	No	No	No	No	No	No	No	No	No	No
14	2	67	1	190	No	No	No	No	No	No	No	No	No	No
15	2	67	1	190	No	No	No	No	No	No	No	No	No	No
16	2	65	1	184	No	No	No	No	No	No	No	No	No	No
17	2	37	1	105	No	No	No	No	No	No	No	No	No	No
18	2	20	1	58	No	No	No	No	No	No	No	No	No	No
19	2	19	1	53	No	No	No	No	No	No	No	No	No	No
20	2	7	1	21	No	No	No	No	No	No	No	No	No	No
21	2	6	1	16	No	No	No	No	No	No	No	No	No	No
22	2	6	1	16	No	No	No	No	No	No	No	No	No	No
23	2	4	1	11	No	No	No	No	No	No	No	No	No	No
24	2	4	1	11	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	1	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:54
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	527
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	713
Number of Approaches on Intersection	2
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #30: Temple City Boulevard - Olney Street

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	595	1007	28
2	571	967	27
3	559	947	26
4	476	806	22
5	452	765	21
6	405	685	19
7	375	634	18
8	357	604	17
9	286	483	13
10	268	453	13
11	268	453	13
12	256	433	12
13	232	393	11
14	214	363	10
15	214	363	10
16	208	352	10
17	119	201	6
18	65	111	3
19	60	101	3
20	24	40	1
21	18	30	1
22	18	30	1
23	12	20	1
24	12	20	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1602	1	28	No	No	No	No	No	No	No	No	No	No
2	3	1538	1	27	No	No	No	No	No	No	No	No	No	No
3	3	1506	1	26	No	No	No	No	No	No	No	No	No	No
4	3	1282	1	22	No	No	No	No	No	No	No	No	No	No
5	3	1217	1	21	No	No	No	No	No	No	No	No	No	No
6	3	1090	1	19	No	No	No	No	No	No	No	No	No	No
7	3	1009	1	18	No	No	No	No	No	No	No	No	No	No
8	3	961	1	17	No	No	No	No	No	No	No	No	No	No
9	3	769	1	13	No	No	No	No	No	No	No	No	No	No
10	3	721	1	13	No	No	No	No	No	No	No	No	No	No
11	3	721	1	13	No	No	No	No	No	No	No	No	No	No
12	3	689	1	12	No	No	No	No	No	No	No	No	No	No
13	3	625	1	11	No	No	No	No	No	No	No	No	No	No
14	3	577	1	10	No	No	No	No	No	No	No	No	No	No
15	3	577	1	10	No	No	No	No	No	No	No	No	No	No
16	3	560	1	10	No	No	No	No	No	No	No	No	No	No
17	3	320	1	6	No	No	No	No	No	No	No	No	No	No
18	3	176	1	3	No	No	No	No	No	No	No	No	No	No
19	3	161	1	3	No	No	No	No	No	No	No	No	No	No
20	3	64	1	1	No	No	No	No	No	No	No	No	No	No
21	3	48	1	1	No	No	No	No	No	No	No	No	No	No
22	3	48	1	1	No	No	No	No	No	No	No	No	No	No
23	3	32	1	1	No	No	No	No	No	No	No	No	No	No
24	3	32	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	18.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:08
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	28
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1630
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #31: S. Baldwin Avenue - Flair Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	1032	819	218
2	991	786	209
3	970	770	205
4	826	655	174
5	784	622	166
6	702	557	148
7	650	516	137
8	619	491	131
9	495	393	105
10	464	369	98
11	464	369	98
12	444	352	94
13	402	319	85
14	372	295	78
15	372	295	78
16	361	287	76
17	206	164	44
18	114	90	24
19	103	82	22
20	41	33	9
21	31	25	7
22	31	25	7
23	21	16	4
24	21	16	4

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1851	2	218	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1777	2	209	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1740	2	205	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1481	2	174	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	1406	2	166	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	3	1259	2	148	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
7	3	1166	2	137	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
8	3	1110	2	131	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
9	3	888	2	105	No	No	No	No	No	Yes	Yes	Yes	No	No
10	3	833	2	98	No	No	No	No	No	Yes	Yes	Yes	No	No
11	3	833	2	98	No	No	No	No	No	Yes	Yes	Yes	No	No
12	3	796	2	94	No	No	No	No	No	Yes	Yes	Yes	No	No
13	3	721	2	85	No	No	No	No	No	Yes	Yes	Yes	No	No
14	3	667	2	78	No	No	No	No	No	No	Yes	Yes	No	No
15	3	667	2	78	No	No	No	No	No	No	Yes	Yes	No	No
16	3	648	2	76	No	No	No	No	No	No	Yes	Yes	No	No
17	3	370	2	44	No	No	No	No	No	No	No	No	No	No
18	3	204	2	24	No	No	No	No	No	No	No	No	No	No
19	3	185	2	22	No	No	No	No	No	No	No	No	No	No
20	3	74	2	9	No	No	No	No	No	No	No	No	No	No
21	3	56	2	7	No	No	No	No	No	No	No	No	No	No
22	3	56	2	7	No	No	No	No	No	No	No	No	No	No
23	3	37	2	4	No	No	No	No	No	No	No	No	No	No
24	3	37	2	4	No	No	No	No	No	No	No	No	No	No
Hours Met					3	5	6	8	8	13	16	16	8	5

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	141.1
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	8:32
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	218
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2069
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection #32: Arden Drive - Southerly Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	E
1	13	13	3
2	13	13	3
3	19	20	4
4	19	20	4
5	26	26	5
6	65	66	13
7	71	73	14
8	130	132	25
9	227	232	44
10	234	238	46
11	234	238	46
12	253	258	50
13	279	285	55
14	292	298	57
15	292	298	57
16	312	318	61
17	389	397	76
18	409	417	80
19	441	450	86
20	493	503	97
21	519	530	102
22	610	622	119
23	623	636	122
24	649	662	127

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	26	2	3	No	No	No	No	No	No	No	No	No	No
2	5	26	2	3	No	No	No	No	No	No	No	No	No	No
3	5	39	2	4	No	No	No	No	No	No	No	No	No	No
4	5	39	2	4	No	No	No	No	No	No	No	No	No	No
5	5	52	2	5	No	No	No	No	No	No	No	No	No	No
6	5	131	2	13	No	No	No	No	No	No	No	No	No	No
7	5	144	2	14	No	No	No	No	No	No	No	No	No	No
8	5	262	2	25	No	No	No	No	No	No	No	No	No	No
9	5	459	2	44	No	No	No	No	No	No	No	No	No	No
10	5	472	2	46	No	No	No	No	No	No	No	No	No	No
11	5	472	2	46	No	No	No	No	No	No	No	No	No	No
12	5	511	2	50	No	No	No	No	No	No	No	No	No	No
13	5	564	2	55	No	No	No	No	No	No	No	No	No	No
14	5	590	2	57	No	No	No	No	No	No	No	Yes	No	No
15	5	590	2	57	No	No	No	No	No	No	No	Yes	No	No
16	5	630	2	61	No	No	No	No	No	No	No	Yes	No	No
17	5	786	2	76	No	No	No	No	No	No	Yes	Yes	No	No
18	5	826	2	80	No	No	No	No	No	Yes	Yes	Yes	No	No
19	5	891	2	86	No	No	No	No	No	Yes	Yes	Yes	No	No
20	5	996	2	97	No	No	No	No	No	Yes	Yes	Yes	No	No
21	5	1049	2	102	No	No	No	No	Yes	Yes	Yes	Yes	No	No
22	5	1232	2	119	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
23	5	1259	2	122	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
24	5	1311	2	127	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Hours Met					0	0	0	3	4	7	8	11	3	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.9
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:33
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	127
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1438
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection #33: Valley Circle - Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	0	0	0	0
2	0	0	0	0
3	0	1	0	0
4	0	1	0	0
5	0	1	0	0
6	1	2	0	1
7	1	2	0	1
8	2	4	0	2
9	4	8	0	4
10	4	8	0	4
11	4	8	0	4
12	4	9	0	4
13	4	9	0	4
14	5	10	0	5
15	5	10	0	5
16	5	11	0	5
17	6	13	1	6
18	6	14	1	6
19	7	15	1	7
20	8	17	1	8
21	8	18	1	8
22	9	21	1	9
23	10	21	1	10
24	10	22	1	10

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	0	2	0	No	No	No	No	No	No	No	No	No	No
2	2	0	2	0	No	No	No	No	No	No	No	No	No	No
3	2	1	2	0	No	No	No	No	No	No	No	No	No	No
4	2	1	2	0	No	No	No	No	No	No	No	No	No	No
5	2	1	2	0	No	No	No	No	No	No	No	No	No	No
6	2	3	2	1	No	No	No	No	No	No	No	No	No	No
7	2	3	2	1	No	No	No	No	No	No	No	No	No	No
8	2	6	2	2	No	No	No	No	No	No	No	No	No	No
9	2	12	2	4	No	No	No	No	No	No	No	No	No	No
10	2	12	2	4	No	No	No	No	No	No	No	No	No	No
11	2	12	2	4	No	No	No	No	No	No	No	No	No	No
12	2	13	2	4	No	No	No	No	No	No	No	No	No	No
13	2	13	2	4	No	No	No	No	No	No	No	No	No	No
14	2	15	2	5	No	No	No	No	No	No	No	No	No	No
15	2	15	2	5	No	No	No	No	No	No	No	No	No	No
16	2	16	2	5	No	No	No	No	No	No	No	No	No	No
17	2	19	2	7	No	No	No	No	No	No	No	No	No	No
18	2	20	2	7	No	No	No	No	No	No	No	No	No	No
19	2	22	2	8	No	No	No	No	No	No	No	No	No	No
20	2	25	2	9	No	No	No	No	No	No	No	No	No	No
21	2	26	2	9	No	No	No	No	No	No	No	No	No	No
22	2	30	2	10	No	No	No	No	No	No	No	No	No	No
23	2	31	2	11	No	No	No	No	No	No	No	No	No	No
24	2	32	2	11	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.8	8.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	1	10
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	43	43
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection #34: Arden Drive - Arden Way

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	NE
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	NE
1	279	440	74
2	268	422	71
3	262	414	70
4	223	352	59
5	212	334	56
6	190	299	50
7	176	277	47
8	167	264	44
9	134	211	36
10	126	198	33
11	126	198	33
12	120	189	32
13	109	172	29
14	100	158	27
15	100	158	27
16	98	154	26
17	56	88	15
18	31	48	8
19	28	44	7
20	11	18	3
21	8	13	2
22	8	13	2
23	6	9	1
24	6	9	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	719	1	74	No	No	No	No	No	No	Yes	Yes	No	No
2	4	690	1	71	No	No	No	No	No	No	Yes	Yes	No	No
3	4	676	1	70	No	No	No	No	No	No	Yes	Yes	No	No
4	4	575	1	59	No	No	No	No	No	No	No	Yes	No	No
5	4	546	1	56	No	No	No	No	No	No	No	Yes	No	No
6	4	489	1	50	No	No	No	No	No	No	No	No	No	No
7	4	453	1	47	No	No	No	No	No	No	No	No	No	No
8	4	431	1	44	No	No	No	No	No	No	No	No	No	No
9	4	345	1	36	No	No	No	No	No	No	No	No	No	No
10	4	324	1	33	No	No	No	No	No	No	No	No	No	No
11	4	324	1	33	No	No	No	No	No	No	No	No	No	No
12	4	309	1	32	No	No	No	No	No	No	No	No	No	No
13	4	281	1	29	No	No	No	No	No	No	No	No	No	No
14	4	258	1	27	No	No	No	No	No	No	No	No	No	No
15	4	258	1	27	No	No	No	No	No	No	No	No	No	No
16	4	252	1	26	No	No	No	No	No	No	No	No	No	No
17	4	144	1	15	No	No	No	No	No	No	No	No	No	No
18	4	79	1	8	No	No	No	No	No	No	No	No	No	No
19	4	72	1	7	No	No	No	No	No	No	No	No	No	No
20	4	29	1	3	No	No	No	No	No	No	No	No	No	No
21	4	21	1	2	No	No	No	No	No	No	No	No	No	No
22	4	21	1	2	No	No	No	No	No	No	No	No	No	No
23	4	15	1	1	No	No	No	No	No	No	No	No	No	No
24	4	15	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	3	5	0	0

Warrant 3 Condition A

Orientation	NE
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:16
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	74
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	793
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

APPENDIX C-19

MITIGATED
LEVEL–OF-SERVICE WORKSHEETS

Option 1: Mitigated

Number	16											
Intersection	Lower Azusa Drive - Arden Way											
Control Type	Signalized											
Analysis Method	ICU 1											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	19	20	130	20	20	20	20	615	19	96	1048	20
Total Analysis Volume [veh/h]	19	20	130	20	20	20	20	615	19	96	1048	20

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	10.00											
Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	5	0	0	1	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600			1600			1600		1600	1600		1600

Movement, Approach, & Intersection Results

Critical Movement	no	no	yes	yes	no	no	yes	no	no	no	yes	no
Intersection LOS	A											
Intersection V/C	0.589											

Option 1: Signal

Number	31					
Intersection	S. Baldwin Avenue - Flair Drive					
Control Type	Signalized					
Analysis Method	ICU 1					
Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Base Volume Input [veh/h]	53	651	737	800	34	76
Total Analysis Volume [veh/h]	53	651	737	800	34	76

Intersection Settings

Cycle Length [s]	100					
Lost time [s]	10.00					
Control Type	ProtectedPermissi	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	3	8	4	0	2	0
Lead / Lag	Lag	-	-	-	Lag	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600	1600	1600	1600	1600	1600

Movement, Approach, & Intersection Results

Critical Movement	yes	no	no	yes	yes	no
Intersection LOS	B					
Intersection V/C	0.654					

Unmitigated

Number	16											
Intersection	Lower Azusa Drive - Arden Way											
Control Type	Signalized											
Analysis Method	ICU 1											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	10	20	273	20	20	20	20	1092	24	90	744	20
Total Analysis Volume [veh/h]	10	20	273	20	20	20	20	1092	24	90	744	20

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	10.00											
Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600			1600			1600		1600	1600		1600

Movement, Approach, & Intersection Results

Critical Movement	no	no	yes	yes	no	no	no	yes	no	yes	no	no
Intersection LOS	C											
Intersection V/C	0.732											

Option 1: Copy of S. Baldwin Avenue - Flair Drive

Number	31					
Intersection	S. Baldwin Avenue - Flair Drive					
Control Type	Signalized					
Analysis Method	ICU 1					
Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Base Volume Input [veh/h]	26	942	445	159	207	391
Total Analysis Volume [veh/h]	26	942	445	159	207	391

Intersection Settings

Cycle Length [s]	100					
Lost time [s]	10.00					
Control Type	ProtectedPermissi	Permissive	Permissive	Permissive	Permissive	Protected
Signal Group	0	8	4	0	2	0
Lead / Lag	-	-	-	-	Lag	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600		1600	1600	1600	

Movement, Approach, & Intersection Results

Critical Movement	no	yes	no	no	yes	no
Intersection LOS	D					
Intersection V/C	0.818					

Option 1: Copy of Lower Azusa Drive - Arden Way

Number	16											
Intersection	Lower Azusa Drive - Arden Way											
Control Type	Signalized											
Analysis Method	ICU 1											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	21	20	214	20	20	20	20	830	36	77	749	20
Total Analysis Volume [veh/h]	21	20	214	20	20	20	20	830	36	77	749	20

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	10.00											
Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600			1600			1600		1600	1600		1600

Movement, Approach, & Intersection Results

Critical Movement	no	no	yes	yes	no	no	no	yes	no	yes	no	no
Intersection LOS	B											
Intersection V/C	0.616											

Option 1: Copy of S. Baldwin Avenue - Flair Drive

Number	31					
Intersection	S. Baldwin Avenue - Flair Drive					
Control Type	Signalized					
Analysis Method	ICU 1					
Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Base Volume Input [veh/h]	65	834	575	133	87	108
Total Analysis Volume [veh/h]	65	834	575	133	87	108

Intersection Settings

Cycle Length [s]	100					
Lost time [s]	10.00					
Control Type	ProtectedPermissi	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	8	4	0	2	0
Lead / Lag	-	-	-	-	Lag	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600		1600	1600	1600	1600

Movement, Approach, & Intersection Results

Critical Movement	no	yes	no	no	yes	no
Intersection LOS	B					
Intersection V/C	0.676					

Unmitigated

Number	16											
Intersection	Lower Azusa Drive - Arden Way											
Control Type	Signalized											
Analysis Method	ICU 1											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	20	20	134	20	20	20	20	650	20	99	1153	20
Total Analysis Volume [veh/h]	20	20	134	20	20	20	20	650	20	99	1153	20

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	10.00											
Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	8	8	0	0	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600			1600			1600		1600	1600		1600

Movement, Approach, & Intersection Results

Critical Movement	no	no	yes	yes	no	no	yes	no	no	no	yes	no
Intersection LOS	B											
Intersection V/C	0.625											

Option 1: mitigared

Number	31					
Intersection	S. Baldwin Avenue - Flair Drive					
Control Type	Signalized					
Analysis Method	ICU 1					
Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Base Volume Input [veh/h]	55	774	788	826	35	78
Total Analysis Volume [veh/h]	55	774	788	826	35	78

Intersection Settings

Cycle Length [s]	100					
Lost time [s]	10.00					
Control Type	ProtectedPermissi	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	3	8	4	0	2	0
Lead / Lag	Lag	-	-	-	Lag	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600	1600	1600	1600	1600	1600

Movement, Approach, & Intersection Results

Critical Movement	yes	no	no	yes	yes	no
Intersection LOS	B					
Intersection V/C	0.673					

Option 2: Copy of Lower Azusa Drive - Arden Way

Number	16											
Intersection	Lower Azusa Drive - Arden Way											
Control Type	Signalized											
Analysis Method	ICU 1											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	10	20	279	16	20	15	20	1195	25	92	779	20
Total Analysis Volume [veh/h]	10	20	279	16	20	15	20	1195	25	92	779	20

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	10.00											
Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600			1600			1600		1600	1600		1600

Movement, Approach, & Intersection Results

Critical Movement	no	no	yes	no	yes	no	no	yes	no	yes	no	no
Intersection LOS	C											
Intersection V/C	0.764											

Option 1: Copy of S. Baldwin Avenue - Flair Drive

Number	31					
Intersection	S. Baldwin Avenue - Flair Drive					
Control Type	Signalized					
Analysis Method	ICU 1					
Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Base Volume Input [veh/h]	27	1004	565	164	214	404
Total Analysis Volume [veh/h]	27	1004	565	164	214	404

Intersection Settings

Cycle Length [s]	100					
Lost time [s]	10.00					
Control Type	ProtectedPermissi	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	8	4	0	2	0
Lead / Lag	-	-	-	-	Lag	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600		1600	1600	1600	1600

Movement, Approach, & Intersection Results

Critical Movement	no	yes	no	no	yes	no
Intersection LOS	D					
Intersection V/C	0.861					

Option 1: Copy of Lower Azusa Drive - Arden Way

Number	16											
Intersection	Lower Azusa Drive - Arden Way											
Control Type	Signalized											
Analysis Method	ICU 1											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	22	20	219	20	20	20	20	866	37	78	781	20
Total Analysis Volume [veh/h]	22	20	219	20	20	20	20	866	37	78	781	20

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	10.00											
Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600			1600			1600		1600	1600		1600

Movement, Approach, & Intersection Results

Critical Movement	no	no	yes	yes	no	no	no	yes	no	yes	no	no
Intersection LOS	B											
Intersection V/C	0.632											

Option 1: Copy of S. Baldwin Avenue - Flair Drive

Number	31					
Intersection	S. Baldwin Avenue - Flair Drive					
Control Type	Signalized					
Analysis Method	ICU 1					
Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Base Volume Input [veh/h]	67	889	619	137	90	112
Total Analysis Volume [veh/h]	67	889	619	137	90	112

Intersection Settings

Cycle Length [s]	100					
Lost time [s]	10.00					
Control Type	ProtectedPermissi	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	3	8	4	0	2	0
Lead / Lag	Lag	-	-	-	Lag	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600	1600	1600	1600	1600	1600

Movement, Approach, & Intersection Results

Critical Movement	no	yes	no	no	yes	no
Intersection LOS	C					
Intersection V/C	0.712					

Option 1: Copy of Valley Boulevard - Santa Anita

Number	4											
Intersection	Valley Boulevard - Santa Anita											
Control Type	Signalized											
Analysis Method	ICU 1											
Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	703	662	61	68	959	392	102	565	41	40	1171	27
Total Analysis Volume [veh/h]	703	662	61	68	959	392	102	565	41	40	1171	27

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	10.00											
Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600		1600	1600		1600	1600		1600	1600		1600

Movement, Approach, & Intersection Results

Critical Movement	yes	no	no	no	yes	no	yes	no	no	no	yes	no
Intersection LOS	F											
Intersection V/C	1.039											

Option 2: mitigation additional

Number	4											
Intersection	Valley Boulevard - Santa Anita											
Control Type	Signalized											
Analysis Method	ICU 1											
Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	703	662	61	68	959	392	102	565	41	40	1171	27
Total Analysis Volume [veh/h]	703	662	61	68	959	392	102	565	41	40	1171	27

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	10.00											
Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	2	0	1	2	0	3	4	0	3	4	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600		1600	1600	1600	1600	1600		1600	1600		1600

Movement, Approach, & Intersection Results

Critical Movement	yes	no	no	no	no	yes	yes	no	no	no	yes	no
Intersection LOS	F											
Intersection V/C	1.003											

Option 1: mitigated

Number	16											
Intersection	Lower Azusa Drive - Arden Way											
Control Type	Signalized											
Analysis Method	ICU 1											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	21	20	144	20	20	20	20	700	21	106	1238	20
Total Analysis Volume [veh/h]	21	20	144	20	20	20	20	700	21	106	1238	20

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	10.00											
Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600			1600			1600		1600	1600		1600

Movement, Approach, & Intersection Results

Critical Movement	no	yes	no	yes	no	no	yes	no	no	no	yes	no
Intersection LOS	B											
Intersection V/C	0.634											

Option 1: Copy of S. Baldwin Avenue - Flair Drive

Number	31					
Intersection	S. Baldwin Avenue - Flair Drive					
Control Type	Signalized					
Analysis Method	ICU 1					
Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Base Volume Input [veh/h]	59	830	852	896	38	85
Total Analysis Volume [veh/h]	59	830	852	896	38	85

Intersection Settings

Cycle Length [s]	100					
Lost time [s]	10.00					
Control Type	ProtectedPermissi	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	3	8	4	0	2	0
Lead / Lag	Lag	-	-	-	Lag	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600	1600	1600	1600	1600	1600

Movement, Approach, & Intersection Results

Critical Movement	yes	no	no	yes	yes	no
Intersection LOS	C					
Intersection V/C	0.721					

Option 1: Copy of Arden Drive - Arden Way

Number	34					
Intersection	Arden Drive - Arden Way					
Control Type	Signalized					
Analysis Method	ICU 1					
Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Base Volume Input [veh/h]	457	66	2	567	150	17
Total Analysis Volume [veh/h]	457	66	2	567	150	17

Intersection Settings

Cycle Length [s]	100					
Lost time [s]	10.00					
Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	0	4	6	0
Lead / Lag	-	-	-	-	Lag	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600	1600	1600	1600	1600	

Movement, Approach, & Intersection Results

Critical Movement	no	no	no	yes	yes	no
Intersection LOS	A					
Intersection V/C	0.548					

Option 1: Copy of Valley Boulevard - Santa Anita

Number	4											
Intersection	Valley Boulevard - Santa Anita											
Control Type	Signalized											
Analysis Method	ICU 1											
Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	564	1168	93	66	738	162	255	889	123	131	624	61
Total Analysis Volume [veh/h]	564	1168	93	66	738	162	255	889	123	131	624	61

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	10.00											
Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600		1600	1600		1600	1600		1600	1600		1600

Movement, Approach, & Intersection Results

Critical Movement	yes	no	no	no	yes	no	no	yes	no	yes	no	no
Intersection LOS	D											
Intersection V/C	0.862											

Option 1: Copy of Lower Azusa Drive - Arden Way

Number	16											
Intersection	Lower Azusa Drive - Arden Way											
Control Type	Signalized											
Analysis Method	ICU 1											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	11	20	304	20	20	20	20	1300	27	99	850	20
Total Analysis Volume [veh/h]	11	20	304	20	20	20	20	1300	27	99	850	20

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	10.00											
Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600			1600			1600		1600	1600		1600

Movement, Approach, & Intersection Results

Critical Movement	no	no	yes	yes	no	no	no	yes	no	yes	no	no
Intersection LOS	D											
Intersection V/C	0.823											

Option 1: Copy of S. Baldwin Avenue - Flair Drive

Number	31					
Intersection	S. Baldwin Avenue - Flair Drive					
Control Type	Signalized					
Analysis Method	ICU 1					
Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Base Volume Input [veh/h]	29	1085	604	178	232	438
Total Analysis Volume [veh/h]	29	1085	604	178	232	438

Intersection Settings

Cycle Length [s]	100					
Lost time [s]	10.00					
Control Type	ProtectedPermissi	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	3	8	4	0	2	0
Lead / Lag	Lag	-	-	-	Lag	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600	1600	1600	1600	1600	1600

Movement, Approach, & Intersection Results

Critical Movement	no	yes	no	no	yes	no
Intersection LOS	E					
Intersection V/C	0.923					

Option 1: Copy of Arden Drive - Arden Way

Number	34					
Intersection	Arden Drive - Arden Way					
Control Type	Signalized					
Analysis Method	ICU 1					
Name						
Approach	Northbound		Southbound		Southwestbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Base Volume Input [veh/h]	734	131	1	518	93	10
Total Analysis Volume [veh/h]	734	131	1	518	93	10

Intersection Settings

Cycle Length [s]	100					
Lost time [s]	10.00					
Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	0	4	6	0
Lead / Lag	-	-	-	-	Lag	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600	1600	1600	1600	1600	

Movement, Approach, & Intersection Results

Critical Movement	no	no	no	yes	yes	no
Intersection LOS	A					
Intersection V/C	0.482					

Option 1: Copy of Valley Boulevard - Santa Anita

Number	4											
Intersection	Valley Boulevard - Santa Anita											
Control Type	Signalized											
Analysis Method	ICU 1											
Name	Santa Anita			Santa Anita			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	416	660	68	45	693	173	186	644	104	101	694	49
Total Analysis Volume [veh/h]	416	660	68	45	693	173	186	644	104	101	694	49

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	10.00											
Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	2	0	1	2	0	3	4	0	3	4	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600		1600	1600		1600	1600		1600	1600		1600

Movement, Approach, & Intersection Results

Critical Movement	yes	no	no	no	yes	no	yes	no	no	no	yes	no
Intersection LOS	C											
Intersection V/C	0.759											

Option 1: Copy of Lower Azusa Drive - Arden Way

Number	16											
Intersection	Lower Azusa Drive - Arden Way											
Control Type	Signalized											
Analysis Method	ICU 1											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	23	20	236	20	20	20	20	940	40	83	848	20
Total Analysis Volume [veh/h]	23	20	236	20	20	20	20	940	40	83	848	20

Intersection Settings

Cycle Length [s]	100											
Lost time [s]	10.00											
Control Type	Split	Permiss	Split	Split	Permiss	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600			1600			1600		1600	1600		1600

Movement, Approach, & Intersection Results

Critical Movement	no	no	yes	yes	no	no	no	yes	no	yes	no	no
Intersection LOS	B											
Intersection V/C	0.670											

Option 1: Copy of S. Baldwin Avenue - Flair Drive

Number	31					
Intersection	S. Baldwin Avenue - Flair Drive					
Control Type	Signalized					
Analysis Method	ICU 1					
Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Base Volume Input [veh/h]	73	959	670	149	97	121
Total Analysis Volume [veh/h]	73	959	670	149	97	121

Intersection Settings

Cycle Length [s]	100					
Lost time [s]	10.00					
Control Type	ProtectedPermissi	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	3	8	4	0	2	0
Lead / Lag	Lag	-	-	-	Lag	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600	1600	1600	1600	1600	1600

Movement, Approach, & Intersection Results

Critical Movement	no	yes	no	no	yes	no
Intersection LOS	C					
Intersection V/C	0.760					

Option 1: Copy of Arden Drive - Arden Way

Number	34					
Intersection	Arden Drive - Arden Way					
Control Type	Signalized					
Analysis Method	ICU 1					
Name						
Approach	Northbound		Southbound		Southwestbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Base Volume Input [veh/h]	408	149	3	360	88	12
Total Analysis Volume [veh/h]	408	149	3	360	88	12

Intersection Settings

Cycle Length [s]	100					
Lost time [s]	10.00					
Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	8	0	2	4	6	0
Lead / Lag	-	-	-	-	Lag	-
so, Base Saturation Flow per Lane [veh/h/ln]	1600	1600	1600	1600	1600	

Movement, Approach, & Intersection Results

Critical Movement	no	no	no	yes	yes	no
Intersection LOS	A					
Intersection V/C	0.380					

APPENDIX D

2010 HIGHWAY CAPACITY MANUAL (HCM) INTERSECTION AND FREEWAY SEGMENT WORKSHEETS FOR ANALYSIS OF CALTRANS FACILITIES

APPENDIX D-1

2010 HIGHWAY CAPACITY MANUAL (HCM) INTERSECTION ANALYSIS WORKSHEETS

Existing Morning Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\Caltrans existing am peak hour.vistropdb Scenario 1: 1: 1: Existing aM peak hour No Project

Report File: C:\...\caltrans existing am peak hour.pdf 3/6/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
14	Valley Boulevard - Rosemead Avenue	Signalized	HCM2010	EBL	0.832	50.5	D
21	Lower Azusa Road - Rosemead Boulevard	Signalized	HCM2010	SBL	0.577	26.5	C
22	Garvey Avenue - Rosemead Boulevard	Signalized	HCM2010	EBL	0.731	46.9	D
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	HCM2010	NBL	0.582	22.8	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	HCM2010	NBR	0.628	25.1	C
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		22.2	C
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.067	13.6	B
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	0.490	98.9	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	50.5
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.832

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	227	1339	101	44	1322	303	181	321	131	168	673	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	1339	101	44	1322	303	181	321	131	168	673	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	335	25	11	331	76	45	80	33	42	168	24
Total Analysis Volume [veh/h]	227	1339	101	44	1322	303	181	321	131	168	673	97
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	31	0	10	31	0	10	5	0	5	31	0
Maximum Green [s]	30	60	0	30	60	0	30	30	0	30	60	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	55	0	14	49	0	16	25	0	26	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	51	51	10	45	45	12	21	21	22	31	31
g / C, Green / Cycle	0.13	0.43	0.43	0.08	0.38	0.38	0.10	0.18	0.18	0.18	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.13	0.37	0.06	0.02	0.37	0.19	0.10	0.09	0.08	0.09	0.19	0.06
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	241	1537	686	151	1357	606	181	633	283	332	935	417
d1, Uniform Delay [s]	51.53	31.49	21.16	51.67	36.93	28.85	54.00	44.81	44.44	44.11	40.55	35.11
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	44.45	7.04	0.45	4.84	19.06	2.94	66.97	2.89	5.38	5.43	4.78	1.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

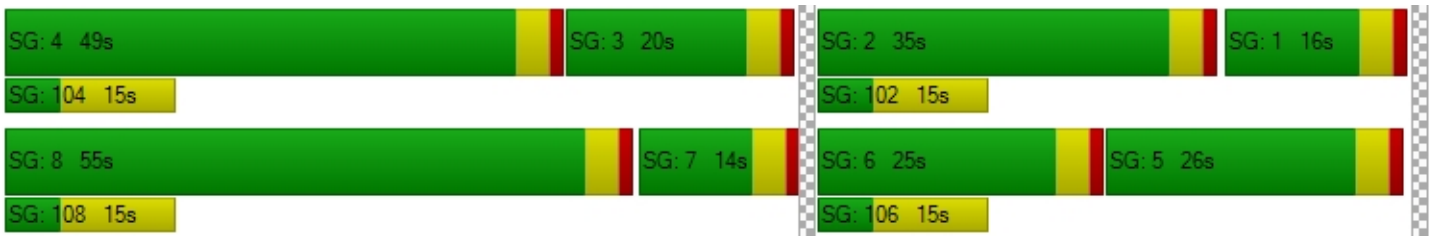
X, volume / capacity	0.94	0.87	0.15	0.29	0.97	0.50	1.00	0.51	0.46	0.51	0.72	0.23
d, Delay for Lane Group [s/veh]	95.98	38.54	21.61	56.52	55.99	31.79	120.97	47.70	49.82	49.55	45.32	36.42
Lane Group LOS	F	D	C	E	E	C	F	D	D	D	D	D
Critical Lane Group	yes	no	no	no	yes	no	yes	no	no	no	yes	no
50th-Percentile Queue Length [veh]	9.61	18.33	1.79	1.43	21.81	7.02	8.77	4.55	3.90	4.97	9.55	2.38
50th-Percentile Queue Length [ft]	240.28	458.23	44.79	35.76	545.37	175.49	219.32	113.74	97.49	124.15	238.85	59.53
95th-Percentile Queue Length [veh]	14.70	25.35	3.22	2.57	29.47	11.36	13.63	8.05	7.02	8.62	14.62	4.29
95th-Percentile Queue Length [ft]	367.38	633.76	80.62	64.37	736.87	284.12	340.79	201.19	175.48	215.52	365.58	107.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	95.98	38.54	21.61	56.52	55.99	31.79	120.97	47.70	49.82	49.55	45.32	36.42
Movement LOS	F	D	C	E	E	C	F	D	D	D	D	D
d_A, Approach Delay [s/veh]	45.34			51.61			69.09			45.16		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	50.50											
Intersection LOS	D											
Intersection V/C	0.832											

Sequence

Ring 1	3	4	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	26.5
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.577

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	11	667	336	99	814	1	0	2	1	646	2	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	667	336	99	814	1	0	2	1	646	2	138
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	167	84	25	204	0	0	1	0	162	1	35
Total Analysis Volume [veh/h]	11	667	336	99	814	1	0	2	1	646	2	138
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	18	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	5	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	30	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	9	33	94	13	37	0	0	44	0	0	44	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no	no	no	no			no			no	
Maximum Recall	no	no	no	no	no			no			no	
Pedestrian Recall	no	no	no	no	no			no			no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	29	29	9	33	33	40	40	40
g / C, Green / Cycle	0.06	0.32	0.32	0.10	0.37	0.37	0.44	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.01	0.18	0.21	0.05	0.16	0.16	0.00	0.26	0.28
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1899	1794	1436	1513
c, Capacity [veh/h]	101	1166	520	181	697	696	838	685	739
d1, Uniform Delay [s]	40.38	25.35	26.10	38.56	21.56	21.56	13.91	20.28	18.88
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.19	2.04	6.07	11.38	2.05	2.05	0.01	3.02	3.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.11	0.57	0.65	0.55	0.44	0.44	0.00	0.54	0.56
d, Delay for Lane Group [s/veh]	42.57	27.39	32.17	49.94	23.61	23.62	13.92	23.30	21.99
Lane Group LOS	D	C	C	D	C	C	B	C	C
Critical Lane Group	no	no	yes	yes	no	no	no	no	yes
50th-Percentile Queue Length [veh]	0.29	5.89	6.65	2.58	5.02	5.02	0.03	6.10	6.66
50th-Percentile Queue Length [ft]	7.14	147.36	166.27	64.47	125.47	125.41	0.84	152.45	166.45
95th-Percentile Queue Length [veh]	0.51	9.88	10.88	4.64	8.69	8.69	0.06	10.15	10.89
95th-Percentile Queue Length [ft]	12.85	246.91	272.00	116.05	217.32	217.23	1.51	253.70	272.25

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.57	27.39	32.17	49.94	23.61	23.62	13.92	13.92	13.92	22.75	21.99	21.99
Movement LOS	D	C	C	D	C	C	B	B	B	C	C	C
d_A, Approach Delay [s/veh]	29.14			27.24			13.92			22.60		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	26.54											
Intersection LOS	C											
Intersection V/C	0.577											

Sequence

Ring 1	3	4	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	46.9
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.731

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	212	1404	55	461	1609	255	186	476	127	164	911	286
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	212	1404	55	461	1609	255	186	476	127	164	911	286
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	351	14	115	402	64	47	119	32	41	228	72
Total Analysis Volume [veh/h]	212	1404	55	461	1609	255	186	476	127	164	911	286
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LagCoordGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	34	0	10	5	0	5	5	0	5	5	0
Maximum Green [s]	30	60	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	42	0	23	51	0	18	35	0	20	37	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	38	38	19	47	47	14	31	31	16	33	33
g / C, Green / Cycle	0.08	0.32	0.32	0.16	0.39	0.39	0.12	0.26	0.26	0.13	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.06	0.19	0.19	0.13	0.26	0.27	0.10	0.14	0.14	0.09	0.25	0.18
s, saturation flow rate [veh/h]	3514	3618	1848	3514	3618	1732	1810	1900	1745	1810	3618	1615
c, Capacity [veh/h]	293	1146	585	556	1417	678	211	491	451	241	995	444
d1, Uniform Delay [s]	53.65	34.42	34.42	48.92	29.96	30.30	52.18	38.58	38.59	49.56	42.15	38.32
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.44	2.21	4.29	13.33	2.44	5.49	37.24	4.55	4.97	14.40	14.28	7.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

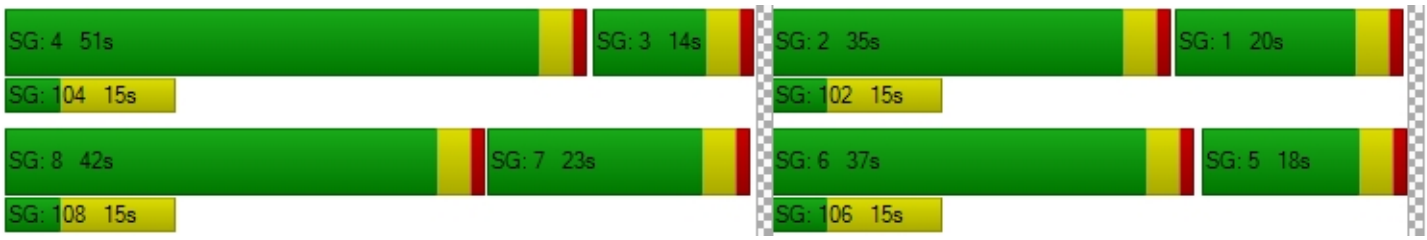
X, volume / capacity	0.72	0.59	0.59	0.83	0.66	0.68	0.88	0.56	0.56	0.68	0.92	0.64
d, Delay for Lane Group [s/veh]	68.09	36.63	38.71	62.25	32.40	35.79	89.42	43.12	43.57	63.95	56.43	45.35
Lane Group LOS	E	D	D	E	C	D	F	D	D	E	E	D
Critical Lane Group	yes	no	no	no	no	yes	yes	no	no	no	yes	no
50th-Percentile Queue Length [veh]	3.66	8.39	8.91	7.59	11.19	11.73	7.64	7.55	7.01	5.61	14.79	8.18
50th-Percentile Queue Length [ft]	91.44	209.66	222.76	189.70	279.67	293.36	191.08	188.78	175.28	140.34	369.81	204.61
95th-Percentile Queue Length [veh]	6.58	13.14	13.81	12.11	16.67	17.35	12.18	12.06	11.35	9.50	21.10	12.88
95th-Percentile Queue Length [ft]	164.59	328.39	345.15	302.64	416.80	433.81	304.43	301.45	283.85	237.49	527.50	321.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.09	37.25	38.71	62.25	33.02	35.79	89.42	43.26	43.57	63.95	56.43	45.35
Movement LOS	E	D	D	E	C	D	F	D	D	E	E	D
d_A, Approach Delay [s/veh]	42.64			40.64			55.35			55.01		
Approach LOS	D			D			E			E		
d_I, Intersection Delay [s/veh]	46.94											
Intersection LOS	D											
Intersection V/C	0.731											

Sequence

Ring 1	3	4	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	8	7	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	22.8
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.582

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	261	908	0	0	1090	358	0	0	0	444	202	350
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	261	908	0	0	1090	358	0	0	0	444	202	350
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	227	0	0	273	90	0	0	0	111	51	88
Total Analysis Volume [veh/h]	261	908	0	0	1090	358	0	0	0	444	202	350
Presence of On-Street Parking	no					no				no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	34	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	14	51	0	0	37	0	0	0	0	0	39	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no			no						no	
Maximum Recall	no	no			no						no	
Pedestrian Recall	no	no			no						no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	0.09	0.09	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	47	47	33	33		35	35	35
g / C, Green / Cycle	0.52	0.52	0.37	0.37		0.39	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.27	0.25	0.21	0.22		0.18	0.18	0.24
s, saturation flow rate [veh/h]	963	3618	5176	1615		1810	1864	1470
c, Capacity [veh/h]	442	1889	1898	592		704	725	572
d1, Uniform Delay [s]	28.62	13.71	22.87	23.19		20.39	20.39	22.06
k, delay calibration	0.50	0.50	0.50	0.50		0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	5.69	0.88	1.27	4.53		2.09	2.03	4.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

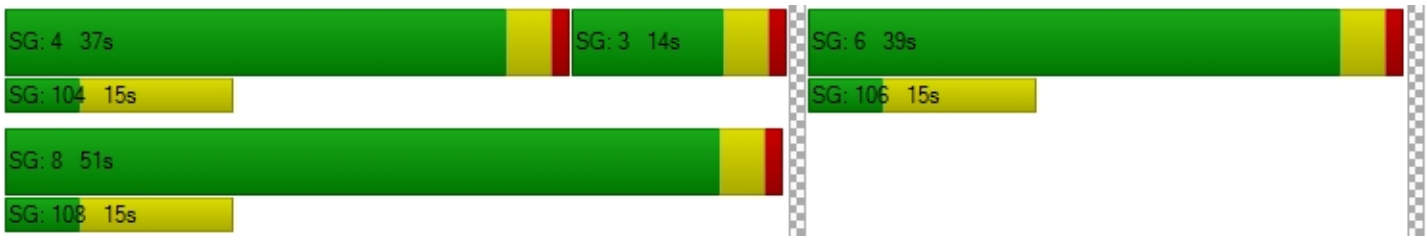
X, volume / capacity	0.59	0.48	0.57	0.60		0.45	0.45	0.61
d, Delay for Lane Group [s/veh]	34.31	14.59	24.14	27.72		22.48	22.42	26.90
Lane Group LOS	C	B	C	C		C	C	C
Critical Lane Group	yes	no	no	no		no	no	yes
50th-Percentile Queue Length [veh]	3.39	5.58	6.08	6.60		5.11	5.25	6.36
50th-Percentile Queue Length [ft]	84.84	139.62	151.98	164.93		127.67	131.22	158.96
95th-Percentile Queue Length [veh]	6.11	9.46	10.12	10.81		8.81	9.01	10.49
95th-Percentile Queue Length [ft]	152.70	236.52	253.07	270.24		220.32	225.15	262.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.31	14.59	0.00	0.00	24.14	27.72	0.00	0.00	0.00	22.47	22.42	26.90
Movement LOS	C	B			C	C				C	C	C
d_A, Approach Delay [s/veh]	19.00			25.02			0.00			24.02		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	22.80											
Intersection LOS	C											
Intersection V/C	0.582											

Sequence

Ring 1	3	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	25.1
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	753	295	313	1202	0	377	94	373	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	753	295	313	1202	0	377	94	373	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	188	74	78	301	0	94	24	93	0	0	0
Total Analysis Volume [veh/h]	0	753	295	313	1202	0	377	94	373	0	0	0
Presence of On-Street Parking			no	no			no		no			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	28	0	27	55	0	0	35	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		no		no	no			no				
Maximum Recall		no		no	no			no				
Pedestrian Recall		no		no	no			no				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	0.09	1.00	1.00	1.00	1.00	0.09	1.00	1.00	1.00	0.09	0.09	0.09

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	24	23	51	31	31	31	
g / C, Green / Cycle	0.27	0.27	0.26	0.57	0.34	0.34	0.34	
(v / s)_i Volume / Saturation Flow Rate	0.15	0.18	0.17	0.33	0.16	0.10	0.23	
s, saturation flow rate [veh/h]	5176	1615	1810	3618	1810	1854	1615	
c, Capacity [veh/h]	1380	431	462	2050	623	639	556	
d1, Uniform Delay [s]	28.32	29.61	30.15	12.65	22.96	21.49	25.15	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.55	8.57	7.74	1.24	2.41	1.15	6.32	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

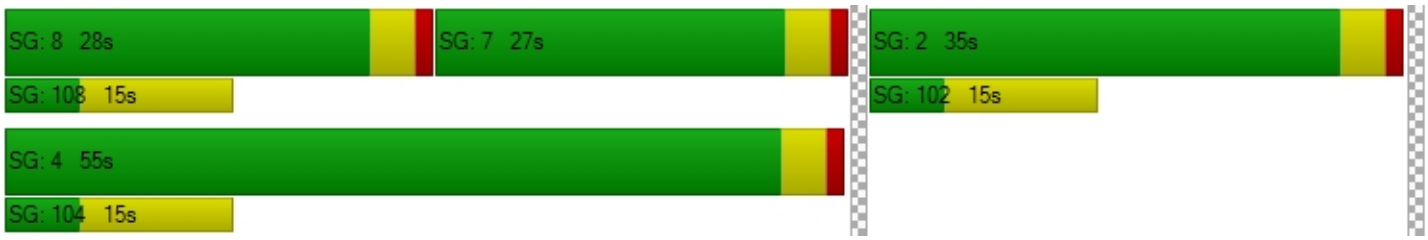
X, volume / capacity	0.55	0.68	0.68	0.59	0.46	0.29	0.67	
d, Delay for Lane Group [s/veh]	29.87	38.18	37.90	13.89	25.37	22.64	31.46	
Lane Group LOS	C	D	D	B	C	C	C	
Critical Lane Group	no	yes	yes	no	no	no	yes	
50th-Percentile Queue Length [veh]	4.67	6.52	6.86	7.30	4.92	2.94	7.42	
50th-Percentile Queue Length [ft]	116.75	162.99	171.52	182.57	122.91	73.59	185.40	
95th-Percentile Queue Length [veh]	8.21	10.71	11.16	11.73	8.55	5.30	11.88	
95th-Percentile Queue Length [ft]	205.35	267.67	278.91	293.37	213.82	132.45	297.06	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	29.87	38.18	37.90	13.89	0.00	24.61	22.64	31.46	0.00	0.00	0.00
Movement LOS		C	D	D	B		C	C	C			
d_A, Approach Delay [s/veh]	32.21			18.85			27.46			0.00		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	25.09											
Intersection LOS	C											
Intersection V/C	0.628											

Sequence

Ring 1	7	8	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	22.2
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	759	214	37	0	0	251
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	759	214	37	0	0	251
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	190	54	9	0	0	63
Total Analysis Volume [veh/h]	759	214	37	0	0	251
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	11.00		0.55	0.55
95th-Percentile Queue Length [ft]	274.95		13.86	13.86
Approach Delay [s/veh]	26.85	0.00	8.04	
Approach LOS	D	A	A	
Intersection Delay [s/veh]	22.17			
Intersection LOS	C			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	940	0	0	687	61	0	0	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	940	0	0	687	61	0	0	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	235	0	0	172	15	0	0	8
Total Analysis Volume [veh/h]	0	940	0	0	687	61	0	0	30
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.56
Movement LOS		A			A	A			B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.33
d_A, Approach Delay [s/veh]	0.00			0.00			13.56		
Approach LOS	A			A			B		
d_I, Intersection Delay [s/veh]	0.24								
Intersection LOS	B								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	98.9
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.490

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	53	639	737	800	34	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	639	737	800	34	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	160	184	200	9	19
Total Analysis Volume [veh/h]	53	639	737	800	34	76
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.01	0.01	0.49	0.31
d_M, Delay for Movement [s/veh]	14.34	0.00	0.00	0.00	98.90	25.82
Movement LOS	B	A	A	A	F	D
95th-Percentile Queue Length [veh]	0.41	0.00	0.00	0.00	1.99	1.25
95th-Percentile Queue Length [ft]	10.23	0.00	0.00	0.00	49.68	31.34
d_A, Approach Delay [s/veh]	1.10		0.00		48.41	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	2.60					
Intersection LOS	F					

APPENDIX D-2

2010 HIGHWAY CAPACITY MANUAL (HCM) INTERSECTION ANALYSIS WORKSHEETS

Existing Evening Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\Caltrans existing pm peak hour.vistropdb
Scenario 1: 1: Existing PM peak hour No Project
Report File: C:\...\caltranes existing pm peak hour no project.pdf
3/6/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
14	Valley Boulevard - Rosemead Avenue	Signalized	HCM2010	WBL	0.743	44.7	D
21	Lower Azusa Road - Rosemead Boulevard	Signalized	HCM2010	NBR	0.736	34.4	C
22	Garvey Avenue - Rosemead Boulevard	Signalized	HCM2010	WBL	0.687	45.6	D
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	HCM2010	WBR	0.603	21.8	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	HCM2010	SBL	0.624	24.5	C
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		10.4	B
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.028	15.2	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	1.558	344.0	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	44.7
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.743

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	158	1363	156	96	1184	213	261	591	131	160	431	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	158	1363	156	96	1184	213	261	591	131	160	431	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	341	39	24	296	53	65	148	33	40	108	15
Total Analysis Volume [veh/h]	158	1363	156	96	1184	213	261	591	131	160	431	61
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	31	0	10	31	0	5	31	0	10	5	0
Maximum Green [s]	30	60	0	30	60	0	30	60	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	55	0	14	52	0	28	35	0	16	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	51	51	10	48	48	24	31	31	12	19	19
g / C, Green / Cycle	0.11	0.43	0.43	0.08	0.40	0.40	0.20	0.26	0.26	0.10	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.09	0.38	0.10	0.05	0.33	0.13	0.14	0.16	0.08	0.09	0.12	0.04
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	196	1537	686	151	1447	646	362	935	417	181	573	256
d1, Uniform Delay [s]	52.27	31.83	21.96	53.24	32.11	24.88	44.87	39.45	35.92	53.31	48.25	44.17
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	28.71	7.92	0.77	18.76	5.26	1.36	11.76	3.25	1.96	42.04	8.85	2.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.89	0.23	0.64	0.82	0.33	0.72	0.63	0.31	0.88	0.75	0.24
d, Delay for Lane Group [s/veh]	80.98	39.75	22.73	72.00	37.37	26.25	56.63	42.70	37.88	95.36	57.10	46.36
Lane Group LOS	F	D	C	E	D	C	E	D	D	F	E	D
Critical Lane Group	no	yes	no	yes	no	no	yes	no	no	no	yes	no
50th-Percentile Queue Length [veh]	6.13	19.00	2.88	3.55	15.72	4.33	8.37	8.06	3.31	6.83	6.81	1.74
50th-Percentile Queue Length [ft]	153.27	474.99	72.00	88.63	393.01	108.33	209.17	201.38	82.71	170.82	170.17	43.43
95th-Percentile Queue Length [veh]	10.19	26.15	5.18	6.38	22.22	7.75	13.11	12.71	5.96	11.12	11.09	3.13
95th-Percentile Queue Length [ft]	254.79	653.71	129.60	159.53	555.57	193.67	327.76	317.74	148.88	277.99	277.13	78.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	80.98	39.75	22.73	72.00	37.37	26.25	56.63	42.70	37.88	95.36	57.10	46.36
Movement LOS	F	D	C	E	D	C	E	D	D	F	E	D
d_A, Approach Delay [s/veh]	42.05			38.01			45.76			65.49		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	44.73											
Intersection LOS	D											
Intersection V/C	0.743											

Sequence

Ring 1	3	4	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	34.4
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.736

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	11	815	651	207	830	1	3	7	4	366	0	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	815	651	207	830	1	3	7	4	366	0	111
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	204	163	52	208	0	1	2	1	92	0	28
Total Analysis Volume [veh/h]	11	815	651	207	830	1	3	7	4	366	0	111
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	18	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	10	10	5	5	28	0	0	5	0	0	5	0
Maximum Green [s]	30	10	30	30	60	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	40	94	22	43	0	0	28	0	0	28	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	5	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	10	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no	no	no	no			no			no	
Maximum Recall	no	no	no	no	no			no			no	
Pedestrian Recall	no	no	no	no	no			no			no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	36	36	18	39	39	24	24	24
g / C, Green / Cycle	0.17	0.40	0.40	0.20	0.43	0.43	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.01	0.23	0.40	0.11	0.19	0.19	0.01	0.15	0.17
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1899	1744	1426	1535
c, Capacity [veh/h]	302	1447	646	362	823	823	514	420	472
d1, Uniform Delay [s]	31.44	20.91	27.00	32.52	17.73	17.73	24.39	30.74	28.86
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.23	1.59	37.33	6.43	1.62	1.62	0.10	4.45	4.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

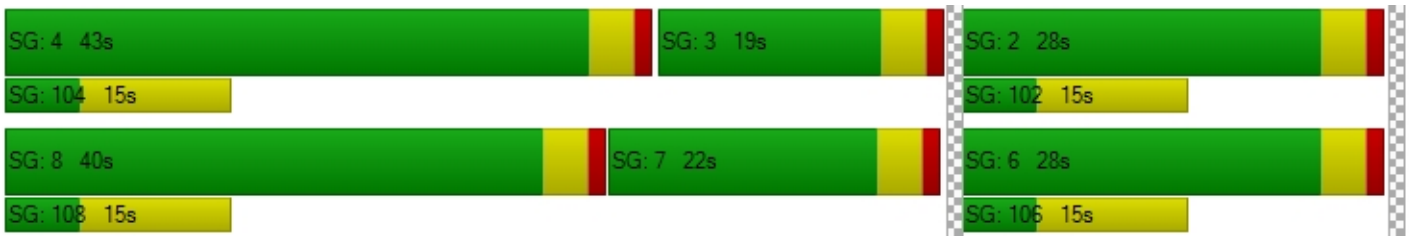
X, volume / capacity	0.04	0.56	1.01	0.57	0.43	0.43	0.03	0.51	0.55
d, Delay for Lane Group [s/veh]	31.67	22.50	64.33	38.95	19.35	19.35	24.49	35.19	33.45
Lane Group LOS	C	C	F	D	B	B	C	D	C
Critical Lane Group	no	no	yes	yes	no	no	no	no	yes
50th-Percentile Queue Length [veh]	0.21	6.45	19.26	4.54	5.04	5.04	0.23	4.52	5.29
50th-Percentile Queue Length [ft]	5.31	161.35	481.38	113.53	126.07	126.01	5.64	113.03	132.13
95th-Percentile Queue Length [veh]	0.38	10.62	26.60	8.04	8.73	8.72	0.41	8.01	9.06
95th-Percentile Queue Length [ft]	9.56	265.51	664.98	200.90	218.14	218.06	10.15	200.21	226.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.67	22.50	64.33	38.95	19.35	19.35	24.49	24.49	24.49	34.51	33.45	33.45
Movement LOS	C	C	F	D	B	B	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	41.01			23.81			24.49			34.24		
Approach LOS	D			C			C			C		
d_I, Intersection Delay [s/veh]	34.37											
Intersection LOS	C											
Intersection V/C	0.736											

Sequence

Ring 1	3	4	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	45.6
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.687

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	266	1280	121	473	1676	183	184	696	96	156	440	321
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	266	1280	121	473	1676	183	184	696	96	156	440	321
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	320	30	118	419	46	46	174	24	39	110	80
Total Analysis Volume [veh/h]	266	1280	121	473	1676	183	184	696	96	156	440	321
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	34	0	10	34	0	5	5	0	5	5	0
Maximum Green [s]	30	60	0	30	60	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	15	44	0	25	54	0	19	35	0	16	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	40	40	21	50	50	15	31	31	12	28	28
g / C, Green / Cycle	0.09	0.33	0.33	0.18	0.42	0.42	0.13	0.26	0.26	0.10	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.08	0.19	0.19	0.13	0.26	0.26	0.10	0.18	0.18	0.09	0.12	0.20
s, saturation flow rate [veh/h]	3514	3618	1786	3514	3618	1778	1810	1900	1804	1810	3618	1615
c, Capacity [veh/h]	322	1206	595	615	1507	741	226	491	466	181	844	377
d1, Uniform Delay [s]	53.56	32.79	32.80	47.19	27.54	27.77	51.14	40.10	40.10	53.19	40.15	44.02
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	20.91	1.89	3.79	8.98	1.93	4.13	26.40	7.58	7.96	38.41	2.30	20.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.56	0.56	0.77	0.62	0.64	0.81	0.69	0.69	0.86	0.52	0.85
d, Delay for Lane Group [s/veh]	74.47	34.68	36.60	56.17	29.48	31.90	77.54	47.68	48.06	91.60	42.45	64.92
Lane Group LOS	E	C	D	E	C	C	E	D	D	F	D	E
Critical Lane Group	yes	no	no	no	no	yes	yes	no	no	no	no	yes
50th-Percentile Queue Length [veh]	4.81	8.16	8.39	7.37	10.58	11.17	7.00	9.86	9.42	6.52	5.89	11.18
50th-Percentile Queue Length [ft]	120.30	204.08	209.67	184.25	264.38	279.18	174.90	246.62	235.43	163.03	147.27	279.51
95th-Percentile Queue Length [veh]	8.41	12.85	13.14	11.82	15.91	16.65	11.33	15.02	14.45	10.71	9.87	16.66
95th-Percentile Queue Length [ft]	210.23	321.22	328.40	295.55	397.71	416.19	283.34	375.39	361.25	267.73	246.79	416.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	74.47	35.14	36.60	56.17	30.05	31.90	77.54	47.83	48.06	91.60	42.45	64.92
Movement LOS	E	D	D	E	C	C	E	D	D	F	D	E
d_A, Approach Delay [s/veh]	43.48			36.80			54.37			58.68		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	45.62											
Intersection LOS	D											
Intersection V/C	0.687											

Sequence

Ring 1	3	4	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	21.8
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.603

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	406	1390	0	0	890	294	0	0	0	287	147	262
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	406	1390	0	0	890	294	0	0	0	287	147	262
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	348	0	0	223	74	0	0	0	72	37	66
Total Analysis Volume [veh/h]	406	1390	0	0	890	294	0	0	0	287	147	262
Presence of On-Street Parking	no					no				no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	34	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	28	60	0	0	32	0	0	0	0	0	30	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no			no						no	
Maximum Recall	no	no			no						no	
Pedestrian Recall	no	no			no						no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	56	56	28	28		26	26	26
g / C, Green / Cycle	0.62	0.62	0.31	0.31		0.29	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.32	0.38	0.17	0.18		0.12	0.12	0.18
s, saturation flow rate [veh/h]	1264	3618	5176	1615		1810	1869	1470
c, Capacity [veh/h]	721	2251	1610	502		523	540	425
d1, Uniform Delay [s]	19.92	10.43	25.79	26.11		25.80	25.80	27.69
k, delay calibration	0.50	0.50	0.50	0.50		0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	3.16	1.28	1.37	4.92		2.36	2.28	6.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.62	0.55	0.59		0.41	0.41	0.62
d, Delay for Lane Group [s/veh]	23.08	11.71	27.16	31.03		28.17	28.07	34.27
Lane Group LOS	C	B	C	C		C	C	C
Critical Lane Group	no	yes	no	no		no	no	yes
50th-Percentile Queue Length [veh]	3.95	7.55	5.26	5.76		3.90	4.00	5.45
50th-Percentile Queue Length [ft]	98.72	188.73	131.51	143.98		97.46	100.08	136.32
95th-Percentile Queue Length [veh]	7.11	12.06	9.02	9.69		7.02	7.21	9.28
95th-Percentile Queue Length [ft]	177.70	301.39	225.55	242.37		175.42	180.14	232.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.08	11.71	0.00	0.00	27.16	31.03	0.00	0.00	0.00	28.14	28.07	34.27
Movement LOS	C	B			C	C				C	C	C
d_A, Approach Delay [s/veh]	14.28			28.12			0.00			30.44		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	21.80											
Intersection LOS	C											
Intersection V/C	0.603											

Sequence

Ring 1	3	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	24.5
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.624

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	1212	174	263	992	0	597	143	435	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1212	174	263	992	0	597	143	435	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	303	44	66	248	0	149	36	109	0	0	0
Total Analysis Volume [veh/h]	0	1212	174	263	992	0	597	143	435	0	0	0
Presence of On-Street Parking			no	no			no		no			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	35	0	24	59	0	0	31	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		no		no	no			no				
Maximum Recall		no		no	no			no				
Pedestrian Recall		no		no	no			no				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	R	L	C	L	C	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	31	31	20	55	27	27	
g / C, Green / Cycle	0.34	0.34	0.22	0.61	0.30	0.30	
(v / s)_i Volume / Saturation Flow Rate	0.23	0.11	0.15	0.27	0.20	0.20	
s, saturation flow rate [veh/h]	5176	1615	1810	3618	1810	1843	
c, Capacity [veh/h]	1783	556	402	2211	543	553	
d1, Uniform Delay [s]	25.25	21.67	31.85	9.38	27.67	27.64	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.11	1.47	8.05	0.66	6.64	6.44	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.68	0.31	0.65	0.45	0.68	0.67	
d, Delay for Lane Group [s/veh]	27.37	23.14	39.90	10.04	34.31	34.07	
Lane Group LOS	C	C	D	B	C	C	
Critical Lane Group	yes	no	yes	no	yes	no	
50th-Percentile Queue Length [veh]	7.35	2.82	5.93	4.72	7.64	7.71	
50th-Percentile Queue Length [ft]	183.84	70.40	148.13	118.03	190.93	192.67	
95th-Percentile Queue Length [veh]	11.80	5.07	9.92	8.28	12.17	12.26	
95th-Percentile Queue Length [ft]	295.02	126.72	247.93	207.12	304.24	306.49	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	27.37	23.14	39.90	10.04	0.00	34.22	34.07	0.00	0.00	0.00	0.00
Movement LOS		C	C	D	B		C	C				
d_A, Approach Delay [s/veh]	26.84			16.30			34.19			0.00		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	24.53											
Intersection LOS	C											
Intersection V/C	0.624											

Sequence

Ring 1	7	8	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	461	214	37	0	0	210
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	461	214	37	0	0	210
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	115	54	9	0	0	53
Total Analysis Volume [veh/h]	461	214	37	0	0	210
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.13		0.45	0.45
95th-Percentile Queue Length [ft]	78.21		11.27	11.27
Approach Delay [s/veh]	11.54	0.00	7.88	
Approach LOS	B	A	A	
Intersection Delay [s/veh]	10.39			
Intersection LOS	B			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	893	0	0	852	48	0	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	893	0	0	852	48	0	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	223	0	0	213	12	0	0	3
Total Analysis Volume [veh/h]	0	893	0	0	852	48	0	0	10
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.22
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.12
d_A, Approach Delay [s/veh]	0.00			0.00			15.22		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.08								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	344.0
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.558

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	26	920	445	159	207	391
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	920	445	159	207	391
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	230	111	40	52	98
Total Analysis Volume [veh/h]	26	920	445	159	207	391
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.00	1.56	0.70
d_M, Delay for Movement [s/veh]	8.76	0.00	0.00	0.00	343.98	25.29
Movement LOS	A	A	A	A	F	D
95th-Percentile Queue Length [veh]	0.08	0.00	0.00	0.00	14.59	5.57
95th-Percentile Queue Length [ft]	2.03	0.00	0.00	0.00	364.66	139.37
d_A, Approach Delay [s/veh]	0.24		0.00		135.60	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	37.86					
Intersection LOS	F					

APPENDIX D-3

2010 HIGHWAY CAPACITY MANUAL (HCM) INTERSECTION ANALYSIS WORKSHEETS

Existing-Plus-Project Morning Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\Caltrans existing am peak hour.vistropdb
Report File: C:\...\caltrans existing with project am peak hour.pdf

Scenario 2: 2: 2: Existing AM peak hour With Project
3/6/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
14	Valley Boulevard - Rosemead Avenue	Signalized	HCM2010	EBL	0.833	50.5	D
21	Lower Azusa Road - Rosemead Boulevard	Signalized	HCM2010	SBL	0.584	27.8	C
22	Garvey Avenue - Rosemead Boulevard	Signalized	HCM2010	EBL	0.731	46.9	D
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	HCM2010	NBL	0.585	22.9	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	HCM2010	SBL	0.631	25.2	C
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		22.7	C
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.067	13.7	B
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	0.498	101.6	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	50.5
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.833

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	227	1339	101	44	1322	303	181	323	131	168	674	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	1339	101	44	1322	303	181	323	131	168	674	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	335	25	11	331	76	45	81	33	42	169	24
Total Analysis Volume [veh/h]	227	1339	101	44	1322	303	181	323	131	168	674	97
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	31	0	10	31	0	10	5	0	5	31	0
Maximum Green [s]	30	60	0	30	60	0	30	30	0	30	60	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	55	0	14	49	0	16	25	0	26	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	51	51	10	45	45	12	21	21	22	31	31
g / C, Green / Cycle	0.13	0.43	0.43	0.08	0.38	0.38	0.10	0.18	0.18	0.18	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.13	0.37	0.06	0.02	0.37	0.19	0.10	0.09	0.08	0.09	0.19	0.06
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	241	1537	686	151	1357	606	181	633	283	332	935	417
d1, Uniform Delay [s]	51.53	31.49	21.16	51.67	36.93	28.85	54.00	44.84	44.44	44.11	40.56	35.11
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	44.45	7.04	0.45	4.84	19.06	2.94	66.97	2.92	5.38	5.43	4.80	1.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

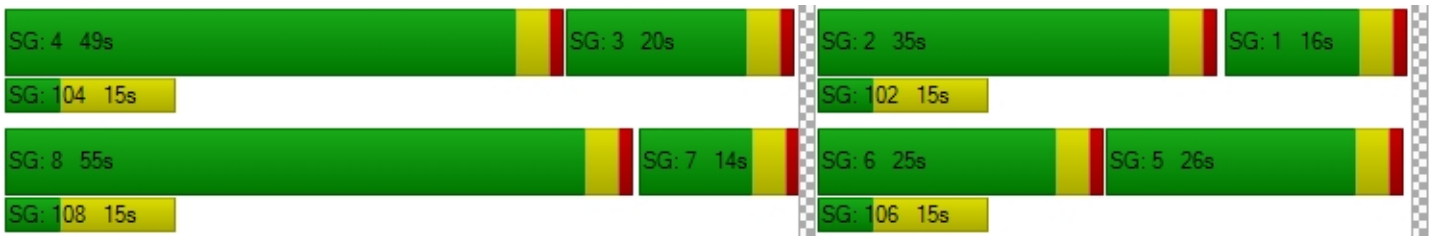
X, volume / capacity	0.94	0.87	0.15	0.29	0.97	0.50	1.00	0.51	0.46	0.51	0.72	0.23
d, Delay for Lane Group [s/veh]	95.98	38.54	21.61	56.52	55.99	31.79	120.97	47.76	49.82	49.55	45.36	36.42
Lane Group LOS	F	D	C	E	E	C	F	D	D	D	D	D
Critical Lane Group	yes	no	no	no	yes	no	yes	no	no	no	yes	no
50th-Percentile Queue Length [veh]	9.61	18.33	1.79	1.43	21.81	7.02	8.77	4.58	3.90	4.97	9.57	2.38
50th-Percentile Queue Length [ft]	240.28	458.23	44.79	35.76	545.37	175.49	219.32	114.55	97.49	124.15	239.34	59.53
95th-Percentile Queue Length [veh]	14.70	25.35	3.22	2.57	29.47	11.36	13.63	8.09	7.02	8.62	14.65	4.29
95th-Percentile Queue Length [ft]	367.38	633.76	80.62	64.37	736.87	284.12	340.79	202.31	175.48	215.52	366.20	107.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	95.98	38.54	21.61	56.52	55.99	31.79	120.97	47.76	49.82	49.55	45.36	36.42
Movement LOS	F	D	C	E	E	C	F	D	D	D	D	D
d_A, Approach Delay [s/veh]	45.34			51.61			69.06			45.18		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	50.51											
Intersection LOS	D											
Intersection V/C	0.833											

Sequence

Ring 1	3	4	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	27.8
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.584

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	11	667	336	107	814	1	0	2	1	646	2	144
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	667	336	107	814	1	0	2	1	646	2	144
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	167	84	27	204	0	0	1	0	162	1	36
Total Analysis Volume [veh/h]	11	667	336	107	814	1	0	2	1	646	2	144
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	18	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	10	28	5	5	28	0	0	5	0	0	5	0
Maximum Green [s]	30	60	30	30	60	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	37	94	15	33	0	0	38	0	0	38	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	5	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	10	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no	no	no	no			no			no	
Maximum Recall	no	no	no	no	no			no			no	
Pedestrian Recall	no	no	no	no	no			no			no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	33	33	11	29	29	34	34	34
g / C, Green / Cycle	0.17	0.37	0.37	0.12	0.32	0.32	0.38	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.01	0.18	0.21	0.06	0.16	0.16	0.00	0.26	0.28
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1899	1794	1436	1519
c, Capacity [veh/h]	302	1326	592	221	612	612	718	589	640
d1, Uniform Delay [s]	31.44	22.13	22.79	36.85	24.74	24.74	17.45	25.27	23.81
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.23	1.36	3.91	7.39	3.02	3.02	0.01	5.03	5.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

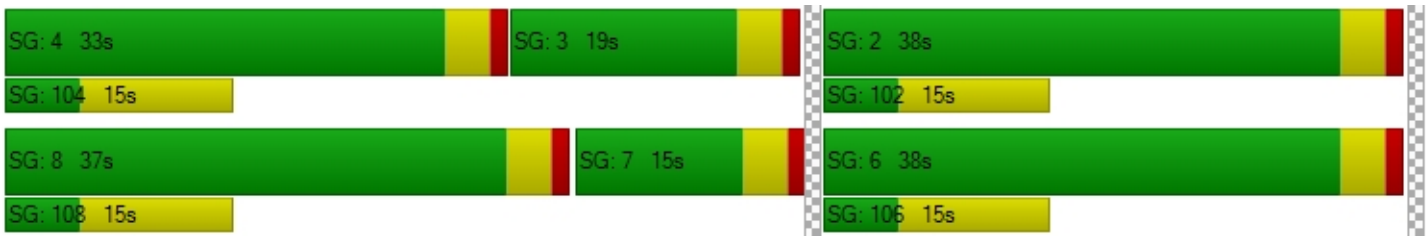
X, volume / capacity	0.04	0.50	0.57	0.48	0.51	0.51	0.00	0.63	0.66
d, Delay for Lane Group [s/veh]	31.67	23.49	26.70	44.24	27.76	27.76	17.46	30.29	29.05
Lane Group LOS	C	C	C	D	C	C	B	C	C
Critical Lane Group	no	no	yes	yes	no	no	no	no	yes
50th-Percentile Queue Length [veh]	0.21	5.36	5.94	2.57	5.60	5.60	0.04	7.21	8.01
50th-Percentile Queue Length [ft]	5.31	134.02	148.61	64.26	139.99	139.92	0.97	180.32	200.33
95th-Percentile Queue Length [veh]	0.38	9.16	9.94	4.63	9.48	9.48	0.07	11.62	12.66
95th-Percentile Queue Length [ft]	9.56	228.94	248.57	115.66	237.01	236.92	1.75	290.43	316.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.67	23.49	26.70	44.24	27.76	27.76	17.46	17.46	17.46	29.77	29.05	29.05
Movement LOS	C	C	C	D	C	C	B	B	B	C	C	C
d_A, Approach Delay [s/veh]	24.65			30.17			17.46			29.63		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	27.78											
Intersection LOS	C											
Intersection V/C	0.584											

Sequence

Ring 1	3	4	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	46.9
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.731

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	212	1404	55	461	1609	255	186	476	127	164	911	286
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	212	1404	55	461	1609	255	186	476	127	164	911	286
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	351	14	115	402	64	47	119	32	41	228	72
Total Analysis Volume [veh/h]	212	1404	55	461	1609	255	186	476	127	164	911	286
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	34	0	10	34	0	5	5	0	5	5	0
Maximum Green [s]	30	60	0	30	60	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	42	0	23	51	0	18	35	0	20	37	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	38	38	19	47	47	14	31	31	16	33	33
g / C, Green / Cycle	0.08	0.32	0.32	0.16	0.39	0.39	0.12	0.26	0.26	0.13	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.06	0.19	0.19	0.13	0.26	0.27	0.10	0.14	0.14	0.09	0.25	0.18
s, saturation flow rate [veh/h]	3514	3618	1848	3514	3618	1732	1810	1900	1745	1810	3618	1615
c, Capacity [veh/h]	293	1146	585	556	1417	678	211	491	451	241	995	444
d1, Uniform Delay [s]	53.65	34.42	34.42	48.92	29.96	30.30	52.18	38.58	38.59	49.56	42.15	38.32
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.44	2.21	4.29	13.33	2.44	5.49	37.24	4.55	4.97	14.40	14.28	7.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

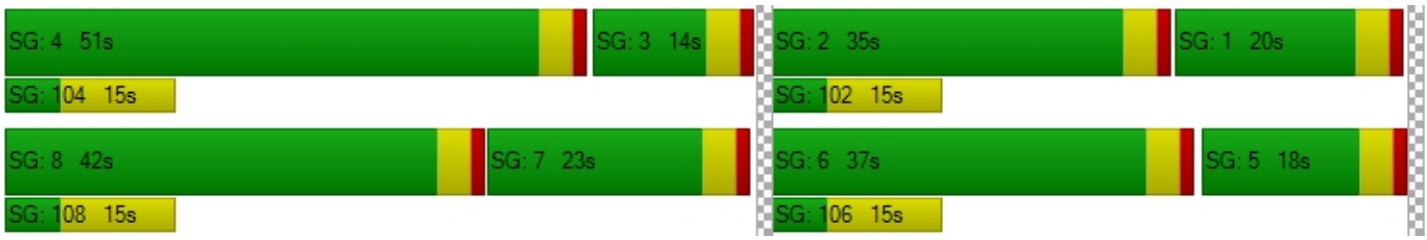
X, volume / capacity	0.72	0.59	0.59	0.83	0.66	0.68	0.88	0.56	0.56	0.68	0.92	0.64
d, Delay for Lane Group [s/veh]	68.09	36.63	38.71	62.25	32.40	35.79	89.42	43.12	43.57	63.95	56.43	45.35
Lane Group LOS	E	D	D	E	C	D	F	D	D	E	E	D
Critical Lane Group	yes	no	no	no	no	yes	yes	no	no	no	yes	no
50th-Percentile Queue Length [veh]	3.66	8.39	8.91	7.59	11.19	11.73	7.64	7.55	7.01	5.61	14.79	8.18
50th-Percentile Queue Length [ft]	91.44	209.66	222.76	189.70	279.67	293.36	191.08	188.78	175.28	140.34	369.81	204.61
95th-Percentile Queue Length [veh]	6.58	13.14	13.81	12.11	16.67	17.35	12.18	12.06	11.35	9.50	21.10	12.88
95th-Percentile Queue Length [ft]	164.59	328.39	345.15	302.64	416.80	433.81	304.43	301.45	283.85	237.49	527.50	321.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.09	37.25	38.71	62.25	33.02	35.79	89.42	43.26	43.57	63.95	56.43	45.35
Movement LOS	E	D	D	E	C	D	F	D	D	E	E	D
d_A, Approach Delay [s/veh]	42.64			40.64			55.35			55.01		
Approach LOS	D			D			E			E		
d_I, Intersection Delay [s/veh]	46.94											
Intersection LOS	D											
Intersection V/C	0.731											

Sequence

Ring 1	3	4	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	22.9
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.585

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	261	920	0	0	1103	358	0	0	0	444	202	355
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	261	920	0	0	1103	358	0	0	0	444	202	355
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	230	0	0	276	90	0	0	0	111	51	89
Total Analysis Volume [veh/h]	261	920	0	0	1103	358	0	0	0	444	202	355
Presence of On-Street Parking	no					no				no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	34	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	14	51	0	0	37	0	0	0	0	0	39	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no			no						no	
Maximum Recall	no	no			no						no	
Pedestrian Recall	no	no			no						no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	47	47	33	33		35	35	35
g / C, Green / Cycle	0.52	0.52	0.37	0.37		0.39	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.27	0.25	0.21	0.22		0.18	0.18	0.24
s, saturation flow rate [veh/h]	958	3618	5176	1615		1810	1864	1470
c, Capacity [veh/h]	440	1889	1898	592		704	725	572
d1, Uniform Delay [s]	28.74	13.78	22.94	23.19		20.39	20.39	22.16
k, delay calibration	0.50	0.50	0.50	0.50		0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	5.79	0.90	1.31	4.53		2.09	2.03	5.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

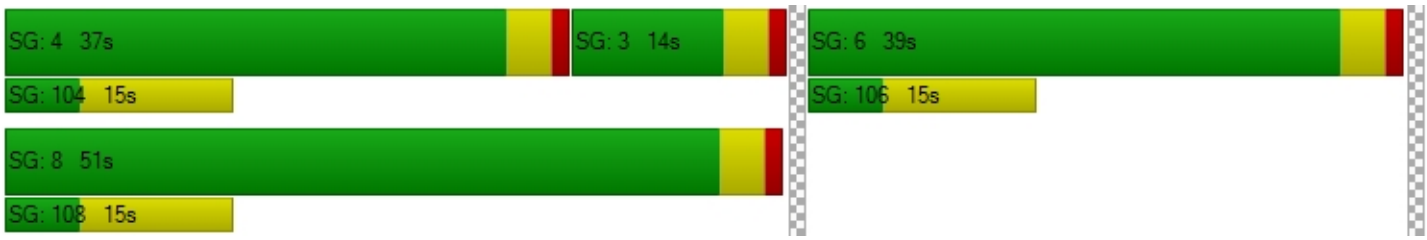
X, volume / capacity	0.59	0.49	0.58	0.60		0.45	0.45	0.62
d, Delay for Lane Group [s/veh]	34.54	14.68	24.25	27.72		22.48	22.42	27.17
Lane Group LOS	C	B	C	C		C	C	C
Critical Lane Group	yes	no	no	no		no	no	yes
50th-Percentile Queue Length [veh]	3.40	5.69	6.17	6.60		5.11	5.25	6.49
50th-Percentile Queue Length [ft]	85.05	142.14	154.36	164.93		127.67	131.22	162.28
95th-Percentile Queue Length [veh]	6.12	9.60	10.25	10.81		8.81	9.01	10.67
95th-Percentile Queue Length [ft]	153.09	239.91	256.23	270.24		220.32	225.15	266.74

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.54	14.68	0.00	0.00	24.25	27.72	0.00	0.00	0.00	22.47	22.42	27.17
Movement LOS	C	B			C	C				C	C	C
d_A, Approach Delay [s/veh]	19.07			25.10			0.00			24.13		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	22.88											
Intersection LOS	C											
Intersection V/C	0.585											

Sequence

Ring 1	3	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	25.2
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.631

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	765	295	317	1212	0	377	94	373	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	765	295	317	1212	0	377	94	373	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	191	74	79	303	0	94	24	93	0	0	0
Total Analysis Volume [veh/h]	0	765	295	317	1212	0	377	94	373	0	0	0
Presence of On-Street Parking			no	no			no		no			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	28	0	27	55	0	0	35	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		no		no	no			no				
Maximum Recall		no		no	no			no				
Pedestrian Recall		no		no	no			no				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	24	23	51	31	31	31	
g / C, Green / Cycle	0.27	0.27	0.26	0.57	0.34	0.34	0.34	
(v / s)_i Volume / Saturation Flow Rate	0.15	0.18	0.18	0.34	0.16	0.10	0.23	
s, saturation flow rate [veh/h]	5176	1615	1810	3618	1810	1854	1615	
c, Capacity [veh/h]	1380	431	462	2050	623	639	556	
d1, Uniform Delay [s]	28.40	29.61	30.24	12.71	22.96	21.49	25.15	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.61	8.57	8.03	1.26	2.41	1.15	6.32	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

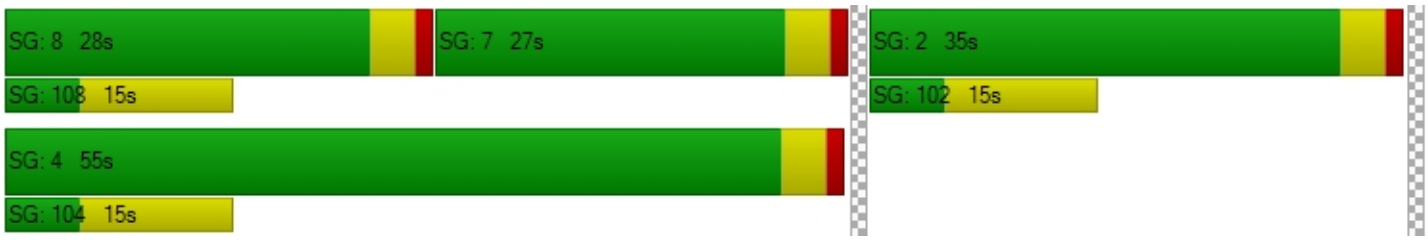
X, volume / capacity	0.55	0.68	0.69	0.59	0.46	0.29	0.67	
d, Delay for Lane Group [s/veh]	30.01	38.18	38.26	13.97	25.37	22.64	31.46	
Lane Group LOS	C	D	D	B	C	C	C	
Critical Lane Group	no	yes	yes	no	no	no	yes	
50th-Percentile Queue Length [veh]	4.76	6.52	6.99	7.40	4.92	2.94	7.42	
50th-Percentile Queue Length [ft]	119.02	162.99	174.71	184.92	122.91	73.59	185.40	
95th-Percentile Queue Length [veh]	8.34	10.71	11.32	11.86	8.55	5.30	11.88	
95th-Percentile Queue Length [ft]	208.47	267.67	283.10	296.43	213.82	132.45	297.06	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	30.01	38.18	38.26	13.97	0.00	24.61	22.64	31.46	0.00	0.00	0.00
Movement LOS		C	D	D	B		C	C	C			
d_A, Approach Delay [s/veh]	32.28			19.01			27.46			0.00		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	25.18											
Intersection LOS	C											
Intersection V/C	0.631											

Sequence

Ring 1	7	8	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	22.7
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	764	214	37	0	0	251
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	764	214	37	0	0	251
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	191	54	9	0	0	63
Total Analysis Volume [veh/h]	764	214	37	0	0	251
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	11.24		0.55	0.55
95th-Percentile Queue Length [ft]	280.95		13.86	13.86
Approach Delay [s/veh]	27.47	0.00	8.04	
Approach LOS	D	A	A	
Intersection Delay [s/veh]	22.66			
Intersection LOS	C			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	940	0	0	697	61	0	0	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	940	0	0	697	61	0	0	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	235	0	0	174	15	0	0	8
Total Analysis Volume [veh/h]	0	940	0	0	697	61	0	0	30
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.68
Movement LOS		A			A	A			B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.41
d_A, Approach Delay [s/veh]	0.00			0.00			13.68		
Approach LOS	A			A			B		
d_I, Intersection Delay [s/veh]	0.24								
Intersection LOS	B								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	101.6
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.498

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	53	651	737	800	34	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	651	737	800	34	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	163	184	200	9	19
Total Analysis Volume [veh/h]	53	651	737	800	34	76
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.01	0.01	0.50	0.31
d_M, Delay for Movement [s/veh]	14.34	0.00	0.00	0.00	101.60	25.82
Movement LOS	B	A	A	A	F	D
95th-Percentile Queue Length [veh]	0.41	0.00	0.00	0.00	2.02	1.25
95th-Percentile Queue Length [ft]	10.23	0.00	0.00	0.00	50.57	31.34
d_A, Approach Delay [s/veh]	1.08		0.00		49.24	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	2.63					
Intersection LOS	F					

APPENDIX D-4

2010 HIGHWAY CAPACITY MANUAL (HCM) INTERSECTION ANALYSIS WORKSHEETS

Existing-Plus-Project Evening Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\Caltrans existing pm peak hour.vistropdb
Report File: C:\...\caltranes existing pm peak hour with project.pdf

Scenario 2: 2: Existing PM peak hour With Project
3/6/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
14	Valley Boulevard - Rosemead Avenue	Signalized	HCM2010	WBL	0.744	44.7	D
21	Lower Azusa Road - Rosemead Boulevard	Signalized	HCM2010	NBR	0.748	36.6	D
22	Garvey Avenue - Rosemead Boulevard	Signalized	HCM2010	WBL	0.687	45.6	D
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	HCM2010	WBR	0.615	22.0	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	HCM2010	SBL	0.634	24.7	C
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		10.5	B
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.028	15.5	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	1.607	366.5	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	44.7
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	158	1363	156	96	1184	213	261	594	131	160	434	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	158	1363	156	96	1184	213	261	594	131	160	434	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	341	39	24	296	53	65	149	33	40	109	15
Total Analysis Volume [veh/h]	158	1363	156	96	1184	213	261	594	131	160	434	61
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	31	0	10	31	0	5	31	0	10	5	0
Maximum Green [s]	30	60	0	30	60	0	30	60	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	55	0	14	52	0	27	35	0	16	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	51	51	10	48	48	23	31	31	12	20	20
g / C, Green / Cycle	0.11	0.43	0.43	0.08	0.40	0.40	0.19	0.26	0.26	0.10	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.09	0.38	0.10	0.05	0.33	0.13	0.14	0.16	0.08	0.09	0.12	0.04
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	196	1537	686	151	1447	646	347	935	417	181	603	269
d1, Uniform Delay [s]	52.27	31.83	21.96	53.24	32.11	24.88	45.81	39.49	35.92	53.31	47.35	43.30
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	28.71	7.92	0.77	18.76	5.26	1.36	14.02	3.29	1.96	42.04	7.25	1.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.89	0.23	0.64	0.82	0.33	0.75	0.64	0.31	0.88	0.72	0.23
d, Delay for Lane Group [s/veh]	80.98	39.75	22.73	72.00	37.37	26.25	59.83	42.78	37.88	95.36	54.60	45.25
Lane Group LOS	F	D	C	E	D	C	E	D	D	F	D	D
Critical Lane Group	no	yes	no	yes	no	no	yes	no	no	no	yes	no
50th-Percentile Queue Length [veh]	6.13	19.00	2.88	3.55	15.72	4.33	8.62	8.11	3.31	6.83	6.69	1.71
50th-Percentile Queue Length [ft]	153.27	474.99	72.00	88.63	393.01	108.33	215.49	202.68	82.71	170.82	167.24	42.74
95th-Percentile Queue Length [veh]	10.19	26.15	5.18	6.38	22.22	7.75	13.43	12.78	5.96	11.12	10.93	3.08
95th-Percentile Queue Length [ft]	254.79	653.71	129.60	159.53	555.57	193.67	335.86	319.42	148.88	277.99	273.29	76.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	80.98	39.75	22.73	72.00	37.37	26.25	59.83	42.78	37.88	95.36	54.60	45.25
Movement LOS	F	D	C	E	D	C	E	D	D	F	D	D
d_A, Approach Delay [s/veh]	42.05			38.01			46.64			63.68		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	44.68											
Intersection LOS	D											
Intersection V/C	0.744											

Sequence

Ring 1	3	4	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	36.6
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.748

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	11	815	651	221	830	1	3	7	4	366	0	126
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	815	651	221	830	1	3	7	4	366	0	126
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	204	163	55	208	0	1	2	1	92	0	32
Total Analysis Volume [veh/h]	11	815	651	221	830	1	3	7	4	366	0	126
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	18	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	10	10	5	5	28	0	0	5	0	0	5	0
Maximum Green [s]	30	10	30	30	60	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	39	94	23	43	0	0	28	0	0	28	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	5	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	10	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no	no	no	no			no			no	
Maximum Recall	no	no	no	no	no			no			no	
Pedestrian Recall	no	no	no	no	no			no			no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	35	35	19	39	39	24	24	24
g / C, Green / Cycle	0.17	0.39	0.39	0.21	0.43	0.43	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.01	0.23	0.40	0.12	0.19	0.19	0.01	0.16	0.17
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1899	1739	1426	1541
c, Capacity [veh/h]	302	1407	628	382	823	823	512	420	472
d1, Uniform Delay [s]	31.44	21.69	27.50	31.90	17.79	17.79	24.39	30.98	29.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.23	1.75	45.69	6.26	1.66	1.66	0.10	4.84	4.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

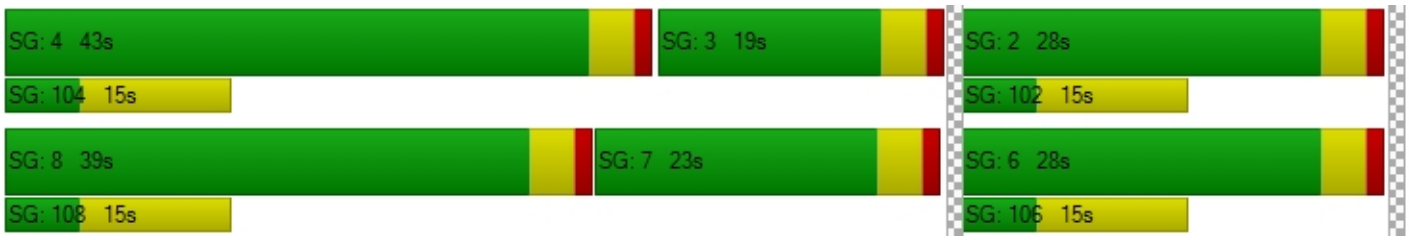
X, volume / capacity	0.04	0.58	1.04	0.58	0.43	0.43	0.03	0.54	0.57
d, Delay for Lane Group [s/veh]	31.67	23.44	73.19	38.16	19.44	19.44	24.49	35.81	33.84
Lane Group LOS	C	C	F	D	B	B	C	D	C
Critical Lane Group	no	no	yes	yes	no	no	no	no	yes
50th-Percentile Queue Length [veh]	0.21	6.62	20.24	4.79	5.13	5.13	0.23	4.77	5.45
50th-Percentile Queue Length [ft]	5.31	165.54	506.08	119.73	128.22	128.16	5.64	119.14	136.14
95th-Percentile Queue Length [veh]	0.38	10.84	28.33	8.38	8.84	8.84	0.41	8.35	9.27
95th-Percentile Queue Length [ft]	9.56	271.04	708.18	209.45	221.07	220.99	10.15	208.65	231.81

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.67	23.44	73.19	38.16	19.44	19.44	24.49	24.49	24.49	35.09	33.84	33.84
Movement LOS	C	C	F	D	B	B	C	C	C	D	C	C
d_A, Approach Delay [s/veh]	45.43			23.88			24.49			34.74		
Approach LOS	D			C			C			C		
d_I, Intersection Delay [s/veh]	36.63											
Intersection LOS	D											
Intersection V/C	0.748											

Sequence

Ring 1	3	4	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	45.6
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.687

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	266	1280	121	473	1676	183	184	696	96	156	440	321
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	266	1280	121	473	1676	183	184	696	96	156	440	321
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	320	30	118	419	46	46	174	24	39	110	80
Total Analysis Volume [veh/h]	266	1280	121	473	1676	183	184	696	96	156	440	321
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	34	0	10	34	0	5	5	0	5	5	0
Maximum Green [s]	30	60	0	30	60	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	15	44	0	25	54	0	19	35	0	16	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	40	40	21	50	50	15	31	31	12	28	28
g / C, Green / Cycle	0.09	0.33	0.33	0.18	0.42	0.42	0.13	0.26	0.26	0.10	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.08	0.19	0.19	0.13	0.26	0.26	0.10	0.18	0.18	0.09	0.12	0.20
s, saturation flow rate [veh/h]	3514	3618	1786	3514	3618	1778	1810	1900	1804	1810	3618	1615
c, Capacity [veh/h]	322	1206	595	615	1507	741	226	491	466	181	844	377
d1, Uniform Delay [s]	53.56	32.79	32.80	47.19	27.54	27.77	51.14	40.10	40.10	53.19	40.15	44.02
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	20.91	1.89	3.79	8.98	1.93	4.13	26.40	7.58	7.96	38.41	2.30	20.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.56	0.56	0.77	0.62	0.64	0.81	0.69	0.69	0.86	0.52	0.85
d, Delay for Lane Group [s/veh]	74.47	34.68	36.60	56.17	29.48	31.90	77.54	47.68	48.06	91.60	42.45	64.92
Lane Group LOS	E	C	D	E	C	C	E	D	D	F	D	E
Critical Lane Group	yes	no	no	no	no	yes	yes	no	no	no	no	yes
50th-Percentile Queue Length [veh]	4.81	8.16	8.39	7.37	10.58	11.17	7.00	9.86	9.42	6.52	5.89	11.18
50th-Percentile Queue Length [ft]	120.30	204.08	209.67	184.25	264.38	279.18	174.90	246.62	235.43	163.03	147.27	279.51
95th-Percentile Queue Length [veh]	8.41	12.85	13.14	11.82	15.91	16.65	11.33	15.02	14.45	10.71	9.87	16.66
95th-Percentile Queue Length [ft]	210.23	321.22	328.40	295.55	397.71	416.19	283.34	375.39	361.25	267.73	246.79	416.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	74.47	35.14	36.60	56.17	30.05	31.90	77.54	47.83	48.06	91.60	42.45	64.92
Movement LOS	E	D	D	E	C	C	E	D	D	F	D	E
d_A, Approach Delay [s/veh]	43.48			36.80			54.37			58.68		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	45.62											
Intersection LOS	D											
Intersection V/C	0.687											

Sequence

Ring 1	3	4	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	22.0
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.615

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	406	1412	0	0	922	294	0	0	0	287	147	270
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	406	1412	0	0	922	294	0	0	0	287	147	270
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	353	0	0	231	74	0	0	0	72	37	68
Total Analysis Volume [veh/h]	406	1412	0	0	922	294	0	0	0	287	147	270
Presence of On-Street Parking	no					no				no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	34	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	28	60	0	0	32	0	0	0	0	0	30	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no			no						no	
Maximum Recall	no	no			no						no	
Pedestrian Recall	no	no			no						no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	56	56	28	28		26	26	26
g / C, Green / Cycle	0.62	0.62	0.31	0.31		0.29	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.32	0.39	0.18	0.18		0.12	0.12	0.18
s, saturation flow rate [veh/h]	1255	3618	5176	1615		1810	1869	1470
c, Capacity [veh/h]	715	2251	1610	502		523	540	425
d1, Uniform Delay [s]	20.17	10.53	25.98	26.11		25.80	25.80	27.88
k, delay calibration	0.50	0.50	0.50	0.50		0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	3.25	1.34	1.49	4.92		2.36	2.28	7.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.57	0.63	0.57	0.59		0.41	0.41	0.64
d, Delay for Lane Group [s/veh]	23.42	11.87	27.47	31.03		28.16	28.07	34.98
Lane Group LOS	C	B	C	C		C	C	C
Critical Lane Group	no	yes	no	no		no	no	yes
50th-Percentile Queue Length [veh]	3.96	7.75	5.50	5.76		3.90	4.00	5.69
50th-Percentile Queue Length [ft]	99.03	193.79	137.46	143.98		97.45	100.09	142.21
95th-Percentile Queue Length [veh]	7.13	12.32	9.34	9.69		7.02	7.21	9.60
95th-Percentile Queue Length [ft]	178.25	307.94	233.61	242.37		175.41	180.15	240.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.42	11.87	0.00	0.00	27.47	31.03	0.00	0.00	0.00	28.14	28.07	34.98
Movement LOS	C	B			C	C				C	C	C
d_A, Approach Delay [s/veh]	14.45			28.33			0.00			30.75		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	22.03											
Intersection LOS	C											
Intersection V/C	0.615											

Sequence

Ring 1	3	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	24.7
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.634

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	1234	174	272	1015	0	597	143	435	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1234	174	272	1015	0	597	143	435	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	309	44	68	254	0	149	36	109	0	0	0
Total Analysis Volume [veh/h]	0	1234	174	272	1015	0	597	143	435	0	0	0
Presence of On-Street Parking			no	no			no		no			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	35	0	24	59	0	0	31	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		no		no	no			no				
Maximum Recall		no		no	no			no				
Pedestrian Recall		no		no	no			no				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	R	L	C	L	C	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	31	31	20	55	27	27	
g / C, Green / Cycle	0.34	0.34	0.22	0.61	0.30	0.30	
(v / s)_i Volume / Saturation Flow Rate	0.24	0.11	0.15	0.28	0.20	0.20	
s, saturation flow rate [veh/h]	5176	1615	1810	3618	1810	1843	
c, Capacity [veh/h]	1783	556	402	2211	543	553	
d1, Uniform Delay [s]	25.39	21.67	32.04	9.46	27.67	27.64	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.23	1.47	8.82	0.69	6.64	6.44	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.69	0.31	0.68	0.46	0.68	0.67	
d, Delay for Lane Group [s/veh]	27.63	23.14	40.86	10.15	34.31	34.07	
Lane Group LOS	C	C	D	B	C	C	
Critical Lane Group	yes	no	yes	no	yes	no	
50th-Percentile Queue Length [veh]	7.54	2.82	6.21	4.88	7.64	7.71	
50th-Percentile Queue Length [ft]	188.51	70.40	155.36	121.89	190.93	192.67	
95th-Percentile Queue Length [veh]	12.04	5.07	10.30	8.50	12.17	12.26	
95th-Percentile Queue Length [ft]	301.10	126.72	257.56	212.42	304.24	306.49	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	27.63	23.14	40.86	10.15	0.00	34.22	34.07	0.00	0.00	0.00	0.00
Movement LOS		C	C	D	B		C	C				
d_A, Approach Delay [s/veh]	27.07			16.64			34.19			0.00		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	24.70											
Intersection LOS	C											
Intersection V/C	0.634											

Sequence

Ring 1	7	8	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	469	214	37	0	0	210
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	469	214	37	0	0	210
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	117	54	9	0	0	53
Total Analysis Volume [veh/h]	469	214	37	0	0	210
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.24		0.45	0.45
95th-Percentile Queue Length [ft]	80.88		11.27	11.27
Approach Delay [s/veh]	11.70	0.00	7.88	
Approach LOS	B	A	A	
Intersection Delay [s/veh]	10.52			
Intersection LOS	B			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	893	0	0	875	48	0	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	893	0	0	875	48	0	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	223	0	0	219	12	0	0	3
Total Analysis Volume [veh/h]	0	893	0	0	875	48	0	0	10
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.54
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.19
d_A, Approach Delay [s/veh]	0.00			0.00			15.54		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.09								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	366.5
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.607

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	26	942	445	159	207	391
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	942	445	159	207	391
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	236	111	40	52	98
Total Analysis Volume [veh/h]	26	942	445	159	207	391
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.00	1.61	0.70
d_M, Delay for Movement [s/veh]	8.76	0.00	0.00	0.00	366.53	25.29
Movement LOS	A	A	A	A	F	D
95th-Percentile Queue Length [veh]	0.08	0.00	0.00	0.00	14.96	5.57
95th-Percentile Queue Length [ft]	2.03	0.00	0.00	0.00	373.99	139.37
d_A, Approach Delay [s/veh]	0.24		0.00		143.41	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	39.63					
Intersection LOS	F					

APPENDIX D-5

2010 HIGHWAY CAPACITY MANUAL (HCM) INTERSECTION ANALYSIS WORKSHEETS

Opening Year (2016) No-Project Morning Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\Caltrans existing am peak hour.vistropdb
Report File: C:\...\Caltans Opening Year AM Peak No-Project.pdf

Scenario 3: Opening Year AM peak hour No Project
3/6/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
14	Valley Boulevard - Rosemead Avenue	Signalized	HCM2010	NBL	0.876	57.2	E
21	Lower Azusa Road - Rosemead Boulevard	Signalized	HCM2010	SBL	0.617	28.7	C
22	Garvey Avenue - Rosemead Boulevard	Signalized	HCM2010	EBL	0.763	49.1	D
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	HCM2010	NBL	0.601	23.3	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	HCM2010	SBL	0.669	26.0	C
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		24.6	C
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.074	14.2	B
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	0.674	163.4	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	57.2
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.876

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	236	1397	108	48	1395	316	194	347	143	186	702	104
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	236	1397	108	48	1395	316	194	347	143	186	702	104
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	349	27	12	349	79	49	87	36	47	176	26
Total Analysis Volume [veh/h]	236	1397	108	48	1395	316	194	347	143	186	702	104
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	31	0	10	31	0	10	5	0	5	31	0
Maximum Green [s]	30	60	0	30	60	0	30	30	0	30	60	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	19	54	0	14	49	0	17	25	0	27	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	50	50	10	45	45	13	21	21	23	31	31
g / C, Green / Cycle	0.13	0.42	0.42	0.08	0.38	0.38	0.11	0.18	0.18	0.19	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.13	0.39	0.07	0.03	0.39	0.20	0.11	0.10	0.09	0.10	0.19	0.06
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	226	1507	673	151	1357	606	196	633	283	347	935	417
d1, Uniform Delay [s]	52.50	33.26	21.88	51.79	37.50	29.14	53.43	45.17	44.80	43.70	40.95	35.28
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	71.66	11.27	0.51	5.48	31.95	3.20	61.66	3.39	6.34	5.84	5.54	1.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.04	0.93	0.16	0.32	1.03	0.52	0.99	0.55	0.51	0.54	0.75	0.25
d, Delay for Lane Group [s/veh]	124.16	44.53	22.39	57.27	69.45	32.33	115.09	48.56	51.15	49.53	46.49	36.70
Lane Group LOS	F	D	C	E	F	C	F	D	D	D	D	D
Critical Lane Group	yes	no	no	no	yes	no	yes	no	no	no	yes	no
50th-Percentile Queue Length [veh]	11.18	20.69	1.96	1.57	25.01	7.41	9.14	4.98	4.32	5.50	10.13	2.57
50th-Percentile Queue Length [ft]	279.48	517.18	48.99	39.29	625.20	185.28	228.50	124.47	108.11	137.59	253.28	64.19
95th-Percentile Queue Length [veh]	16.98	28.15	3.53	2.83	33.88	11.88	14.10	8.64	7.73	9.35	15.35	4.62
95th-Percentile Queue Length [ft]	424.46	703.66	88.18	70.71	847.06	296.89	352.45	215.95	193.37	233.77	383.78	115.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	124.16	44.53	22.39	57.27	69.45	32.33	115.09	48.56	51.15	49.53	46.49	36.70
Movement LOS	F	D	C	E	F	C	F	D	D	D	D	D
d_A, Approach Delay [s/veh]	53.95			62.45			67.97			46.04		
Approach LOS	D			E			E			D		
d_I, Intersection Delay [s/veh]	57.17											
Intersection LOS	E											
Intersection V/C	0.876											

Sequence

Ring 1	3	4	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	28.7
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.617

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	11	722	357	119	871	1	0	2	1	677	2	150
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	722	357	119	871	1	0	2	1	677	2	150
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	181	89	30	218	0	0	1	0	169	1	38
Total Analysis Volume [veh/h]	11	722	357	119	871	1	0	2	1	677	2	150
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	18	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	10	28	5	5	28	0	0	5	0	0	5	0
Maximum Green [s]	30	60	30	30	60	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	37	94	15	33	0	0	38	0	0	38	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	5	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	10	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no	no	no	no			no			no	
Maximum Recall	no	no	no	no	no			no			no	
Pedestrian Recall	no	no	no	no	no			no			no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	33	33	11	29	29	34	34	34
g / C, Green / Cycle	0.17	0.37	0.37	0.12	0.32	0.32	0.38	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.01	0.20	0.22	0.07	0.18	0.18	0.00	0.27	0.29
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1899	1794	1436	1519
c, Capacity [veh/h]	302	1326	592	221	612	612	718	589	640
d1, Uniform Delay [s]	31.44	22.55	23.17	37.11	25.11	25.11	17.45	25.74	24.20
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.23	1.61	4.50	9.08	3.51	3.51	0.01	5.76	5.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

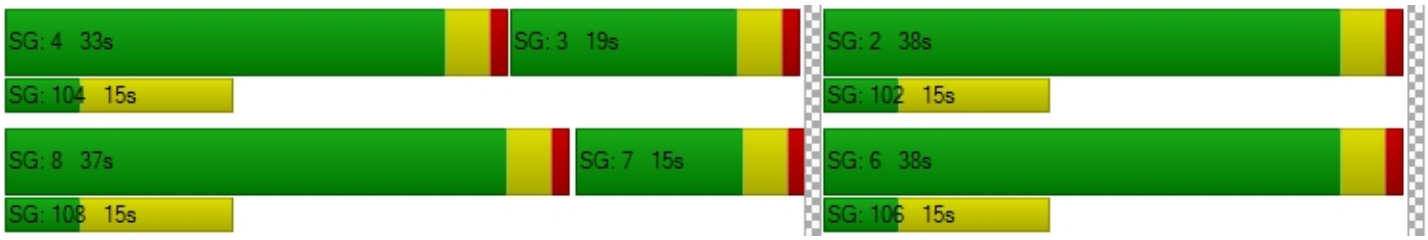
X, volume / capacity	0.04	0.54	0.60	0.54	0.55	0.55	0.00	0.66	0.69
d, Delay for Lane Group [s/veh]	31.67	24.16	27.67	46.20	28.62	28.62	17.46	31.50	30.10
Lane Group LOS	C	C	C	D	C	C	B	C	C
Critical Lane Group	no	no	yes	yes	no	no	no	no	yes
50th-Percentile Queue Length [veh]	0.21	5.93	6.47	2.93	6.15	6.14	0.04	7.79	8.55
50th-Percentile Queue Length [ft]	5.31	148.30	161.68	73.20	153.63	153.56	0.97	194.81	213.71
95th-Percentile Queue Length [veh]	0.38	9.93	10.64	5.27	10.21	10.21	0.07	12.37	13.34
95th-Percentile Queue Length [ft]	9.56	248.16	265.95	131.76	255.27	255.17	1.75	309.26	333.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.67	24.16	27.67	46.20	28.62	28.62	17.46	17.46	17.46	30.92	30.10	30.10
Movement LOS	C	C	C	D	C	C	B	B	B	C	C	C
d_A, Approach Delay [s/veh]	25.39			31.27			17.46			30.76		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	28.73											
Intersection LOS	C											
Intersection V/C	0.617											

Sequence

Ring 1	3	4	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	49.1
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.763

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	219	1479	57	478	1668	265	201	492	132	169	941	304
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	219	1479	57	478	1668	265	201	492	132	169	941	304
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	370	14	120	417	66	50	123	33	42	235	76
Total Analysis Volume [veh/h]	219	1479	57	478	1668	265	201	492	132	169	941	304
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	34	0	10	34	0	5	5	0	5	5	0
Maximum Green [s]	30	60	0	30	60	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	42	0	23	51	0	18	35	0	20	37	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	38	38	19	47	47	14	31	31	16	33	33
g / C, Green / Cycle	0.08	0.32	0.32	0.16	0.39	0.39	0.12	0.26	0.26	0.13	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.06	0.20	0.20	0.14	0.27	0.28	0.11	0.15	0.15	0.09	0.26	0.19
s, saturation flow rate [veh/h]	3514	3618	1849	3514	3618	1732	1810	1900	1746	1810	3618	1615
c, Capacity [veh/h]	293	1146	585	556	1417	678	211	491	451	241	995	444
d1, Uniform Delay [s]	53.77	34.81	34.82	49.20	30.32	30.76	52.67	38.88	38.89	49.71	42.62	38.85
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.98	2.49	4.82	15.79	2.69	6.21	50.62	5.03	5.48	15.63	18.13	8.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

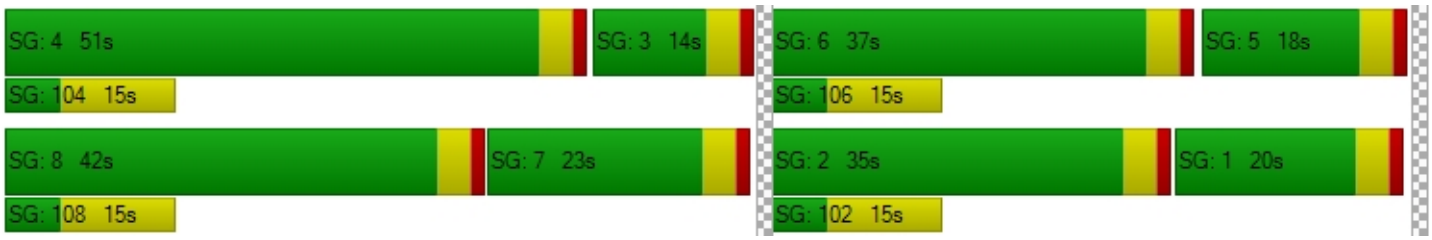
X, volume / capacity	0.75	0.62	0.62	0.86	0.68	0.71	0.95	0.58	0.59	0.70	0.95	0.68
d, Delay for Lane Group [s/veh]	69.75	37.30	39.65	64.99	33.02	36.98	103.28	43.91	44.38	65.34	60.75	47.16
Lane Group LOS	E	D	D	E	C	D	F	D	D	E	E	D
Critical Lane Group	yes	no	no	no	no	yes	yes	no	no	no	yes	no
50th-Percentile Queue Length [veh]	3.83	8.93	9.51	8.06	11.74	12.48	8.92	7.99	7.42	5.85	15.89	8.91
50th-Percentile Queue Length [ft]	95.71	223.17	237.86	201.45	293.39	312.02	223.07	199.83	185.44	146.33	397.36	222.75
95th-Percentile Queue Length [veh]	6.89	13.83	14.57	12.71	17.35	18.27	13.82	12.63	11.88	9.82	22.43	13.81
95th-Percentile Queue Length [ft]	172.28	345.67	364.32	317.83	433.85	456.86	345.54	315.74	297.10	245.52	560.82	345.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.75	38.01	39.65	64.99	33.74	36.98	103.28	44.05	44.38	65.34	60.75	47.16
Movement LOS	E	D	D	E	C	D	F	D	D	E	E	D
d_A, Approach Delay [s/veh]	43.48			41.93			59.94			58.38		
Approach LOS	D			D			E			E		
d_I, Intersection Delay [s/veh]	49.14											
Intersection LOS	D											
Intersection V/C	0.763											

Sequence

Ring 1	3	4	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	23.3
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.601

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	270	993	0	0	1184	403	0	0	0	459	217	361
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	270	993	0	0	1184	403	0	0	0	459	217	361
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	248	0	0	296	101	0	0	0	115	54	90
Total Analysis Volume [veh/h]	270	993	0	0	1184	403	0	0	0	459	217	361
Presence of On-Street Parking	no					no				no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	34	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	14	52	0	0	38	0	0	0	0	0	38	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no			no						no	
Maximum Recall	no	no			no						no	
Pedestrian Recall	no	no			no						no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	48	48	34	34		34	34	34
g / C, Green / Cycle	0.53	0.53	0.38	0.38		0.38	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.29	0.27	0.23	0.25		0.18	0.18	0.25
s, saturation flow rate [veh/h]	924	3618	5176	1615		1810	1866	1470
c, Capacity [veh/h]	433	1929	1955	610		684	705	555
d1, Uniform Delay [s]	29.19	13.51	22.59	23.22		21.35	21.35	23.10
k, delay calibration	0.50	0.50	0.50	0.50		0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	6.63	0.98	1.40	5.54		2.47	2.40	5.81
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

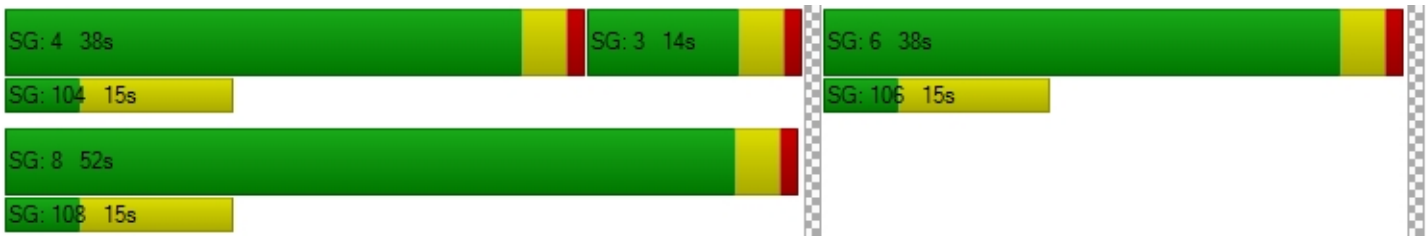
X, volume / capacity	0.62	0.51	0.61	0.66		0.49	0.49	0.65
d, Delay for Lane Group [s/veh]	35.81	14.49	23.99	28.76		23.82	23.75	28.91
Lane Group LOS	D	B	C	C		C	C	C
Critical Lane Group	yes	no	no	no		no	no	yes
50th-Percentile Queue Length [veh]	3.51	6.12	6.62	7.62		5.55	5.70	6.85
50th-Percentile Queue Length [ft]	87.81	152.98	165.56	190.54		138.64	142.56	171.30
95th-Percentile Queue Length [veh]	6.32	10.18	10.84	12.15		9.41	9.62	11.14
95th-Percentile Queue Length [ft]	158.05	254.40	271.07	303.73		235.19	240.46	278.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.81	14.49	0.00	0.00	23.99	28.76	0.00	0.00	0.00	23.80	23.75	28.91
Movement LOS	D	B			C	C				C	C	C
d_A, Approach Delay [s/veh]	19.05			25.20			0.00			25.57		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	23.30											
Intersection LOS	C											
Intersection V/C	0.601											

Sequence

Ring 1	3	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	26.0
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.669

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	825	305	356	1267	0	397	97	385	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	825	305	356	1267	0	397	97	385	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	206	76	89	317	0	99	24	96	0	0	0
Total Analysis Volume [veh/h]	0	825	305	356	1267	0	397	97	385	0	0	0
Presence of On-Street Parking			no	no			no		no			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	28	0	28	56	0	0	34	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		no		no	no			no				
Maximum Recall		no		no	no			no				
Pedestrian Recall		no		no	no			no				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	24	24	52	30	30	30	
g / C, Green / Cycle	0.27	0.27	0.27	0.58	0.33	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.16	0.19	0.20	0.35	0.16	0.11	0.24	
s, saturation flow rate [veh/h]	5176	1615	1810	3618	1810	1853	1615	
c, Capacity [veh/h]	1380	431	483	2090	603	618	538	
d1, Uniform Delay [s]	28.79	29.83	30.13	12.35	23.92	22.39	26.26	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.92	9.46	9.70	1.32	2.85	1.37	7.91	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

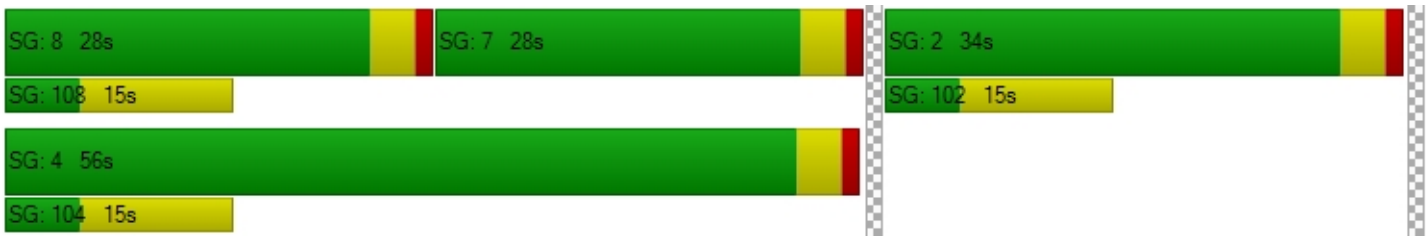
X, volume / capacity	0.60	0.71	0.74	0.61	0.49	0.32	0.72	
d, Delay for Lane Group [s/veh]	30.71	39.30	39.82	13.66	26.76	23.76	34.17	
Lane Group LOS	C	D	D	B	C	C	C	
Critical Lane Group	no	yes	yes	no	no	no	yes	
50th-Percentile Queue Length [veh]	5.23	6.86	8.05	7.64	5.28	3.24	8.04	
50th-Percentile Queue Length [ft]	130.63	171.40	201.16	191.01	131.98	80.88	200.88	
95th-Percentile Queue Length [veh]	8.97	11.15	12.70	12.17	9.05	5.82	12.68	
95th-Percentile Queue Length [ft]	224.35	278.75	317.46	304.34	226.18	145.58	317.10	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	30.71	39.30	39.82	13.66	0.00	25.89	23.76	34.17	0.00	0.00	0.00
Movement LOS		C	D	D	B		C	C	C			
d_A, Approach Delay [s/veh]	33.03			19.40			29.33			0.00		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	26.04											
Intersection LOS	C											
Intersection V/C	0.669											

Sequence

Ring 1	7	8	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	24.6
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	784	214	37	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	784	214	37	0	0	267
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	196	54	9	0	0	67
Total Analysis Volume [veh/h]	784	214	37	0	0	267
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	12.25		0.60	0.60
95th-Percentile Queue Length [ft]	306.20		14.92	14.92
Approach Delay [s/veh]	30.20	0.00	8.10	
Approach LOS	D	A	A	
Intersection Delay [s/veh]	24.59			
Intersection LOS	C			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.074

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	1072	0	0	737	63	0	0	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1072	0	0	737	63	0	0	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	268	0	0	184	16	0	0	8
Total Analysis Volume [veh/h]	0	1072	0	0	737	63	0	0	31
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.21
Movement LOS		A			A	A			B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.92
d_A, Approach Delay [s/veh]	0.00			0.00			14.21		
Approach LOS	A			A			B		
d_I, Intersection Delay [s/veh]	0.23								
Intersection LOS	B								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	163.4
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	55	762	788	826	35	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	762	788	826	35	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	191	197	207	9	20
Total Analysis Volume [veh/h]	55	762	788	826	35	78
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.01	0.01	0.01	0.67	0.34
d_M, Delay for Movement [s/veh]	15.15	0.00	0.00	0.00	163.38	28.87
Movement LOS	C	A	A	A	F	D
95th-Percentile Queue Length [veh]	0.46	0.00	0.00	0.00	2.72	1.45
95th-Percentile Queue Length [ft]	11.52	0.00	0.00	0.00	67.88	36.32
d_A, Approach Delay [s/veh]	1.02		0.00		70.53	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	3.46					
Intersection LOS	F					

APPENDIX D-6

2010 HIGHWAY CAPACITY MANUAL (HCM) INTERSECTION ANALYSIS WORKSHEETS

Opening Year (2016) No-Project Evening Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\Caltrans existing pm peak hour.vistropdb
Report File: C:\...\caltranes opening year pm peak hour no project.pdf

Scenario 4: OPening Year PM peak hour No Project
3/6/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
14	Valley Boulevard - Rosemead Avenue	Signalized	HCM2010	WBL	0.790	48.1	D
21	Lower Azusa Road - Rosemead Boulevard	Signalized	HCM2010	NBR	0.782	39.9	D
22	Garvey Avenue - Rosemead Boulevard	Signalized	HCM2010	EBL	0.701	46.9	D
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	HCM2010	WBR	0.667	23.3	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	HCM2010	SBL	0.673	25.7	C
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		10.5	B
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.033	17.3	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	2.105	597.6	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	48.1
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.790

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	171	1439	174	105	1240	230	277	618	137	170	463	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	171	1439	174	105	1240	230	277	618	137	170	463	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	360	44	26	310	58	69	155	34	43	116	17
Total Analysis Volume [veh/h]	171	1439	174	105	1240	230	277	618	137	170	463	68
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	31	0	10	31	0	5	31	0	10	5	0
Maximum Green [s]	30	60	0	30	60	0	30	60	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	55	0	14	52	0	27	35	0	16	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	51	51	10	48	48	23	31	31	12	20	20
g / C, Green / Cycle	0.11	0.43	0.43	0.08	0.40	0.40	0.19	0.26	0.26	0.10	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.09	0.40	0.11	0.06	0.34	0.14	0.15	0.17	0.08	0.09	0.13	0.04
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	196	1537	686	151	1447	646	347	935	417	181	603	269
d1, Uniform Delay [s]	52.68	32.94	22.23	53.52	32.87	25.19	46.29	39.80	36.06	53.64	47.78	43.50
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	37.83	12.06	0.89	23.37	6.74	1.53	17.29	3.67	2.09	52.65	9.09	2.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.94	0.25	0.70	0.86	0.36	0.80	0.66	0.33	0.94	0.77	0.25
d, Delay for Lane Group [s/veh]	90.51	45.00	23.12	76.89	39.61	26.72	63.58	43.48	38.16	106.28	56.87	45.74
Lane Group LOS	F	D	C	E	D	C	E	D	D	F	E	D
Critical Lane Group	no	yes	no	yes	no	no	yes	no	no	no	yes	no
50th-Percentile Queue Length [veh]	7.04	21.49	3.26	4.01	17.07	4.74	9.46	8.53	3.48	7.69	7.31	1.92
50th-Percentile Queue Length [ft]	176.06	537.17	81.40	100.32	426.84	118.59	236.52	213.26	86.95	192.28	182.74	47.97
95th-Percentile Queue Length [veh]	11.39	29.09	5.86	7.22	23.85	8.32	14.51	13.32	6.26	12.24	11.74	3.45
95th-Percentile Queue Length [ft]	284.86	727.22	146.53	180.58	596.26	207.89	362.63	333.01	156.51	305.99	293.59	86.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	90.51	45.00	23.12	76.89	39.61	26.72	63.58	43.48	38.16	106.28	56.87	45.74
Movement LOS	F	D	C	E	D	C	E	D	D	F	E	D
d_A, Approach Delay [s/veh]	47.23			40.21			48.17			67.77		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	48.08											
Intersection LOS	D											
Intersection V/C	0.790											

Sequence

Ring 1	3	4	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	39.9
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.782

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	11	877	677	229	893	1	3	7	4	386	0	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	877	677	229	893	1	3	7	4	386	0	141
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	219	169	57	223	0	1	2	1	97	0	35
Total Analysis Volume [veh/h]	11	877	677	229	893	1	3	7	4	386	0	141
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	18	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	10	10	5	5	28	0	0	5	0	0	5	0
Maximum Green [s]	30	10	30	30	60	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	39	94	23	43	0	0	28	0	0	28	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	5	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	10	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no	no	no	no			no			no	
Maximum Recall	no	no	no	no	no			no			no	
Pedestrian Recall	no	no	no	no	no			no			no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	35	35	19	39	39	24	24	24
g / C, Green / Cycle	0.17	0.39	0.39	0.21	0.43	0.43	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.01	0.24	0.42	0.13	0.20	0.20	0.01	0.17	0.18
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1899	1739	1426	1545
c, Capacity [veh/h]	302	1407	628	382	823	823	512	420	472
d1, Uniform Delay [s]	31.44	22.18	27.50	32.06	18.07	18.07	24.39	31.43	29.41
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.23	2.09	58.74	6.80	1.86	1.86	0.10	5.68	5.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

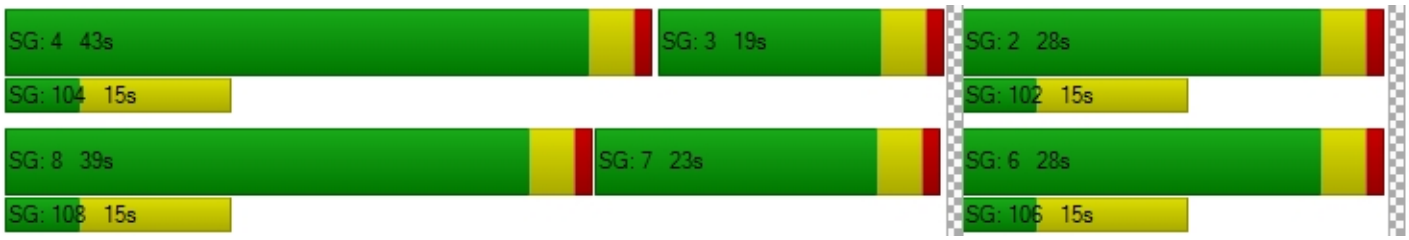
X, volume / capacity	0.04	0.62	1.08	0.60	0.46	0.46	0.03	0.58	0.60
d, Delay for Lane Group [s/veh]	31.67	24.28	86.24	38.86	19.93	19.93	24.49	37.10	35.01
Lane Group LOS	C	C	F	D	B	B	C	D	D
Critical Lane Group	no	no	yes	yes	no	no	no	no	yes
50th-Percentile Queue Length [veh]	0.21	7.32	22.52	5.02	5.57	5.57	0.23	5.25	5.94
50th-Percentile Queue Length [ft]	5.31	183.00	562.96	125.42	139.36	139.31	5.64	131.30	148.44
95th-Percentile Queue Length [veh]	0.38	11.76	31.91	8.69	9.45	9.44	0.41	9.01	9.93
95th-Percentile Queue Length [ft]	9.56	293.92	797.71	217.25	236.17	236.09	10.15	225.26	248.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.67	24.28	86.24	38.86	19.93	19.93	24.49	24.49	24.49	36.37	35.01	35.01
Movement LOS	C	C	F	D	B	B	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	51.13			24.31			24.49			35.97		
Approach LOS	D			C			C			D		
d_I, Intersection Delay [s/veh]	39.86											
Intersection LOS	D											
Intersection V/C	0.782											

Sequence

Ring 1	3	4	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	46.9
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.701

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	275	1329	126	498	1760	197	192	719	100	161	455	334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	275	1329	126	498	1760	197	192	719	100	161	455	334
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	332	32	125	440	49	48	180	25	40	114	84
Total Analysis Volume [veh/h]	275	1329	126	498	1760	197	192	719	100	161	455	334
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	34	0	10	34	0	5	5	0	5	5	0
Maximum Green [s]	30	60	0	30	60	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	15	43	0	25	53	0	18	34	0	17	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	39	39	21	49	49	14	30	30	13	31	31
g / C, Green / Cycle	0.09	0.33	0.33	0.18	0.41	0.41	0.12	0.25	0.25	0.11	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.08	0.19	0.19	0.14	0.27	0.28	0.11	0.18	0.18	0.09	0.13	0.21
s, saturation flow rate [veh/h]	3514	3618	1786	3514	3618	1776	1810	1900	1804	1810	3618	1615
c, Capacity [veh/h]	322	1176	580	615	1477	725	211	475	451	196	935	417
d1, Uniform Delay [s]	53.71	33.91	33.93	47.58	28.83	29.17	52.37	41.33	41.33	52.36	37.75	41.61
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	23.92	2.23	4.49	11.04	2.38	5.22	42.12	9.65	10.13	30.57	1.81	14.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.60	0.60	0.81	0.66	0.69	0.91	0.73	0.73	0.82	0.49	0.80
d, Delay for Lane Group [s/veh]	77.63	36.14	38.42	58.62	31.21	34.40	94.49	50.98	51.46	82.94	39.57	56.47
Lane Group LOS	E	D	D	E	C	C	F	D	D	F	D	E
Critical Lane Group	yes	no	no	no	no	yes	no	no	no	yes	no	yes
50th-Percentile Queue Length [veh]	5.09	8.70	8.97	7.95	11.53	12.37	8.13	10.61	10.14	6.37	5.86	10.82
50th-Percentile Queue Length [ft]	127.22	217.42	224.26	198.82	288.31	309.18	203.15	265.30	253.39	159.19	146.48	270.56
95th-Percentile Queue Length [veh]	8.79	13.53	13.88	12.58	17.10	18.13	12.80	15.95	15.36	10.51	9.83	16.22
95th-Percentile Queue Length [ft]	219.71	338.33	347.06	314.44	427.54	453.36	320.03	398.86	383.91	262.66	245.73	405.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	77.63	36.69	38.42	58.62	31.96	34.40	94.49	51.17	51.46	82.94	39.57	56.47
Movement LOS	E	D	D	E	C	C	F	D	D	F	D	E
d_A, Approach Delay [s/veh]	45.36			38.91			60.75			52.86		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	46.88											
Intersection LOS	D											
Intersection V/C	0.701											

Sequence

Ring 1	3	4	1	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	23.3
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.667

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	419	1498	0	0	996	324	0	0	0	296	152	306
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	419	1498	0	0	996	324	0	0	0	296	152	306
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	375	0	0	249	81	0	0	0	74	38	77
Total Analysis Volume [veh/h]	419	1498	0	0	996	324	0	0	0	296	152	306
Presence of On-Street Parking	no					no				no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	34	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	27	59	0	0	32	0	0	0	0	0	31	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no			no						no	
Maximum Recall	no	no			no						no	
Pedestrian Recall	no	no			no						no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	55	55	28	28		27	27	27
g / C, Green / Cycle	0.61	0.61	0.31	0.31		0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.34	0.41	0.19	0.20		0.12	0.12	0.21
s, saturation flow rate [veh/h]	1226	3618	5176	1615		1810	1869	1470
c, Capacity [veh/h]	682	2211	1610	502		543	561	441
d1, Uniform Delay [s]	21.65	11.62	26.44	26.72		25.11	25.11	27.85
k, delay calibration	0.50	0.50	0.50	0.50		0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	4.11	1.69	1.79	6.26		2.25	2.17	8.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.68	0.62	0.64		0.41	0.41	0.69
d, Delay for Lane Group [s/veh]	25.76	13.31	28.24	32.97		27.36	27.28	36.56
Lane Group LOS	C	B	C	C		C	C	D
Critical Lane Group	no	yes	no	no		no	no	yes
50th-Percentile Queue Length [veh]	4.38	8.97	6.07	6.59		3.95	4.06	6.63
50th-Percentile Queue Length [ft]	109.60	224.28	151.72	164.83		98.84	101.62	165.69
95th-Percentile Queue Length [veh]	7.82	13.88	10.11	10.80		7.12	7.32	10.85
95th-Percentile Queue Length [ft]	195.44	347.08	252.73	270.11		177.91	182.91	271.24

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.76	13.31	0.00	0.00	28.24	32.97	0.00	0.00	0.00	27.34	27.28	36.56
Movement LOS	C	B			C	C				C	C	D
d_A, Approach Delay [s/veh]	16.03			29.40			0.00			31.07		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	23.29											
Intersection LOS	C											
Intersection V/C	0.667											

Sequence

Ring 1	3	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	25.7
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.673

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	1278	180	292	1081	0	652	148	449	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1278	180	292	1081	0	652	148	449	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	320	45	73	270	0	163	37	112	0	0	0
Total Analysis Volume [veh/h]	0	1278	180	292	1081	0	652	148	449	0	0	0
Presence of On-Street Parking			no	no			no		no			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	35	0	24	59	0	0	31	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		no		no	no			no				
Maximum Recall		no		no	no			no				
Pedestrian Recall		no		no	no			no				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	R	L	C	L	C	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	31	31	20	55	27	27	
g / C, Green / Cycle	0.34	0.34	0.22	0.61	0.30	0.30	
(v / s)_i Volume / Saturation Flow Rate	0.25	0.11	0.16	0.30	0.22	0.22	
s, saturation flow rate [veh/h]	5176	1615	1810	3618	1810	1842	
c, Capacity [veh/h]	1783	556	402	2211	543	553	
d1, Uniform Delay [s]	25.68	21.76	32.46	9.71	28.27	28.21	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.51	1.54	10.90	0.78	8.50	8.16	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.72	0.32	0.73	0.49	0.73	0.73	
d, Delay for Lane Group [s/veh]	28.19	23.30	43.37	10.48	36.77	36.37	
Lane Group LOS	C	C	D	B	D	D	
Critical Lane Group	yes	no	yes	no	yes	no	
50th-Percentile Queue Length [veh]	7.93	2.93	6.91	5.33	8.62	8.65	
50th-Percentile Queue Length [ft]	198.13	73.20	172.63	133.37	215.53	216.37	
95th-Percentile Queue Length [veh]	12.54	5.27	11.21	9.12	13.44	13.48	
95th-Percentile Queue Length [ft]	313.55	131.75	280.37	228.07	335.91	336.99	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	28.19	23.30	43.37	10.48	0.00	36.61	36.37	0.00	0.00	0.00	0.00
Movement LOS		C	C	D	B		D	D				
d_A, Approach Delay [s/veh]	27.58			17.48			36.57			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	25.74											
Intersection LOS	C											
Intersection V/C	0.673											

Sequence

Ring 1	7	8	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	476	214	37	0	0	253
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	476	214	37	0	0	253
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	119	54	9	0	0	63
Total Analysis Volume [veh/h]	476	214	37	0	0	253
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.33		0.56	0.56
95th-Percentile Queue Length [ft]	83.28		13.99	13.99
Approach Delay [s/veh]	11.84	0.00	8.04	
Approach LOS	B	A	A	
Intersection Delay [s/veh]	10.53			
Intersection LOS	B			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	17.3
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	954	0	0	986	50	0	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	954	0	0	986	50	0	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	239	0	0	247	13	0	0	3
Total Analysis Volume [veh/h]	0	954	0	0	986	50	0	0	10
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.27
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.55
d_A, Approach Delay [s/veh]	0.00			0.00			17.27		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.09								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	597.6
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.105

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	27	982	565	164	214	404
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	982	565	164	214	404
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	246	141	41	54	101
Total Analysis Volume [veh/h]	27	982	565	164	214	404
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	2.10	0.85
d_M, Delay for Movement [s/veh]	9.20	0.00	0.00	0.00	597.64	42.57
Movement LOS	A	A	A	A	F	E
95th-Percentile Queue Length [veh]	0.09	0.00	0.00	0.00	18.40	8.66
95th-Percentile Queue Length [ft]	2.36	0.00	0.00	0.00	460.02	216.60
d_A, Approach Delay [s/veh]	0.25		0.00		234.78	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	61.69					
Intersection LOS	F					

APPENDIX D-7

2010 HIGHWAY CAPACITY MANUAL (HCM) INTERSECTION ANALYSIS WORKSHEETS

Opening Year (2016) With-Project Morning Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\Caltrans existing am peak hour.vistropdb
Report File: C:\...\Caltans Opening Year AM Peak With-Project.pdf

Scenario 7: Opening Year AM peak hour With Project
3/6/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
14	Valley Boulevard - Rosemead Avenue	Signalized	HCM2010	NBL	0.876	57.2	E
21	Lower Azusa Road - Rosemead Boulevard	Signalized	HCM2010	SBL	0.622	28.9	C
22	Garvey Avenue - Rosemead Boulevard	Signalized	HCM2010	EBL	0.763	49.1	D
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	HCM2010	NBL	0.606	23.4	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	HCM2010	NBR	0.671	26.4	C
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		25.2	D
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.074	14.3	B
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	0.686	168.3	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	57.2
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.876

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	236	1397	108	48	1395	316	194	349	143	186	703	104
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	236	1397	108	48	1395	316	194	349	143	186	703	104
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	349	27	12	349	79	49	87	36	47	176	26
Total Analysis Volume [veh/h]	236	1397	108	48	1395	316	194	349	143	186	703	104
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	31	0	10	31	0	10	5	0	5	31	0
Maximum Green [s]	30	60	0	30	60	0	30	30	0	30	60	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	19	54	0	14	49	0	17	25	0	27	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	50	50	10	45	45	13	21	21	23	31	31
g / C, Green / Cycle	0.13	0.42	0.42	0.08	0.38	0.38	0.11	0.18	0.18	0.19	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.13	0.39	0.07	0.03	0.39	0.20	0.11	0.10	0.09	0.10	0.19	0.06
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	226	1507	673	151	1357	606	196	633	283	347	935	417
d1, Uniform Delay [s]	52.50	33.26	21.88	51.79	37.50	29.14	53.43	45.20	44.80	43.70	40.96	35.28
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	71.66	11.27	0.51	5.48	31.95	3.20	61.66	3.43	6.34	5.84	5.57	1.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.04	0.93	0.16	0.32	1.03	0.52	0.99	0.55	0.51	0.54	0.75	0.25
d, Delay for Lane Group [s/veh]	124.16	44.53	22.39	57.27	69.45	32.33	115.09	48.63	51.15	49.53	46.53	36.70
Lane Group LOS	F	D	C	E	F	C	F	D	D	D	D	D
Critical Lane Group	yes	no	no	no	yes	no	yes	no	no	no	yes	no
50th-Percentile Queue Length [veh]	11.18	20.69	1.96	1.57	25.01	7.41	9.14	5.01	4.32	5.50	10.15	2.57
50th-Percentile Queue Length [ft]	279.48	517.18	48.99	39.29	625.20	185.28	228.50	125.31	108.11	137.59	253.79	64.19
95th-Percentile Queue Length [veh]	16.98	28.15	3.53	2.83	33.88	11.88	14.10	8.68	7.73	9.35	15.38	4.62
95th-Percentile Queue Length [ft]	424.46	703.66	88.18	70.71	847.06	296.89	352.45	217.10	193.37	233.77	384.42	115.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	124.16	44.53	22.39	57.27	69.45	32.33	115.09	48.63	51.15	49.53	46.53	36.70
Movement LOS	F	D	C	E	F	C	F	D	D	D	D	D
d_A, Approach Delay [s/veh]	53.95			62.45			67.95			46.07		
Approach LOS	D			E			E			D		
d_I, Intersection Delay [s/veh]	57.18											
Intersection LOS	E											
Intersection V/C	0.876											

Sequence

Ring 1	3	4	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	28.9
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.622

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	11	722	357	126	871	1	0	2	1	677	2	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	722	357	126	871	1	0	2	1	677	2	156
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	181	89	32	218	0	0	1	0	169	1	39
Total Analysis Volume [veh/h]	11	722	357	126	871	1	0	2	1	677	2	156
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	18	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	10	28	5	5	28	0	0	5	0	0	5	0
Maximum Green [s]	30	60	30	30	60	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	37	94	15	33	0	0	38	0	0	38	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	5	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	10	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no	no	no	no			no			no	
Maximum Recall	no	no	no	no	no			no			no	
Pedestrian Recall	no	no	no	no	no			no			no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	33	33	11	29	29	34	34	34
g / C, Green / Cycle	0.17	0.37	0.37	0.12	0.32	0.32	0.38	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.01	0.20	0.22	0.07	0.18	0.18	0.00	0.27	0.29
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1899	1794	1436	1521
c, Capacity [veh/h]	302	1326	592	221	612	612	718	589	640
d1, Uniform Delay [s]	31.44	22.55	23.17	37.27	25.15	25.15	17.45	25.83	24.25
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.23	1.61	4.50	10.23	3.56	3.56	0.01	5.91	5.98
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

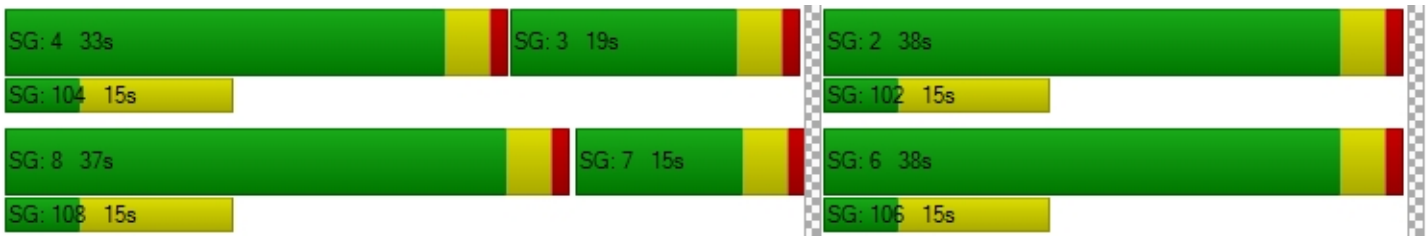
X, volume / capacity	0.04	0.54	0.60	0.57	0.55	0.55	0.00	0.67	0.69
d, Delay for Lane Group [s/veh]	31.67	24.16	27.67	47.50	28.71	28.71	17.46	31.74	30.23
Lane Group LOS	C	C	C	D	C	C	B	C	C
Critical Lane Group	no	no	yes	yes	no	no	no	no	yes
50th-Percentile Queue Length [veh]	0.21	5.93	6.47	3.15	6.20	6.20	0.04	7.91	8.62
50th-Percentile Queue Length [ft]	5.31	148.30	161.68	78.72	155.05	154.98	0.97	197.68	215.40
95th-Percentile Queue Length [veh]	0.38	9.93	10.64	5.67	10.29	10.28	0.07	12.52	13.43
95th-Percentile Queue Length [ft]	9.56	248.16	265.95	141.69	257.16	257.06	1.75	312.97	335.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.67	24.16	27.67	47.50	28.71	28.71	17.46	17.46	17.46	31.12	30.23	30.23
Movement LOS	C	C	C	D	C	C	B	B	B	C	C	C
d_A, Approach Delay [s/veh]	25.39			31.66			17.46			30.94		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	28.92											
Intersection LOS	C											
Intersection V/C	0.622											

Sequence

Ring 1	3	4	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	49.1
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.763

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	219	1479	57	478	1668	265	201	492	132	169	941	304
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	219	1479	57	478	1668	265	201	492	132	169	941	304
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	370	14	120	417	66	50	123	33	42	235	76
Total Analysis Volume [veh/h]	219	1479	57	478	1668	265	201	492	132	169	941	304
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	34	0	10	34	0	5	5	0	5	5	0
Maximum Green [s]	30	60	0	30	60	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	42	0	23	51	0	18	35	0	20	37	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	38	38	19	47	47	14	31	31	16	33	33
g / C, Green / Cycle	0.08	0.32	0.32	0.16	0.39	0.39	0.12	0.26	0.26	0.13	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.06	0.20	0.20	0.14	0.27	0.28	0.11	0.15	0.15	0.09	0.26	0.19
s, saturation flow rate [veh/h]	3514	3618	1849	3514	3618	1732	1810	1900	1746	1810	3618	1615
c, Capacity [veh/h]	293	1146	585	556	1417	678	211	491	451	241	995	444
d1, Uniform Delay [s]	53.77	34.81	34.82	49.20	30.32	30.76	52.67	38.88	38.89	49.71	42.62	38.85
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.98	2.49	4.82	15.79	2.69	6.21	50.62	5.03	5.48	15.63	18.13	8.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

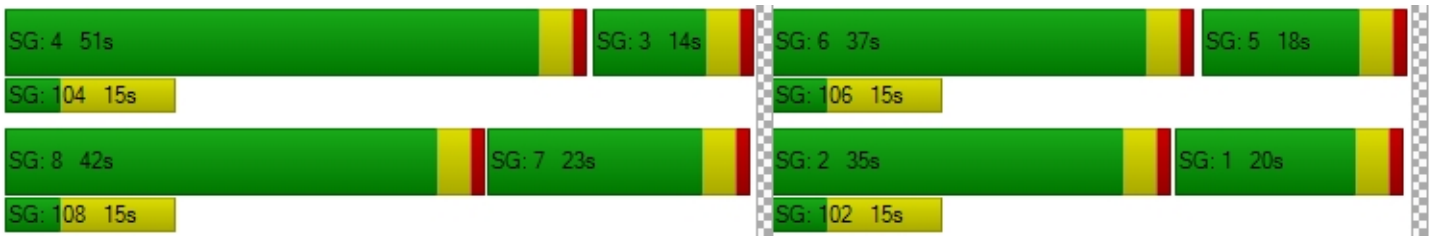
X, volume / capacity	0.75	0.62	0.62	0.86	0.68	0.71	0.95	0.58	0.59	0.70	0.95	0.68
d, Delay for Lane Group [s/veh]	69.75	37.30	39.65	64.99	33.02	36.98	103.28	43.91	44.38	65.34	60.75	47.16
Lane Group LOS	E	D	D	E	C	D	F	D	D	E	E	D
Critical Lane Group	yes	no	no	no	no	yes	yes	no	no	no	yes	no
50th-Percentile Queue Length [veh]	3.83	8.93	9.51	8.06	11.74	12.48	8.92	7.99	7.42	5.85	15.89	8.91
50th-Percentile Queue Length [ft]	95.71	223.17	237.86	201.45	293.39	312.02	223.07	199.83	185.44	146.33	397.36	222.75
95th-Percentile Queue Length [veh]	6.89	13.83	14.57	12.71	17.35	18.27	13.82	12.63	11.88	9.82	22.43	13.81
95th-Percentile Queue Length [ft]	172.28	345.67	364.32	317.83	433.85	456.86	345.54	315.74	297.10	245.52	560.82	345.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.75	38.01	39.65	64.99	33.74	36.98	103.28	44.05	44.38	65.34	60.75	47.16
Movement LOS	E	D	D	E	C	D	F	D	D	E	E	D
d_A, Approach Delay [s/veh]	43.48			41.93			59.94			58.38		
Approach LOS	D			D			E			E		
d_I, Intersection Delay [s/veh]	49.14											
Intersection LOS	D											
Intersection V/C	0.763											

Sequence

Ring 1	3	4	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	23.4
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.606

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	270	1006	0	0	1197	403	0	0	0	459	217	366
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	270	1006	0	0	1197	403	0	0	0	459	217	366
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	252	0	0	299	101	0	0	0	115	54	92
Total Analysis Volume [veh/h]	270	1006	0	0	1197	403	0	0	0	459	217	366
Presence of On-Street Parking	no					no				no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	34	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	14	52	0	0	38	0	0	0	0	0	38	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no			no						no	
Maximum Recall	no	no			no						no	
Pedestrian Recall	no	no			no						no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	48	48	34	34		34	34	34
g / C, Green / Cycle	0.53	0.53	0.38	0.38		0.38	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.29	0.28	0.23	0.25		0.18	0.18	0.25
s, saturation flow rate [veh/h]	920	3618	5176	1615		1810	1866	1470
c, Capacity [veh/h]	431	1929	1955	610		684	705	555
d1, Uniform Delay [s]	29.30	13.58	22.66	23.22		21.35	21.35	23.20
k, delay calibration	0.50	0.50	0.50	0.50		0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	6.74	1.01	1.44	5.54		2.47	2.40	6.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

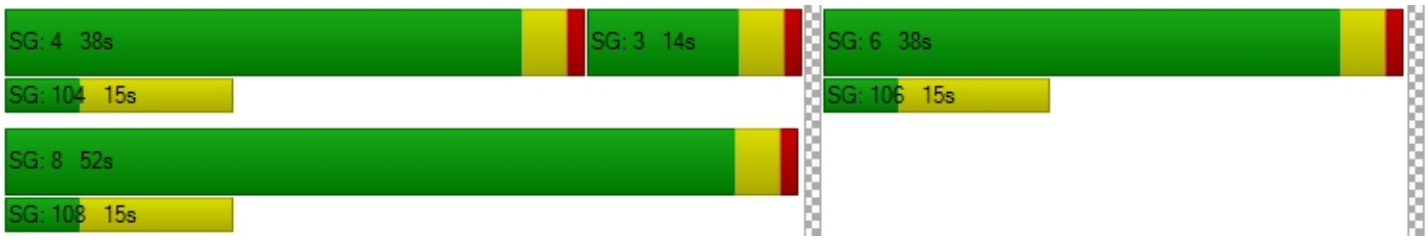
X, volume / capacity	0.63	0.52	0.61	0.66		0.49	0.49	0.66
d, Delay for Lane Group [s/veh]	36.04	14.59	24.11	28.76		23.82	23.75	29.23
Lane Group LOS	D	B	C	C		C	C	C
Critical Lane Group	yes	no	no	yes		no	no	yes
50th-Percentile Queue Length [veh]	3.52	6.23	6.72	7.62		5.55	5.70	7.00
50th-Percentile Queue Length [ft]	88.05	155.81	168.01	190.54		138.64	142.56	174.90
95th-Percentile Queue Length [veh]	6.34	10.33	10.97	12.15		9.41	9.62	11.33
95th-Percentile Queue Length [ft]	158.49	258.17	274.30	303.73		235.19	240.46	283.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.04	14.59	0.00	0.00	24.11	28.76	0.00	0.00	0.00	23.80	23.75	29.23
Movement LOS	D	B			C	C				C	C	C
d_A, Approach Delay [s/veh]	19.13			25.28			0.00			25.70		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	23.39											
Intersection LOS	C											
Intersection V/C	0.606											

Sequence

Ring 1	3	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	26.4
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.671

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	838	305	360	1276	0	397	97	385	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	838	305	360	1276	0	397	97	385	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	210	76	90	319	0	99	24	96	0	0	0
Total Analysis Volume [veh/h]	0	838	305	360	1276	0	397	97	385	0	0	0
Presence of On-Street Parking			no	no			no		no			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	27	0	29	56	0	0	34	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		no		no	no			no				
Maximum Recall		no		no	no			no				
Pedestrian Recall		no		no	no			no				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	23	23	25	52	30	30	30	
g / C, Green / Cycle	0.26	0.26	0.28	0.58	0.33	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.16	0.19	0.20	0.35	0.16	0.11	0.24	
s, saturation flow rate [veh/h]	5176	1615	1810	3618	1810	1853	1615	
c, Capacity [veh/h]	1323	413	503	2090	603	618	538	
d1, Uniform Delay [s]	29.76	30.75	29.30	12.39	23.92	22.39	26.26	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.32	11.27	8.48	1.34	2.85	1.37	7.91	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

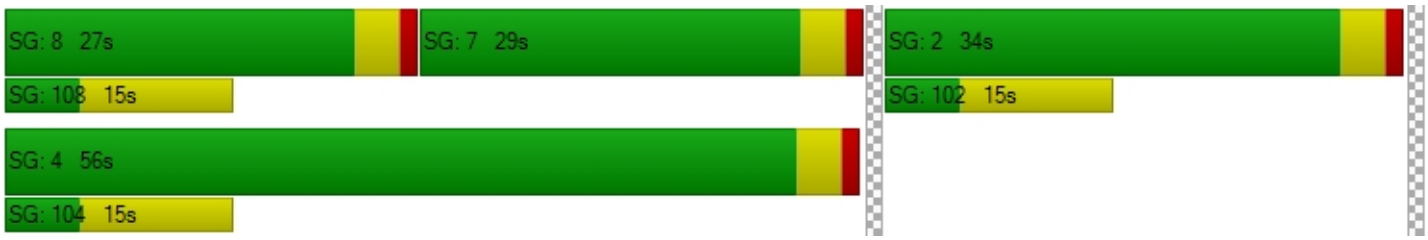
X, volume / capacity	0.63	0.74	0.72	0.61	0.49	0.32	0.72	
d, Delay for Lane Group [s/veh]	32.08	42.01	37.78	13.73	26.76	23.76	34.17	
Lane Group LOS	C	D	D	B	C	C	C	
Critical Lane Group	no	yes	yes	no	no	no	yes	
50th-Percentile Queue Length [veh]	5.45	7.12	7.90	7.73	5.28	3.24	8.04	
50th-Percentile Queue Length [ft]	136.26	178.00	197.49	193.17	131.98	80.88	200.88	
95th-Percentile Queue Length [veh]	9.28	11.50	12.51	12.29	9.05	5.82	12.68	
95th-Percentile Queue Length [ft]	231.98	287.40	312.73	307.14	226.18	145.58	317.10	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	32.08	42.01	37.78	13.73	0.00	25.89	23.76	34.17	0.00	0.00	0.00
Movement LOS		C	D	D	B		C	C	C			
d_A, Approach Delay [s/veh]	34.73			19.02			29.33			0.00		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	26.41											
Intersection LOS	C											
Intersection V/C	0.671											

Sequence

Ring 1	7	8	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	25.2
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	789	214	37	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	789	214	37	0	0	267
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	197	54	9	0	0	67
Total Analysis Volume [veh/h]	789	214	37	0	0	267
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	12.51		0.60	0.60
95th-Percentile Queue Length [ft]	312.84		14.92	14.92
Approach Delay [s/veh]	30.96	0.00	8.10	
Approach LOS	D	A	A	
Intersection Delay [s/veh]	25.18			
Intersection LOS	D			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	14.3
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.074

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	1072	0	0	746	63	0	0	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1072	0	0	746	63	0	0	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	268	0	0	187	16	0	0	8
Total Analysis Volume [veh/h]	0	1072	0	0	746	63	0	0	31
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.33
Movement LOS		A			A	A			B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.00
d_A, Approach Delay [s/veh]	0.00			0.00			14.33		
Approach LOS	A			A			B		
d_I, Intersection Delay [s/veh]	0.23								
Intersection LOS	B								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	168.3
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	55	774	788	826	35	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	774	788	826	35	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	194	197	207	9	20
Total Analysis Volume [veh/h]	55	774	788	826	35	78
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.01	0.01	0.01	0.69	0.32
d_M, Delay for Movement [s/veh]	15.15	0.00	0.00	0.00	168.34	27.06
Movement LOS	C	A	A	A	F	D
95th-Percentile Queue Length [veh]	0.46	0.00	0.00	0.00	2.76	1.35
95th-Percentile Queue Length [ft]	11.52	0.00	0.00	0.00	68.90	33.84
d_A, Approach Delay [s/veh]	1.01		0.00		70.82	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	3.46					
Intersection LOS	F					

APPENDIX D-8

2010 HIGHWAY CAPACITY MANUAL (HCM) INTERSECTION ANALYSIS WORKSHEETS

Opening Year (2016) With-Project Evening Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\Caltrans existing pm peak hour.vistropdb
Report File: C:\...\caltranes opening year pm peak hour with project.pdf

Scenario 3: Opening Year PM peak hour With Project
3/6/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
14	Valley Boulevard - Rosemead Avenue	Signalized	HCM2010	WBL	0.790	48.1	D
21	Lower Azusa Road - Rosemead Boulevard	Signalized	HCM2010	NBR	0.794	40.0	D
22	Garvey Avenue - Rosemead Boulevard	Signalized	HCM2010	EBL	0.701	46.9	D
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	HCM2010	WBR	0.680	23.8	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	HCM2010	SBL	0.683	26.0	C
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		10.7	B
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.034	17.7	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	2.171	629.3	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	48.1
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.790

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	171	1439	174	105	1240	230	277	621	137	170	466	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	171	1439	174	105	1240	230	277	621	137	170	466	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	360	44	26	310	58	69	155	34	43	117	17
Total Analysis Volume [veh/h]	171	1439	174	105	1240	230	277	621	137	170	466	68
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	31	0	10	31	0	5	31	0	10	5	0
Maximum Green [s]	30	60	0	30	60	0	30	60	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	55	0	14	52	0	27	35	0	16	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	51	51	10	48	48	23	31	31	12	20	20
g / C, Green / Cycle	0.11	0.43	0.43	0.08	0.40	0.40	0.19	0.26	0.26	0.10	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.09	0.40	0.11	0.06	0.34	0.14	0.15	0.17	0.08	0.09	0.13	0.04
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	196	1537	686	151	1447	646	347	935	417	181	603	269
d1, Uniform Delay [s]	52.68	32.94	22.23	53.52	32.87	25.19	46.29	39.84	36.06	53.64	47.83	43.50
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	37.83	12.06	0.89	23.37	6.74	1.53	17.29	3.72	2.09	52.65	9.31	2.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.94	0.25	0.70	0.86	0.36	0.80	0.66	0.33	0.94	0.77	0.25
d, Delay for Lane Group [s/veh]	90.51	45.00	23.12	76.89	39.61	26.72	63.58	43.57	38.16	106.28	57.14	45.74
Lane Group LOS	F	D	C	E	D	C	E	D	D	F	E	D
Critical Lane Group	no	yes	no	yes	no	no	yes	no	no	no	yes	no
50th-Percentile Queue Length [veh]	7.04	21.49	3.26	4.01	17.07	4.74	9.46	8.58	3.48	7.69	7.38	1.92
50th-Percentile Queue Length [ft]	176.06	537.17	81.40	100.32	426.84	118.59	236.52	214.61	86.95	192.28	184.42	47.97
95th-Percentile Queue Length [veh]	11.39	29.09	5.86	7.22	23.85	8.32	14.51	13.39	6.26	12.24	11.83	3.45
95th-Percentile Queue Length [ft]	284.86	727.22	146.53	180.58	596.26	207.89	362.63	334.73	156.51	305.99	295.78	86.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	90.51	45.00	23.12	76.89	39.61	26.72	63.58	43.57	38.16	106.28	57.14	45.74
Movement LOS	F	D	C	E	D	C	E	D	D	F	E	D
d_A, Approach Delay [s/veh]	47.23			40.21			48.21			67.91		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	48.12											
Intersection LOS	D											
Intersection V/C	0.790											

Sequence

Ring 1	3	4	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	40.0
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	11	877	677	243	893	1	3	7	4	386	0	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	877	677	243	893	1	3	7	4	386	0	156
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	219	169	61	223	0	1	2	1	97	0	39
Total Analysis Volume [veh/h]	11	877	677	243	893	1	3	7	4	386	0	156
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	18	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	10	10	5	5	28	0	0	5	0	0	5	0
Maximum Green [s]	30	10	30	30	60	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	39	94	23	43	0	0	28	0	0	28	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	5	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	10	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no	no	no	no			no			no	
Maximum Recall	no	no	no	no	no			no			no	
Pedestrian Recall	no	no	no	no	no			no			no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	35	35	19	39	39	24	24	24
g / C, Green / Cycle	0.17	0.39	0.39	0.21	0.43	0.43	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.01	0.24	0.42	0.13	0.20	0.20	0.01	0.18	0.19
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1899	1733	1426	1549
c, Capacity [veh/h]	302	1407	628	382	823	823	511	420	472
d1, Uniform Delay [s]	31.44	22.18	27.50	32.35	18.12	18.12	24.39	31.67	29.56
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.23	2.09	58.74	7.86	1.91	1.91	0.10	6.18	5.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

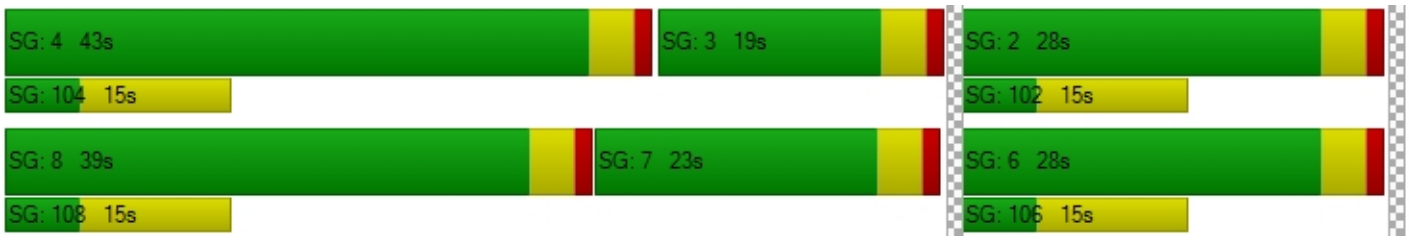
X, volume / capacity	0.04	0.62	1.08	0.64	0.47	0.47	0.03	0.60	0.62
d, Delay for Lane Group [s/veh]	31.67	24.28	86.24	40.21	20.03	20.03	24.49	37.86	35.46
Lane Group LOS	C	C	F	D	C	C	C	D	D
Critical Lane Group	no	no	yes	yes	no	no	no	no	yes
50th-Percentile Queue Length [veh]	0.21	7.32	22.52	5.43	5.66	5.66	0.23	5.52	6.11
50th-Percentile Queue Length [ft]	5.31	183.00	562.96	135.83	141.61	141.55	5.64	138.05	152.70
95th-Percentile Queue Length [veh]	0.38	11.76	31.91	9.26	9.57	9.56	0.41	9.38	10.16
95th-Percentile Queue Length [ft]	9.56	293.92	797.71	231.39	239.19	239.11	10.15	234.39	254.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.67	24.28	86.24	40.21	20.03	20.03	24.49	24.49	24.49	37.07	35.46	35.46
Movement LOS	C	C	F	D	C	C	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	51.13			24.87			24.49			36.58		
Approach LOS	D			C			C			D		
d_I, Intersection Delay [s/veh]	40.01											
Intersection LOS	D											
Intersection V/C	0.794											

Sequence

Ring 1	3	4	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	46.9
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.701

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	275	1329	126	498	1760	197	192	719	100	161	455	334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	275	1329	126	498	1760	197	192	719	100	161	455	334
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	332	32	125	440	49	48	180	25	40	114	84
Total Analysis Volume [veh/h]	275	1329	126	498	1760	197	192	719	100	161	455	334
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	34	0	10	34	0	5	5	0	5	5	0
Maximum Green [s]	30	60	0	30	60	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	15	43	0	25	53	0	18	34	0	17	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	39	39	21	49	49	14	30	30	13	31	31
g / C, Green / Cycle	0.09	0.33	0.33	0.18	0.41	0.41	0.12	0.25	0.25	0.11	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.08	0.19	0.19	0.14	0.27	0.28	0.11	0.18	0.18	0.09	0.13	0.21
s, saturation flow rate [veh/h]	3514	3618	1786	3514	3618	1776	1810	1900	1804	1810	3618	1615
c, Capacity [veh/h]	322	1176	580	615	1477	725	211	475	451	196	935	417
d1, Uniform Delay [s]	53.71	33.91	33.93	47.58	28.83	29.17	52.37	41.33	41.33	52.36	37.75	41.61
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	23.92	2.23	4.49	11.04	2.38	5.22	42.12	9.65	10.13	30.57	1.81	14.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.60	0.60	0.81	0.66	0.69	0.91	0.73	0.73	0.82	0.49	0.80
d, Delay for Lane Group [s/veh]	77.63	36.14	38.42	58.62	31.21	34.40	94.49	50.98	51.46	82.94	39.57	56.47
Lane Group LOS	E	D	D	E	C	C	F	D	D	F	D	E
Critical Lane Group	yes	no	no	no	no	yes	no	no	no	yes	no	yes
50th-Percentile Queue Length [veh]	5.09	8.70	8.97	7.95	11.53	12.37	8.13	10.61	10.14	6.37	5.86	10.82
50th-Percentile Queue Length [ft]	127.22	217.42	224.26	198.82	288.31	309.18	203.15	265.30	253.39	159.19	146.48	270.56
95th-Percentile Queue Length [veh]	8.79	13.53	13.88	12.58	17.10	18.13	12.80	15.95	15.36	10.51	9.83	16.22
95th-Percentile Queue Length [ft]	219.71	338.33	347.06	314.44	427.54	453.36	320.03	398.86	383.91	262.66	245.73	405.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	77.63	36.69	38.42	58.62	31.96	34.40	94.49	51.17	51.46	82.94	39.57	56.47
Movement LOS	E	D	D	E	C	C	F	D	D	F	D	E
d_A, Approach Delay [s/veh]	45.36			38.91			60.75			52.86		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	46.88											
Intersection LOS	D											
Intersection V/C	0.701											

Sequence

Ring 1	3	4	1	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	23.8
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.680

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	419	1520	0	0	1029	324	0	0	0	296	152	315
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	419	1520	0	0	1029	324	0	0	0	296	152	315
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	380	0	0	257	81	0	0	0	74	38	79
Total Analysis Volume [veh/h]	419	1520	0	0	1029	324	0	0	0	296	152	315
Presence of On-Street Parking	no					no				no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	34	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	26	58	0	0	32	0	0	0	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no			no						no	
Maximum Recall	no	no			no						no	
Pedestrian Recall	no	no			no						no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	54	54	28	28		28	28	28
g / C, Green / Cycle	0.60	0.60	0.31	0.31		0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.35	0.42	0.20	0.20		0.12	0.12	0.21
s, saturation flow rate [veh/h]	1206	3618	5176	1615		1810	1869	1470
c, Capacity [veh/h]	656	2171	1610	502		563	581	457
d1, Uniform Delay [s]	22.67	12.42	26.66	26.72		24.32	24.31	27.18
k, delay calibration	0.50	0.50	0.50	0.50		0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	4.71	1.91	1.96	6.26		2.04	1.97	8.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

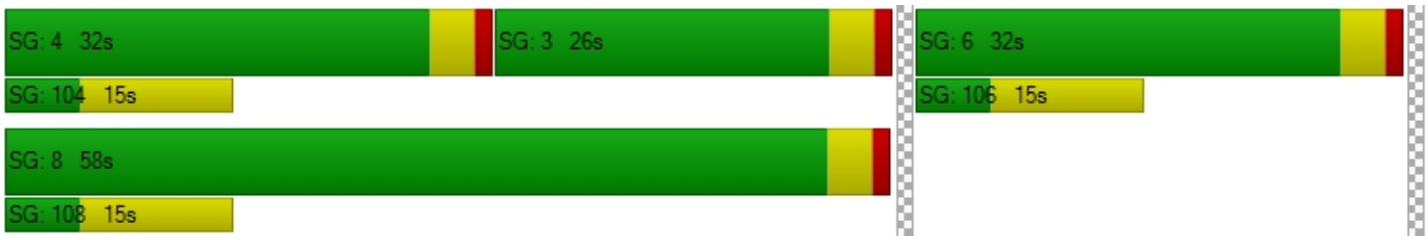
X, volume / capacity	0.64	0.70	0.64	0.64		0.39	0.39	0.69
d, Delay for Lane Group [s/veh]	27.38	14.33	28.61	32.97		26.36	26.29	35.42
Lane Group LOS	C	B	C	C		C	C	D
Critical Lane Group	no	yes	no	no		no	no	yes
50th-Percentile Queue Length [veh]	4.62	9.61	6.33	6.59		3.86	3.97	6.70
50th-Percentile Queue Length [ft]	115.38	240.15	158.32	164.83		96.59	99.34	167.59
95th-Percentile Queue Length [veh]	8.14	14.69	10.46	10.80		6.95	7.15	10.95
95th-Percentile Queue Length [ft]	203.46	367.22	261.50	270.11		173.87	178.81	273.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.38	14.33	0.00	0.00	28.61	32.97	0.00	0.00	0.00	26.35	26.29	35.42
Movement LOS	C	B			C	C				C	C	D
d_A, Approach Delay [s/veh]	17.15			29.66			0.00			30.08		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	23.76											
Intersection LOS	C											
Intersection V/C	0.680											

Sequence

Ring 1	3	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	26.0
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	1301	180	301	1105	0	652	148	449	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1301	180	301	1105	0	652	148	449	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	325	45	75	276	0	163	37	112	0	0	0
Total Analysis Volume [veh/h]	0	1301	180	301	1105	0	652	148	449	0	0	0
Presence of On-Street Parking			no	no			no		no			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	35	0	24	59	0	0	31	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		no		no	no			no				
Maximum Recall		no		no	no			no				
Pedestrian Recall		no		no	no			no				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	R	L	C	L	C	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	31	31	20	55	27	27	
g / C, Green / Cycle	0.34	0.34	0.22	0.61	0.30	0.30	
(v / s)_i Volume / Saturation Flow Rate	0.25	0.11	0.17	0.31	0.22	0.22	
s, saturation flow rate [veh/h]	5176	1615	1810	3618	1810	1842	
c, Capacity [veh/h]	1783	556	402	2211	543	553	
d1, Uniform Delay [s]	25.83	21.76	32.65	9.80	28.27	28.21	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.67	1.54	12.04	0.81	8.50	8.16	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.73	0.32	0.75	0.50	0.73	0.73	
d, Delay for Lane Group [s/veh]	28.50	23.30	44.70	10.61	36.77	36.37	
Lane Group LOS	C	C	D	B	D	D	
Critical Lane Group	yes	no	yes	no	yes	no	
50th-Percentile Queue Length [veh]	8.13	2.93	7.24	5.51	8.62	8.65	
50th-Percentile Queue Length [ft]	203.31	73.20	181.07	137.71	215.53	216.37	
95th-Percentile Queue Length [veh]	12.81	5.27	11.66	9.36	13.44	13.48	
95th-Percentile Queue Length [ft]	320.23	131.75	291.41	233.93	335.91	336.99	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	28.50	23.30	44.70	10.61	0.00	36.61	36.37	0.00	0.00	0.00	0.00
Movement LOS		C	C	D	B		D	D				
d_A, Approach Delay [s/veh]	27.87			17.91			36.57			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	25.96											
Intersection LOS	C											
Intersection V/C	0.683											

Sequence

Ring 1	7	8	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	485	214	37	0	0	253
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	485	214	37	0	0	253
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	121	54	9	0	0	63
Total Analysis Volume [veh/h]	485	214	37	0	0	253
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.46		0.56	0.56
95th-Percentile Queue Length [ft]	86.46		13.99	13.99
Approach Delay [s/veh]	12.04	0.00	8.04	
Approach LOS	B	A	A	
Intersection Delay [s/veh]	10.67			
Intersection LOS	B			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	17.7
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	954	0	0	1009	50	0	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	954	0	0	1009	50	0	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	239	0	0	252	13	0	0	3
Total Analysis Volume [veh/h]	0	954	0	0	1009	50	0	0	10
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.67
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.63
d_A, Approach Delay [s/veh]	0.00			0.00			17.67		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.09								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	629.3
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.171

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	27	1004	565	164	214	404
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	1004	565	164	214	404
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	251	141	41	54	101
Total Analysis Volume [veh/h]	27	1004	565	164	214	404
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	2.17	0.85
d_M, Delay for Movement [s/veh]	9.20	0.00	0.00	0.00	629.35	42.57
Movement LOS	A	A	A	A	F	E
95th-Percentile Queue Length [veh]	0.09	0.00	0.00	0.00	18.72	8.66
95th-Percentile Queue Length [ft]	2.36	0.00	0.00	0.00	467.94	216.60
d_A, Approach Delay [s/veh]	0.24		0.00		245.76	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	63.97					
Intersection LOS	F					

APPENDIX D-9

2010 HIGHWAY CAPACITY MANUAL (HCM) INTERSECTION ANALYSIS WORKSHEETS

Horizon Year (2035) No-Project Morning Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\Caltrans existing am peak hour.vistropdb
Report File: C:\...\Caltans Horizon Year AM Peak No-Project.pdf

Scenario 8: Horizon Year AM peak hour No Project
3/6/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
14	Valley Boulevard - Rosemead Avenue	Signalized	HCM2010	NBL	0.948	71.9	E
21	Lower Azusa Road - Rosemead Boulevard	Signalized	HCM2010	SBL	0.733	33.4	C
22	Garvey Avenue - Rosemead Boulevard	Signalized	HCM2010	EBL	0.830	55.5	E
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	HCM2010	NBL	0.666	24.5	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	HCM2010	SBL	0.724	27.6	C
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		34.0	D
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.087	15.1	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	0.956	283.3	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	71.9
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.948

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	255	1514	116	52	1510	343	210	375	155	200	761	112
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	255	1514	116	52	1510	343	210	375	155	200	761	112
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	379	29	13	378	86	53	94	39	50	190	28
Total Analysis Volume [veh/h]	255	1514	116	52	1510	343	210	375	155	200	761	112
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	31	0	10	31	0	10	5	0	5	31	0
Maximum Green [s]	30	60	0	30	60	0	30	30	0	30	60	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	19	54	0	14	49	0	17	25	0	27	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	50	50	10	45	45	13	21	21	23	31	31
g / C, Green / Cycle	0.13	0.42	0.42	0.08	0.38	0.38	0.11	0.18	0.18	0.19	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.14	0.42	0.07	0.03	0.42	0.21	0.12	0.10	0.10	0.11	0.21	0.07
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	226	1507	673	151	1357	606	196	633	283	347	935	417
d1, Uniform Delay [s]	52.50	35.00	22.00	51.91	37.50	29.76	53.50	45.56	45.17	44.08	41.80	35.46
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	98.36	24.25	0.56	6.15	61.66	3.81	84.47	4.04	7.46	6.83	7.73	1.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.13	1.00	0.17	0.34	1.11	0.57	1.07	0.59	0.55	0.58	0.81	0.27
d, Delay for Lane Group [s/veh]	150.86	59.25	22.55	58.06	99.16	33.56	137.97	49.60	52.63	50.90	49.53	37.04
Lane Group LOS	F	F	C	E	F	C	F	D	D	D	D	D
Critical Lane Group	yes	no	no	no	yes	no	yes	no	no	no	yes	no
50th-Percentile Queue Length [veh]	12.86	25.89	2.12	1.71	30.61	8.26	10.45	5.46	4.77	6.02	11.42	2.78
50th-Percentile Queue Length [ft]	321.42	647.16	52.92	42.87	765.15	206.49	261.25	136.43	119.19	150.41	285.43	69.59
95th-Percentile Queue Length [veh]	19.72	34.35	3.81	3.09	42.71	12.97	16.20	9.29	8.35	10.04	16.96	5.01
95th-Percentile Queue Length [ft]	493.02	858.65	95.26	77.17	1067.67	324.33	405.05	232.21	208.71	250.98	423.97	125.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	150.86	59.25	22.55	58.06	99.16	33.56	137.97	49.60	52.63	50.90	49.53	37.04
Movement LOS	F	F	C	E	F	C	F	D	D	D	D	D
d_A, Approach Delay [s/veh]	69.38			86.23			75.31			48.48		
Approach LOS	E			F			E			D		
d_I, Intersection Delay [s/veh]	71.89											
Intersection LOS	E											
Intersection V/C	0.948											

Sequence

Ring 1	3	4	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	33.4
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.733

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	12	776	384	127	937	1	0	2	1	729	2	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	776	384	127	937	1	0	2	1	729	2	161
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	194	96	32	234	0	0	1	0	182	1	40
Total Analysis Volume [veh/h]	12	776	384	127	937	1	0	2	1	729	2	161
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	18	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	10	28	5	5	28	0	0	5	0	0	5	0
Maximum Green [s]	30	60	30	30	60	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	37	94	15	33	0	0	38	0	0	38	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	5	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	10	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no	no	no	no			no			no	
Maximum Recall	no	no	no	no	no			no			no	
Pedestrian Recall	no	no	no	no	no			no			no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	33	33	11	29	29	34	34	34
g / C, Green / Cycle	0.17	0.37	0.37	0.12	0.32	0.32	0.38	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.01	0.24	0.26	0.08	0.21	0.21	0.00	0.33	0.34
s, saturation flow rate [veh/h]	1629	3256	1454	1629	1710	1709	1615	1292	1368
c, Capacity [veh/h]	271	1194	533	199	551	551	650	538	583
d1, Uniform Delay [s]	31.48	23.70	24.53	37.60	26.20	26.20	17.45	27.92	26.20
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.31	2.75	8.18	14.63	5.96	5.97	0.01	11.15	11.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

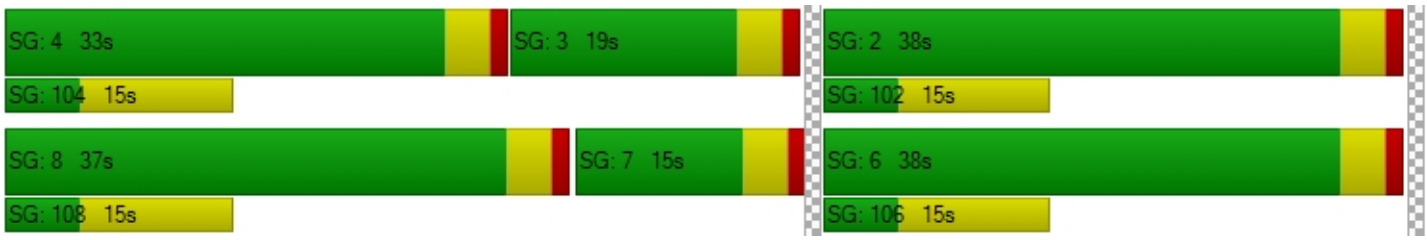
X, volume / capacity	0.04	0.65	0.72	0.64	0.65	0.65	0.00	0.79	0.80
d, Delay for Lane Group [s/veh]	31.79	26.45	32.71	52.23	32.16	32.17	17.47	39.07	37.36
Lane Group LOS	C	C	C	D	C	C	B	D	D
Critical Lane Group	no	no	yes	yes	no	no	no	no	yes
50th-Percentile Queue Length [veh]	0.23	6.82	7.73	3.37	7.13	7.13	0.04	9.75	10.46
50th-Percentile Queue Length [ft]	5.87	170.54	193.29	84.29	178.34	178.27	0.98	243.73	261.47
95th-Percentile Queue Length [veh]	0.42	11.11	12.29	6.07	11.51	11.51	0.07	14.87	15.76
95th-Percentile Queue Length [ft]	10.56	277.63	307.29	151.72	287.85	287.75	1.76	371.75	394.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.79	26.45	32.71	52.23	32.17	32.17	17.47	17.47	17.47	38.37	37.36	37.36
Movement LOS	C	C	C	D	C	C	B	B	B	D	D	D
d_A, Approach Delay [s/veh]	28.55			35.17			17.47			38.17		
Approach LOS	C			D			B			D		
d_I, Intersection Delay [s/veh]	33.41											
Intersection LOS	C											
Intersection V/C	0.733											

Sequence

Ring 1	3	4	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	55.5
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.830

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	237	1602	62	518	1808	287	217	534	143	184	1021	329
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	237	1602	62	518	1808	287	217	534	143	184	1021	329
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	401	16	130	452	72	54	134	36	46	255	82
Total Analysis Volume [veh/h]	237	1602	62	518	1808	287	217	534	143	184	1021	329
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	34	0	10	34	0	5	5	0	5	5	0
Maximum Green [s]	30	60	0	30	60	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	42	0	23	51	0	18	35	0	20	37	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	38	38	19	47	47	14	31	31	16	33	33
g / C, Green / Cycle	0.08	0.32	0.32	0.16	0.39	0.39	0.12	0.26	0.26	0.13	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.07	0.21	0.21	0.15	0.29	0.30	0.12	0.16	0.16	0.10	0.28	0.20
s, saturation flow rate [veh/h]	3514	3618	1848	3514	3618	1734	1810	1900	1746	1810	3618	1615
c, Capacity [veh/h]	293	1146	585	556	1417	679	211	491	451	241	995	444
d1, Uniform Delay [s]	54.06	35.52	35.54	49.85	31.18	31.93	53.00	39.47	39.47	50.17	43.50	39.61
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	20.97	3.08	5.97	24.43	3.43	8.55	69.39	6.13	6.66	20.16	35.42	10.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

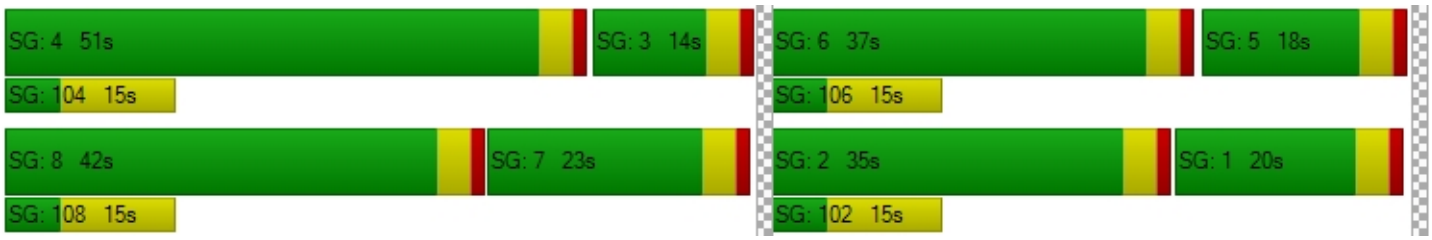
X, volume / capacity	0.81	0.67	0.67	0.93	0.74	0.78	1.03	0.63	0.63	0.76	1.03	0.74
d, Delay for Lane Group [s/veh]	75.03	38.60	41.51	74.28	34.61	40.48	122.39	45.60	46.13	70.33	78.92	50.22
Lane Group LOS	E	D	D	E	C	D	F	D	D	E	F	D
Critical Lane Group	yes	no	no	no	no	yes	yes	no	no	no	yes	no
50th-Percentile Queue Length [veh]	4.31	9.91	10.62	9.40	13.07	14.48	10.36	8.88	8.23	6.63	19.34	10.01
50th-Percentile Queue Length [ft]	107.78	247.67	265.57	234.91	326.70	361.98	259.07	222.01	205.80	165.79	483.52	250.23
95th-Percentile Queue Length [veh]	7.72	15.07	15.97	14.42	19.00	20.72	15.83	13.77	12.94	10.85	26.99	15.20
95th-Percentile Queue Length [ft]	192.91	376.72	399.19	360.59	474.92	517.99	395.73	344.19	323.43	271.37	674.76	379.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	75.03	39.48	41.51	74.28	35.72	40.48	122.39	45.77	46.13	70.33	78.92	50.22
Movement LOS	E	D	D	E	D	D	F	D	D	E	F	D
d_A, Approach Delay [s/veh]	45.62			45.94			66.25			71.74		
Approach LOS	D			D			E			E		
d_I, Intersection Delay [s/veh]	55.49											
Intersection LOS	E											
Intersection V/C	0.830											

Sequence

Ring 1	3	4	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	24.5
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	292	1073	0	0	1279	434	0	0	0	497	234	392
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	292	1073	0	0	1279	434	0	0	0	497	234	392
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	268	0	0	320	109	0	0	0	124	59	98
Total Analysis Volume [veh/h]	292	1073	0	0	1279	434	0	0	0	497	234	392
Presence of On-Street Parking	no					no				no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	34	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	14	52	0	0	38	0	0	0	0	0	38	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no			no						no	
Maximum Recall	no	no			no						no	
Pedestrian Recall	no	no			no						no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	48	48	34	34		34	34	34
g / C, Green / Cycle	0.53	0.53	0.38	0.38		0.38	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.33	0.30	0.25	0.27		0.20	0.20	0.27
s, saturation flow rate [veh/h]	896	3618	5176	1615		1810	1866	1470
c, Capacity [veh/h]	418	1929	1955	610		684	705	555
d1, Uniform Delay [s]	30.38	13.93	23.14	23.82		21.75	21.75	23.76
k, delay calibration	0.50	0.50	0.50	0.50		0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	9.32	1.16	1.72	6.90		2.89	2.80	7.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

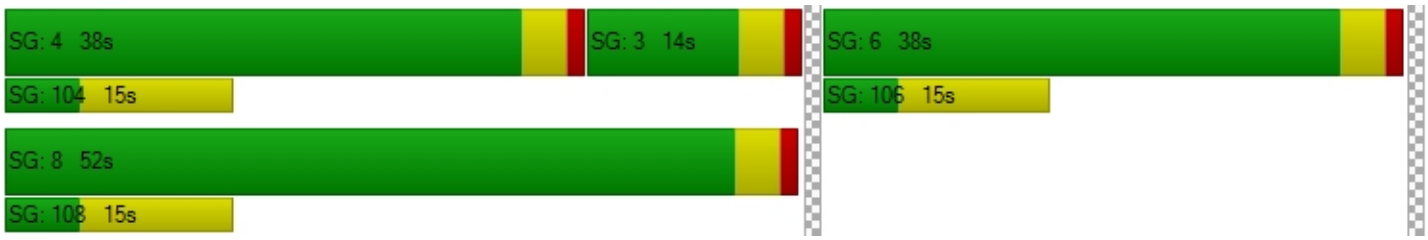
X, volume / capacity	0.70	0.56	0.65	0.71		0.53	0.53	0.71
d, Delay for Lane Group [s/veh]	39.70	15.09	24.86	30.73		24.64	24.55	31.14
Lane Group LOS	D	B	C	C		C	C	C
Critical Lane Group	yes	no	no	yes		no	no	yes
50th-Percentile Queue Length [veh]	4.06	6.84	7.36	8.56		6.14	6.31	7.79
50th-Percentile Queue Length [ft]	101.54	170.93	183.97	213.90		153.57	157.76	194.76
95th-Percentile Queue Length [veh]	7.31	11.13	11.81	13.35		10.21	10.43	12.37
95th-Percentile Queue Length [ft]	182.78	278.14	295.20	333.82		255.19	260.76	309.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.70	15.09	0.00	0.00	24.86	30.73	0.00	0.00	0.00	24.62	24.55	31.14
Movement LOS	D	B			C	C				C	C	C
d_A, Approach Delay [s/veh]	20.36			26.35			0.00			26.88		
Approach LOS	C			C			A			C		
d_I, Intersection Delay [s/veh]	24.54											
Intersection LOS	C											
Intersection V/C	0.666											

Sequence

Ring 1	3	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	27.6
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.724

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	891	330	384	1371	0	430	105	418	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	891	330	384	1371	0	430	105	418	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	223	83	96	343	0	108	26	105	0	0	0
Total Analysis Volume [veh/h]	0	891	330	384	1371	0	430	105	418	0	0	0
Presence of On-Street Parking			no	no			no		no			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	28	0	28	56	0	0	34	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		no		no	no			no				
Maximum Recall		no		no	no			no				
Pedestrian Recall		no		no	no			no				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	24	24	52	30	30	30	
g / C, Green / Cycle	0.27	0.27	0.27	0.58	0.33	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.17	0.20	0.21	0.38	0.18	0.12	0.26	
s, saturation flow rate [veh/h]	5176	1615	1810	3618	1810	1852	1615	
c, Capacity [veh/h]	1380	431	483	2090	603	617	538	
d1, Uniform Delay [s]	29.23	30.41	30.72	12.92	24.27	22.65	26.98	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.34	12.27	12.76	1.62	3.29	1.57	10.52	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

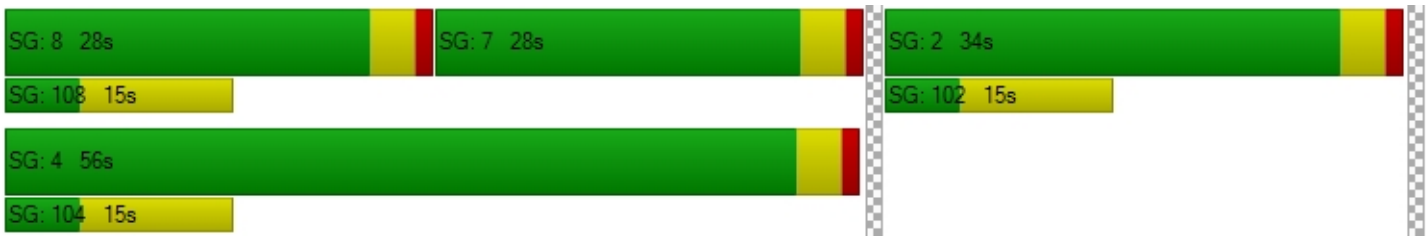
X, volume / capacity	0.65	0.77	0.80	0.66	0.53	0.35	0.78	
d, Delay for Lane Group [s/veh]	31.57	42.68	43.48	14.54	27.56	24.21	37.50	
Lane Group LOS	C	D	D	B	C	C	D	
Critical Lane Group	no	yes	yes	no	no	no	yes	
50th-Percentile Queue Length [veh]	5.76	7.78	9.13	8.69	5.79	3.59	9.22	
50th-Percentile Queue Length [ft]	144.01	194.53	228.27	217.24	144.78	89.78	230.44	
95th-Percentile Queue Length [veh]	9.70	12.36	14.09	13.52	9.74	6.46	14.20	
95th-Percentile Queue Length [ft]	242.42	308.90	352.16	338.10	243.45	161.61	354.92	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	31.57	42.68	43.48	14.54	0.00	26.58	24.21	37.50	0.00	0.00	0.00
Movement LOS		C	D	D	B		C	C	D			
d_A, Approach Delay [s/veh]	34.58			20.87			31.16			0.00		
Approach LOS	C			C			C			A		
d_I, Intersection Delay [s/veh]	27.63											
Intersection LOS	C											
Intersection V/C	0.724											

Sequence

Ring 1	7	8	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	34.0
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	850	214	37	0	0	289
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	850	214	37	0	0	289
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	213	54	9	0	0	72
Total Analysis Volume [veh/h]	850	214	37	0	0	289
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	16.19		0.66	0.66
95th-Percentile Queue Length [ft]	404.66		16.40	16.40
Approach Delay [s/veh]	42.78	0.00	8.19	
Approach LOS	E	A	A	
Intersection Delay [s/veh]	34.00			
Intersection LOS	D			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.087

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	1154	0	0	796	68	0	0	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1154	0	0	796	68	0	0	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	289	0	0	199	17	0	0	9
Total Analysis Volume [veh/h]	0	1154	0	0	796	68	0	0	34
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.11
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.11
d_A, Approach Delay [s/veh]	0.00			0.00			15.11		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.25								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	283.3
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.956

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	59	817	852	896	38	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	817	852	896	38	85
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	204	213	224	10	21
Total Analysis Volume [veh/h]	59	817	852	896	38	85
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.01	0.01	0.01	0.96	0.43
d_M, Delay for Movement [s/veh]	16.80	0.00	0.00	0.00	283.32	35.94
Movement LOS	C	A	A	A	F	E
95th-Percentile Queue Length [veh]	0.57	0.00	0.00	0.00	3.67	1.97
95th-Percentile Queue Length [ft]	14.31	0.00	0.00	0.00	91.68	49.15
d_A, Approach Delay [s/veh]	1.13		0.00		112.37	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	5.39					
Intersection LOS	F					

APPENDIX D-10

2010 HIGHWAY CAPACITY MANUAL (HCM) INTERSECTION ANALYSIS WORKSHEETS

Horizon Year (2035) No-Project Evening Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\Caltrans existing pm peak hour.vistropdb
Report File: C:\...\caltranes horizon year pm peak hour no project.pdf

Scenario 5: Horizon PM peak hour No-Project
3/6/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
14	Valley Boulevard - Rosemead Avenue	Signalized	HCM2010	WBL	0.854	56.4	E
21	Lower Azusa Road - Rosemead Boulevard	Signalized	HCM2010	NBR	0.848	48.3	D
22	Garvey Avenue - Rosemead Boulevard	Signalized	HCM2010	EBL	0.762	50.9	D
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	HCM2010	WBR	0.719	24.7	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	HCM2010	SBL	0.728	27.5	C
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		11.2	B
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.036	18.6	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	2.756	900.2	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	56.4
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.854

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	185	1558	187	113	1343	249	300	670	148	184	500	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	185	1558	187	113	1343	249	300	670	148	184	500	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	390	47	28	336	62	75	168	37	46	125	18
Total Analysis Volume [veh/h]	185	1558	187	113	1343	249	300	670	148	184	500	73
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	31	0	10	31	0	5	31	0	10	5	0
Maximum Green [s]	30	60	0	30	60	0	30	60	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	55	0	14	52	0	27	35	0	16	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	51	51	10	48	48	23	31	31	12	20	20
g / C, Green / Cycle	0.11	0.43	0.43	0.08	0.40	0.40	0.19	0.26	0.26	0.10	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.10	0.43	0.12	0.06	0.37	0.15	0.17	0.19	0.09	0.10	0.14	0.05
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	196	1537	686	151	1447	646	347	935	417	181	603	269
d1, Uniform Delay [s]	53.14	34.50	22.44	53.77	34.35	25.54	47.00	40.51	36.33	54.00	48.35	43.64
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	51.05	26.30	0.98	28.49	11.77	1.74	23.87	4.70	2.35	71.36	12.48	2.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	1.01	0.27	0.75	0.93	0.39	0.86	0.72	0.35	1.02	0.83	0.27
d, Delay for Lane Group [s/veh]	104.19	60.80	23.41	82.27	46.13	27.27	70.87	45.21	38.69	125.36	60.82	46.11
Lane Group LOS	F	F	C	F	D	C	E	D	D	F	E	D
Critical Lane Group	no	yes	no	yes	no	no	yes	no	no	no	yes	no
50th-Percentile Queue Length [veh]	8.22	26.78	3.53	4.47	20.16	5.22	10.87	9.50	3.79	8.99	8.20	2.07
50th-Percentile Queue Length [ft]	205.43	669.48	88.36	111.85	504.03	130.42	271.77	237.40	94.85	224.83	205.01	51.77
95th-Percentile Queue Length [veh]	12.92	35.63	6.36	7.94	27.52	8.96	16.28	14.55	6.83	14.01	12.90	3.73
95th-Percentile Queue Length [ft]	322.96	890.63	159.04	198.57	688.12	224.07	406.95	363.75	170.72	350.14	322.42	93.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	104.19	60.80	23.41	82.27	46.13	27.27	70.87	45.21	38.69	125.36	60.82	46.11
Movement LOS	F	F	C	F	D	C	E	D	D	F	E	D
d_A, Approach Delay [s/veh]	61.34			45.77			51.23			75.09		
Approach LOS	E			D			D			E		
d_I, Intersection Delay [s/veh]	56.36											
Intersection LOS	E											
Intersection V/C	0.854											

Sequence

Ring 1	3	4	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	48.3
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.848

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	12	949	735	248	967	1	3	8	4	418	0	151
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	949	735	248	967	1	3	8	4	418	0	151
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	237	184	62	242	0	1	2	1	105	0	38
Total Analysis Volume [veh/h]	12	949	735	248	967	1	3	8	4	418	0	151
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	18	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	10	10	5	5	28	0	0	5	0	0	5	0
Maximum Green [s]	30	10	30	30	60	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	39	94	23	43	0	0	28	0	0	28	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	5	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	10	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no	no	no	no			no			no	
Maximum Recall	no	no	no	no	no			no			no	
Pedestrian Recall	no	no	no	no	no			no			no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	35	35	19	39	39	24	24	24
g / C, Green / Cycle	0.17	0.39	0.39	0.21	0.43	0.43	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.01	0.26	0.46	0.14	0.22	0.22	0.01	0.18	0.20
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1899	1756	1424	1546
c, Capacity [veh/h]	302	1407	628	382	823	823	516	419	473
d1, Uniform Delay [s]	31.46	22.78	27.50	32.45	18.45	18.45	24.40	31.98	29.93
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.25	2.61	92.88	8.29	2.16	2.17	0.10	6.83	6.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

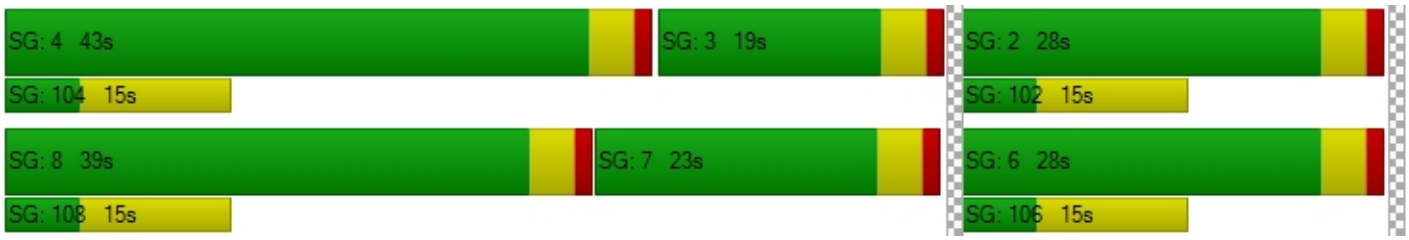
X, volume / capacity	0.04	0.67	1.17	0.65	0.50	0.50	0.03	0.62	0.65
d, Delay for Lane Group [s/veh]	31.71	25.39	120.38	40.74	20.61	20.61	24.51	38.81	36.73
Lane Group LOS	C	C	F	D	C	C	C	D	D
Critical Lane Group	no	no	yes	yes	no	no	no	no	yes
50th-Percentile Queue Length [veh]	0.23	8.19	28.47	5.59	6.18	6.18	0.24	5.83	6.62
50th-Percentile Queue Length [ft]	5.80	204.74	711.86	139.70	154.59	154.53	6.04	145.68	165.54
95th-Percentile Queue Length [veh]	0.42	12.88	41.29	9.46	10.26	10.26	0.44	9.79	10.84
95th-Percentile Queue Length [ft]	10.44	322.07	1032.28	236.61	256.54	256.47	10.88	244.65	271.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.71	25.39	120.38	40.74	20.61	20.61	24.51	24.51	24.51	38.07	36.73	36.73
Movement LOS	C	C	F	D	C	C	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	66.60			25.27			24.51			37.68		
Approach LOS	E			C			C			D		
d_I, Intersection Delay [s/veh]	48.29											
Intersection LOS	D											
Intersection V/C	0.848											

Sequence

Ring 1	3	4	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	50.9
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	298	1441	136	539	1906	213	208	780	108	175	493	362
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	298	1441	136	539	1906	213	208	780	108	175	493	362
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	360	34	135	477	53	52	195	27	44	123	91
Total Analysis Volume [veh/h]	298	1441	136	539	1906	213	208	780	108	175	493	362
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	34	0	10	34	0	5	5	0	5	5	0
Maximum Green [s]	30	60	0	30	60	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	15	43	0	25	53	0	18	34	0	17	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	39	39	21	49	49	14	30	30	13	31	31
g / C, Green / Cycle	0.09	0.33	0.33	0.18	0.41	0.41	0.12	0.25	0.25	0.11	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.08	0.21	0.21	0.15	0.29	0.31	0.11	0.20	0.20	0.10	0.14	0.22
s, saturation flow rate [veh/h]	3514	3618	1786	3514	3618	1777	1810	1900	1804	1810	3618	1615
c, Capacity [veh/h]	322	1176	580	615	1477	726	211	475	451	196	935	417
d1, Uniform Delay [s]	54.09	34.59	34.64	48.24	29.66	30.23	52.90	42.12	42.13	52.81	38.21	42.54
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	34.24	2.74	5.53	16.10	2.98	6.92	58.26	12.87	13.52	41.22	2.13	20.93
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.65	0.65	0.88	0.71	0.75	0.99	0.79	0.80	0.89	0.53	0.87
d, Delay for Lane Group [s/veh]	88.33	37.33	40.16	64.34	32.65	37.15	111.15	54.99	55.65	94.03	40.34	63.47
Lane Group LOS	F	D	D	E	C	D	F	D	E	F	D	E
Critical Lane Group	yes	no	no	no	no	yes	no	no	no	yes	no	yes
50th-Percentile Queue Length [veh]	5.92	9.65	10.03	9.07	12.83	14.18	9.61	12.01	11.50	7.40	6.44	12.51
50th-Percentile Queue Length [ft]	147.95	241.14	250.76	226.67	320.71	354.62	240.13	300.26	287.39	185.00	161.10	312.73
95th-Percentile Queue Length [veh]	9.91	14.74	15.22	14.01	18.70	20.36	14.69	17.69	17.06	11.86	10.61	18.31
95th-Percentile Queue Length [ft]	247.69	368.48	380.62	350.13	467.56	509.04	367.20	442.35	426.40	296.53	265.18	457.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	88.33	38.01	40.16	64.34	33.72	37.15	111.15	55.26	55.65	94.03	40.34	63.47
Movement LOS	F	D	D	E	C	D	F	E	E	F	D	E
d_A, Approach Delay [s/veh]	48.68			41.78			67.61			57.59		
Approach LOS	D			D			E			E		
d_I, Intersection Delay [s/veh]	50.90											
Intersection LOS	D											
Intersection V/C	0.762											

Sequence

Ring 1	3	4	1	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	24.7
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.719

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	455	1619	0	0	1074	350	0	0	0	321	165	329
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	455	1619	0	0	1074	350	0	0	0	321	165	329
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	405	0	0	269	88	0	0	0	80	41	82
Total Analysis Volume [veh/h]	455	1619	0	0	1074	350	0	0	0	321	165	329
Presence of On-Street Parking	no					no				no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	34	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	27	59	0	0	32	0	0	0	0	0	31	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no			no						no	
Maximum Recall	no	no			no						no	
Pedestrian Recall	no	no			no						no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	55	55	28	28		27	27	27
g / C, Green / Cycle	0.61	0.61	0.31	0.31		0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.38	0.45	0.21	0.22		0.13	0.13	0.22
s, saturation flow rate [veh/h]	1206	3618	5176	1615		1810	1869	1470
c, Capacity [veh/h]	669	2211	1610	502		543	561	441
d1, Uniform Delay [s]	22.71	12.32	26.95	27.26		25.41	25.41	28.41
k, delay calibration	0.50	0.50	0.50	0.50		0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	5.51	2.19	2.21	7.78		2.58	2.50	10.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.68	0.73	0.67	0.70		0.44	0.44	0.75
d, Delay for Lane Group [s/veh]	28.22	14.51	29.15	35.05		27.99	27.90	39.36
Lane Group LOS	C	B	C	D		C	C	D
Critical Lane Group	no	yes	no	no		no	no	yes
50th-Percentile Queue Length [veh]	5.04	10.36	6.70	7.39		4.36	4.48	7.44
50th-Percentile Queue Length [ft]	126.08	258.98	167.59	184.79		108.89	112.04	186.02
95th-Percentile Queue Length [veh]	8.73	15.64	10.95	11.85		7.78	7.95	11.91
95th-Percentile Queue Length [ft]	218.15	390.94	273.75	296.26		194.45	198.83	297.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.22	14.51	0.00	0.00	29.15	35.05	0.00	0.00	0.00	27.97	27.90	39.36
Movement LOS	C	B			C	D				C	C	D
d_A, Approach Delay [s/veh]	17.51			30.60			0.00			32.56		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	24.68											
Intersection LOS	C											
Intersection V/C	0.719											

Sequence

Ring 1	3	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	27.5
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.728

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	1384	195	315	1168	0	704	160	487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1384	195	315	1168	0	704	160	487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	346	49	79	292	0	176	40	122	0	0	0
Total Analysis Volume [veh/h]	0	1384	195	315	1168	0	704	160	487	0	0	0
Presence of On-Street Parking			no	no			no		no			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	35	0	24	59	0	0	31	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		no		no	no			no				
Maximum Recall		no		no	no			no				
Pedestrian Recall		no		no	no			no				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	R	L	C	L	C	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	31	31	20	55	27	27	
g / C, Green / Cycle	0.34	0.34	0.22	0.61	0.30	0.30	
(v / s)_i Volume / Saturation Flow Rate	0.27	0.12	0.17	0.32	0.24	0.24	
s, saturation flow rate [veh/h]	5176	1615	1810	3618	1810	1842	
c, Capacity [veh/h]	1783	556	402	2211	543	553	
d1, Uniform Delay [s]	26.40	21.99	32.96	10.05	28.93	28.84	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.39	1.74	14.14	0.91	11.32	10.69	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.78	0.35	0.78	0.53	0.79	0.78	
d, Delay for Lane Group [s/veh]	29.79	23.73	47.10	10.96	40.25	39.53	
Lane Group LOS	C	C	D	B	D	D	
Critical Lane Group	yes	no	yes	no	yes	no	
50th-Percentile Queue Length [veh]	8.92	3.21	7.81	5.98	9.83	9.80	
50th-Percentile Queue Length [ft]	223.03	80.33	195.21	149.52	245.85	245.00	
95th-Percentile Queue Length [veh]	13.82	5.78	12.39	9.99	14.98	14.93	
95th-Percentile Queue Length [ft]	345.49	144.59	309.78	249.79	374.42	373.34	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	29.79	23.73	47.10	10.96	0.00	39.97	39.53	0.00	0.00	0.00	0.00
Movement LOS		C	C	D	B		D	D				
d_A, Approach Delay [s/veh]	29.04			18.63			39.89			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	27.50											
Intersection LOS	C											
Intersection V/C	0.728											

Sequence

Ring 1	7	8	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	516	214	37	0	0	271
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	516	214	37	0	0	271
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	54	9	0	0	68
Total Analysis Volume [veh/h]	516	214	37	0	0	271
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.93		0.61	0.61
95th-Percentile Queue Length [ft]	98.34		15.18	15.18
Approach Delay [s/veh]	12.77	0.00	8.12	
Approach LOS	B	A	A	
Intersection Delay [s/veh]	11.17			
Intersection LOS	B			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	18.6
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.036

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	1032	0	0	1060	54	0	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1032	0	0	1060	54	0	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	258	0	0	265	14	0	0	3
Total Analysis Volume [veh/h]	0	1032	0	0	1060	54	0	0	10
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.60
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.82
d_A, Approach Delay [s/veh]	0.00			0.00			18.60		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.09								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	900.2
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.756

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	29	1062	604	178	232	438
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	1062	604	178	232	438
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	266	151	45	58	110
Total Analysis Volume [veh/h]	29	1062	604	178	232	438
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	2.76	0.98
d_M, Delay for Movement [s/veh]	9.41	0.00	0.00	0.00	900.22	68.40
Movement LOS	A	A	A	A	F	F
95th-Percentile Queue Length [veh]	0.11	0.00	0.00	0.00	22.37	12.28
95th-Percentile Queue Length [ft]	2.66	0.00	0.00	0.00	559.18	306.93
d_A, Approach Delay [s/veh]	0.25		0.00		356.44	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	94.02					
Intersection LOS	F					

APPENDIX D-11

2010 HIGHWAY CAPACITY MANUAL (HCM) INTERSECTION ANALYSIS WORKSHEETS

Horizon Year (2035) With-Project Morning Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\Caltrans existing am peak hour.vistropdb
Report File: C:\...\Caltans Horizon Year AM Peak With-Project.pdf

Scenario 9: Horizon Year AM peak hour With- Project
3/6/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
14	Valley Boulevard - Rosemead Avenue	Signalized	HCM2010	NBL	0.948	71.9	E
21	Lower Azusa Road - Rosemead Boulevard	Signalized	HCM2010	SBL	0.739	33.7	C
22	Garvey Avenue - Rosemead Boulevard	Signalized	HCM2010	EBL	0.830	55.5	E
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	HCM2010	NBL	0.671	24.7	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	HCM2010	NBR	0.725	28.0	C
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		34.9	D
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.088	15.3	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	0.974	292.8	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	71.9
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.948

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	255	1514	116	52	1510	343	210	377	155	200	762	112
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	255	1514	116	52	1510	343	210	377	155	200	762	112
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	379	29	13	378	86	53	94	39	50	191	28
Total Analysis Volume [veh/h]	255	1514	116	52	1510	343	210	377	155	200	762	112
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	31	0	10	31	0	10	5	0	5	31	0
Maximum Green [s]	30	60	0	30	60	0	30	30	0	30	60	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	19	54	0	14	49	0	17	25	0	27	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	50	50	10	45	45	13	21	21	23	31	31
g / C, Green / Cycle	0.13	0.42	0.42	0.08	0.38	0.38	0.11	0.18	0.18	0.19	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.14	0.42	0.07	0.03	0.42	0.21	0.12	0.10	0.10	0.11	0.21	0.07
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	226	1507	673	151	1357	606	196	633	283	347	935	417
d1, Uniform Delay [s]	52.50	35.00	22.00	51.91	37.50	29.76	53.50	45.59	45.17	44.08	41.81	35.46
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	98.36	24.25	0.56	6.15	61.66	3.81	84.47	4.09	7.46	6.83	7.78	1.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.13	1.00	0.17	0.34	1.11	0.57	1.07	0.60	0.55	0.58	0.82	0.27
d, Delay for Lane Group [s/veh]	150.86	59.25	22.55	58.06	99.16	33.56	137.97	49.68	52.63	50.90	49.59	37.04
Lane Group LOS	F	F	C	E	F	C	F	D	D	D	D	D
Critical Lane Group	yes	no	no	no	yes	no	yes	no	no	no	yes	no
50th-Percentile Queue Length [veh]	12.86	25.89	2.12	1.71	30.61	8.26	10.45	5.49	4.77	6.02	11.44	2.78
50th-Percentile Queue Length [ft]	321.42	647.16	52.92	42.87	765.15	206.49	261.25	137.30	119.19	150.41	286.02	69.59
95th-Percentile Queue Length [veh]	19.72	34.35	3.81	3.09	42.71	12.97	16.20	9.34	8.35	10.04	16.99	5.01
95th-Percentile Queue Length [ft]	493.02	858.65	95.26	77.17	1067.67	324.33	405.05	233.39	208.71	250.98	424.70	125.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	150.86	59.25	22.55	58.06	99.16	33.56	137.97	49.68	52.63	50.90	49.59	37.04
Movement LOS	F	F	C	E	F	C	F	D	D	D	D	D
d_A, Approach Delay [s/veh]	69.38			86.23			75.29			48.52		
Approach LOS	E			F			E			D		
d_I, Intersection Delay [s/veh]	71.89											
Intersection LOS	E											
Intersection V/C	0.948											

Sequence

Ring 1	3	4	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	33.7
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.739

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	12	776	384	134	937	1	0	2	1	729	2	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	776	384	134	937	1	0	2	1	729	2	168
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	194	96	34	234	0	0	1	0	182	1	42
Total Analysis Volume [veh/h]	12	776	384	134	937	1	0	2	1	729	2	168
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	18	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	10	28	5	5	28	0	0	5	0	0	5	0
Maximum Green [s]	30	60	30	30	60	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	37	94	15	33	0	0	38	0	0	38	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	5	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	10	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no	no	no	no			no			no	
Maximum Recall	no	no	no	no	no			no			no	
Pedestrian Recall	no	no	no	no	no			no			no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	33	33	11	29	29	34	34	34
g / C, Green / Cycle	0.17	0.37	0.37	0.12	0.32	0.32	0.38	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.01	0.24	0.26	0.08	0.21	0.21	0.00	0.33	0.34
s, saturation flow rate [veh/h]	1629	3256	1454	1629	1710	1709	1615	1292	1370
c, Capacity [veh/h]	271	1194	533	199	551	551	650	538	583
d1, Uniform Delay [s]	31.48	23.70	24.53	37.78	26.25	26.25	17.45	28.06	26.26
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.31	2.75	8.18	16.73	6.07	6.08	0.01	11.60	11.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

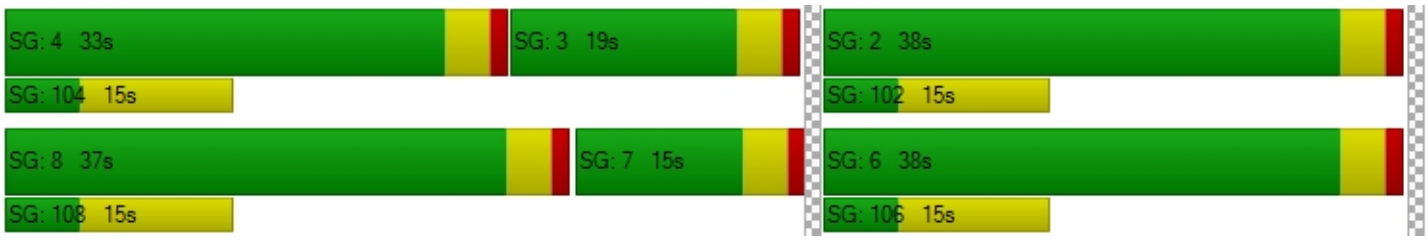
X, volume / capacity	0.04	0.65	0.72	0.67	0.66	0.66	0.00	0.80	0.81
d, Delay for Lane Group [s/veh]	31.79	26.45	32.71	54.51	32.32	32.32	17.47	39.66	37.69
Lane Group LOS	C	C	C	D	C	C	B	D	D
Critical Lane Group	no	no	yes	yes	no	no	no	no	yes
50th-Percentile Queue Length [veh]	0.23	6.82	7.73	3.64	7.20	7.20	0.04	9.94	10.57
50th-Percentile Queue Length [ft]	5.87	170.54	193.29	91.04	180.05	179.97	0.98	248.45	264.32
95th-Percentile Queue Length [veh]	0.42	11.11	12.29	6.56	11.60	11.60	0.07	15.11	15.91
95th-Percentile Queue Length [ft]	10.56	277.63	307.29	163.88	290.08	289.98	1.76	377.70	397.63

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.79	26.45	32.71	54.51	32.32	32.32	17.47	17.47	17.47	38.86	37.69	37.69
Movement LOS	C	C	C	D	C	C	B	B	B	D	D	D
d_A, Approach Delay [s/veh]	28.55			35.78			17.47			38.63		
Approach LOS	C			D			B			D		
d_I, Intersection Delay [s/veh]	33.75											
Intersection LOS	C											
Intersection V/C	0.739											

Sequence

Ring 1	3	4	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	55.5
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.830

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	237	1602	62	518	1808	287	217	534	143	184	1021	329
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	237	1602	62	518	1808	287	217	534	143	184	1021	329
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	401	16	130	452	72	54	134	36	46	255	82
Total Analysis Volume [veh/h]	237	1602	62	518	1808	287	217	534	143	184	1021	329
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	34	0	10	34	0	5	5	0	5	5	0
Maximum Green [s]	30	60	0	30	60	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	42	0	23	51	0	18	35	0	20	37	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	38	38	19	47	47	14	31	31	16	33	33
g / C, Green / Cycle	0.08	0.32	0.32	0.16	0.39	0.39	0.12	0.26	0.26	0.13	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.07	0.21	0.21	0.15	0.29	0.30	0.12	0.16	0.16	0.10	0.28	0.20
s, saturation flow rate [veh/h]	3514	3618	1848	3514	3618	1734	1810	1900	1746	1810	3618	1615
c, Capacity [veh/h]	293	1146	585	556	1417	679	211	491	451	241	995	444
d1, Uniform Delay [s]	54.06	35.52	35.54	49.85	31.18	31.93	53.00	39.47	39.47	50.17	43.50	39.61
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	20.97	3.08	5.97	24.43	3.43	8.55	69.39	6.13	6.66	20.16	35.42	10.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

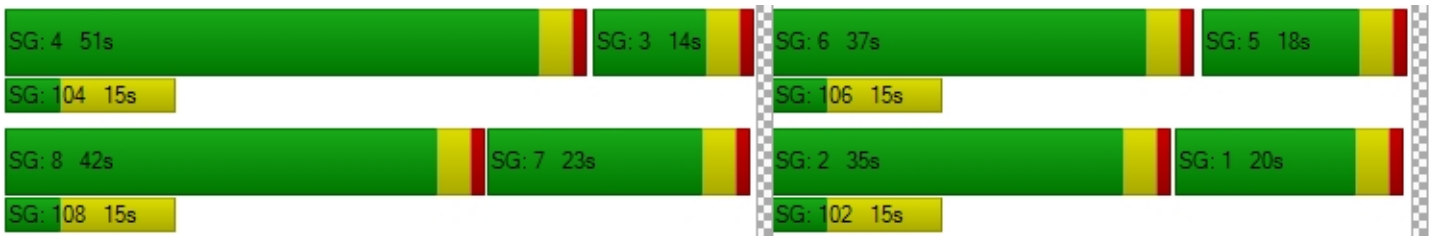
X, volume / capacity	0.81	0.67	0.67	0.93	0.74	0.78	1.03	0.63	0.63	0.76	1.03	0.74
d, Delay for Lane Group [s/veh]	75.03	38.60	41.51	74.28	34.61	40.48	122.39	45.60	46.13	70.33	78.92	50.22
Lane Group LOS	E	D	D	E	C	D	F	D	D	E	F	D
Critical Lane Group	yes	no	no	no	no	yes	yes	no	no	no	yes	no
50th-Percentile Queue Length [veh]	4.31	9.91	10.62	9.40	13.07	14.48	10.36	8.88	8.23	6.63	19.34	10.01
50th-Percentile Queue Length [ft]	107.78	247.67	265.57	234.91	326.70	361.98	259.07	222.01	205.80	165.79	483.52	250.23
95th-Percentile Queue Length [veh]	7.72	15.07	15.97	14.42	19.00	20.72	15.83	13.77	12.94	10.85	26.99	15.20
95th-Percentile Queue Length [ft]	192.91	376.72	399.19	360.59	474.92	517.99	395.73	344.19	323.43	271.37	674.76	379.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	75.03	39.48	41.51	74.28	35.72	40.48	122.39	45.77	46.13	70.33	78.92	50.22
Movement LOS	E	D	D	E	D	D	F	D	D	E	F	D
d_A, Approach Delay [s/veh]	45.62			45.94			66.25			71.74		
Approach LOS	D			D			E			E		
d_I, Intersection Delay [s/veh]	55.49											
Intersection LOS	E											
Intersection V/C	0.830											

Sequence

Ring 1	3	4	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	24.7
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.671

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	292	1085	0	0	1293	434	0	0	0	497	234	397
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	292	1085	0	0	1293	434	0	0	0	497	234	397
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	271	0	0	323	109	0	0	0	124	59	99
Total Analysis Volume [veh/h]	292	1085	0	0	1293	434	0	0	0	497	234	397
Presence of On-Street Parking	no					no				no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	34	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	14	52	0	0	38	0	0	0	0	0	38	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no			no						no	
Maximum Recall	no	no			no						no	
Pedestrian Recall	no	no			no						no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	48	48	34	34		34	34	34
g / C, Green / Cycle	0.53	0.53	0.38	0.38		0.38	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.33	0.30	0.25	0.27		0.20	0.20	0.27
s, saturation flow rate [veh/h]	892	3618	5176	1615		1810	1866	1470
c, Capacity [veh/h]	416	1929	1955	610		684	705	555
d1, Uniform Delay [s]	30.49	14.00	23.22	23.82		21.75	21.75	23.87
k, delay calibration	0.50	0.50	0.50	0.50		0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	9.50	1.19	1.78	6.90		2.89	2.80	7.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

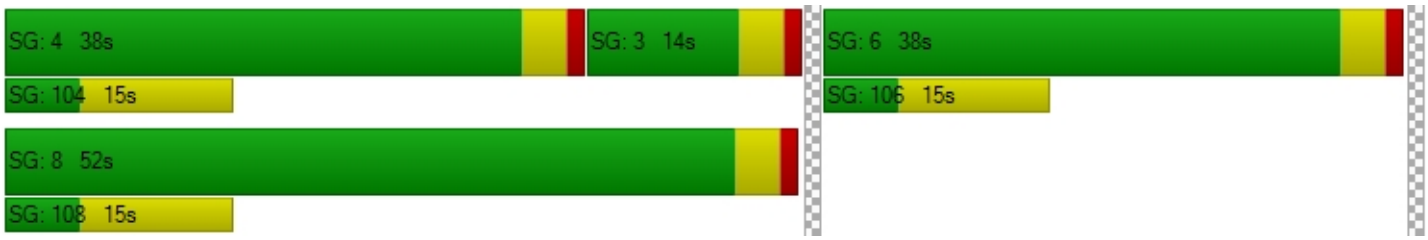
X, volume / capacity	0.70	0.56	0.66	0.71		0.53	0.53	0.72
d, Delay for Lane Group [s/veh]	39.99	15.19	25.00	30.73		24.64	24.55	31.55
Lane Group LOS	D	B	C	C		C	C	C
Critical Lane Group	yes	no	no	yes		no	no	yes
50th-Percentile Queue Length [veh]	4.08	6.95	7.47	8.56		6.14	6.31	7.95
50th-Percentile Queue Length [ft]	101.93	173.74	186.79	213.90		153.58	157.76	198.83
95th-Percentile Queue Length [veh]	7.34	11.27	11.95	13.35		10.21	10.43	12.58
95th-Percentile Queue Length [ft]	183.48	281.82	298.86	333.82		255.20	260.75	314.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.99	15.19	0.00	0.00	25.00	30.73	0.00	0.00	0.00	24.62	24.55	31.55
Movement LOS	D	B			C	C				C	C	C
d_A, Approach Delay [s/veh]	20.45			26.44			0.00			27.04		
Approach LOS	C			C			A			C		
d_I, Intersection Delay [s/veh]	24.65											
Intersection LOS	C											
Intersection V/C	0.671											

Sequence

Ring 1	3	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	28.0
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.725

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	903	330	387	1381	0	430	105	418	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	903	330	387	1381	0	430	105	418	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	226	83	97	345	0	108	26	105	0	0	0
Total Analysis Volume [veh/h]	0	903	330	387	1381	0	430	105	418	0	0	0
Presence of On-Street Parking			no	no			no		no			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	27	0	29	56	0	0	34	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		no		no	no			no				
Maximum Recall		no		no	no			no				
Pedestrian Recall		no		no	no			no				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	23	23	25	52	30	30	30	
g / C, Green / Cycle	0.26	0.26	0.28	0.58	0.33	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.17	0.20	0.21	0.38	0.18	0.12	0.26	
s, saturation flow rate [veh/h]	5176	1615	1810	3618	1810	1852	1615	
c, Capacity [veh/h]	1323	413	503	2090	603	617	538	
d1, Uniform Delay [s]	30.21	31.34	29.86	12.98	24.27	22.65	26.98	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.87	14.93	10.85	1.66	3.29	1.57	10.52	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

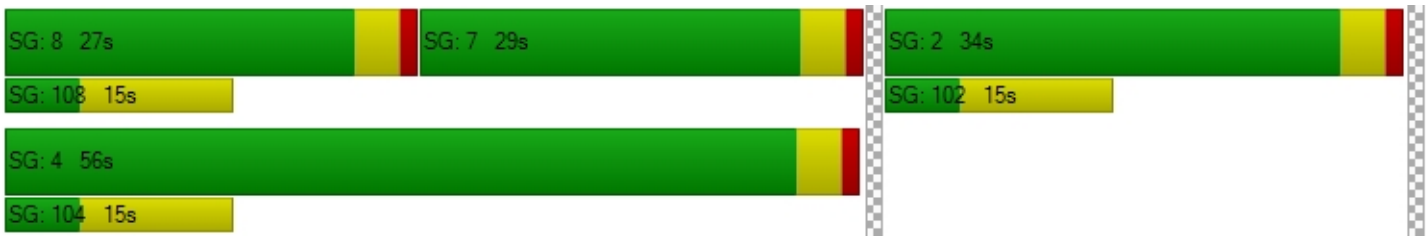
X, volume / capacity	0.68	0.80	0.77	0.66	0.53	0.35	0.78	
d, Delay for Lane Group [s/veh]	33.08	46.27	40.71	14.63	27.56	24.21	37.50	
Lane Group LOS	C	D	D	B	C	C	D	
Critical Lane Group	no	yes	yes	no	no	no	yes	
50th-Percentile Queue Length [veh]	6.00	8.14	8.87	8.80	5.79	3.59	9.22	
50th-Percentile Queue Length [ft]	150.08	203.50	221.79	219.91	144.78	89.78	230.44	
95th-Percentile Queue Length [veh]	10.02	12.82	13.76	13.66	9.74	6.46	14.20	
95th-Percentile Queue Length [ft]	250.54	320.48	343.91	341.51	243.45	161.61	354.92	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	33.08	46.27	40.71	14.63	0.00	26.58	24.21	37.50	0.00	0.00	0.00
Movement LOS		C	D	D	B		C	C	D			
d_A, Approach Delay [s/veh]	36.61			20.34			31.16			0.00		
Approach LOS	D			C			C			A		
d_I, Intersection Delay [s/veh]	28.02											
Intersection LOS	C											
Intersection V/C	0.725											

Sequence

Ring 1	7	8	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	34.9
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	855	214	37	0	0	289
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	855	214	37	0	0	289
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	214	54	9	0	0	72
Total Analysis Volume [veh/h]	855	214	37	0	0	289
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	16.52		0.66	0.66
95th-Percentile Queue Length [ft]	413.08		16.40	16.40
Approach Delay [s/veh]	43.99	0.00	8.19	
Approach LOS	E	A	A	
Intersection Delay [s/veh]	34.95			
Intersection LOS	D			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	15.3
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.088

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	1154	0	0	806	68	0	0	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1154	0	0	806	68	0	0	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	289	0	0	202	17	0	0	9
Total Analysis Volume [veh/h]	0	1154	0	0	806	68	0	0	34
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.25
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.22
d_A, Approach Delay [s/veh]	0.00			0.00			15.25		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.25								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	292.8
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.974

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	59	830	852	896	38	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	830	852	896	38	85
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	208	213	224	10	21
Total Analysis Volume [veh/h]	59	830	852	896	38	85
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.01	0.01	0.01	0.97	0.43
d_M, Delay for Movement [s/veh]	16.80	0.00	0.00	0.00	292.77	35.94
Movement LOS	C	A	A	A	F	E
95th-Percentile Queue Length [veh]	0.57	0.00	0.00	0.00	3.71	1.97
95th-Percentile Queue Length [ft]	14.31	0.00	0.00	0.00	92.82	49.15
d_A, Approach Delay [s/veh]	1.12		0.00		115.29	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	5.50					
Intersection LOS	F					

APPENDIX D-12

2010 HIGHWAY CAPACITY MANUAL (HCM) INTERSECTION ANALYSIS WORKSHEETS

Horizon Year (2035) With-Project Evening Peak-Hour Conditions

El Monte Wal-Mart Traffic Impact Analysi

Vistro File: C:\...\Caltrans existing pm peak hour.vistropdb
Report File: C:\...\caltranes horizon year pm peak hour with project.pdf

Scenario 6: Horizon PM peak hour With-Project
3/6/2014

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
14	Valley Boulevard - Rosemead Avenue	Signalized	HCM2010	WBL	0.855	56.4	E
21	Lower Azusa Road - Rosemead Boulevard	Signalized	HCM2010	NBR	0.859	48.4	D
22	Garvey Avenue - Rosemead Boulevard	Signalized	HCM2010	EBL	0.762	50.9	D
27	Santa Anita Avenue - Brockway Street/I10 Westbound Ramps	Signalized	HCM2010	WBR	0.732	25.6	C
28	Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps	Signalized	HCM2010	SBL	0.738	27.8	C
29	I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave	All-way stop	HCM2010	NBL		11.3	B
30	Temple City Boulevard - Olney Street	Two-way stop	HCM2010	EBR	0.038	19.1	C
31	S. Baldwin Avenue - Flair Drive	Two-way stop	HCM2010	EBL	2.848	944.1	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#14: Valley Boulevard - Rosemead Avenue

Control Type:	Signalized	Delay (sec / veh):	56.4
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.855

Intersection Setup

Name	Rosemead			Rosemead			Valley			Valley		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	250.00	100.00	200.00	115.00	100.00	220.00	250.00	100.00	250.00	225.00	100.00	150.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Valley			Valley		
Base Volume Input [veh/h]	185	1558	187	113	1343	249	300	673	148	184	503	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	185	1558	187	113	1343	249	300	673	148	184	503	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	390	47	28	336	62	75	168	37	46	126	18
Total Analysis Volume [veh/h]	185	1558	187	113	1343	249	300	673	148	184	503	73
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	31	0	10	31	0	5	31	0	10	5	0
Maximum Green [s]	30	60	0	30	60	0	30	60	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	55	0	14	52	0	27	35	0	16	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	51	51	10	48	48	23	31	31	12	20	20
g / C, Green / Cycle	0.11	0.43	0.43	0.08	0.40	0.40	0.19	0.26	0.26	0.10	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.10	0.43	0.12	0.06	0.37	0.15	0.17	0.19	0.09	0.10	0.14	0.05
s, saturation flow rate [veh/h]	1810	3618	1615	1810	3618	1615	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	196	1537	686	151	1447	646	347	935	417	181	603	269
d1, Uniform Delay [s]	53.14	34.50	22.44	53.77	34.35	25.54	47.00	40.55	36.33	54.00	48.40	43.64
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	51.05	26.30	0.98	28.49	11.77	1.74	23.87	4.78	2.35	71.36	12.82	2.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	1.01	0.27	0.75	0.93	0.39	0.86	0.72	0.35	1.02	0.83	0.27
d, Delay for Lane Group [s/veh]	104.19	60.80	23.41	82.27	46.13	27.27	70.87	45.32	38.69	125.36	61.22	46.11
Lane Group LOS	F	F	C	F	D	C	E	D	D	F	E	D
Critical Lane Group	no	yes	no	yes	no	no	yes	no	no	no	yes	no
50th-Percentile Queue Length [veh]	8.22	26.78	3.53	4.47	20.16	5.22	10.87	9.55	3.79	8.99	8.28	2.07
50th-Percentile Queue Length [ft]	205.43	669.48	88.36	111.85	504.03	130.42	271.77	238.85	94.85	224.83	206.99	51.77
95th-Percentile Queue Length [veh]	12.92	35.63	6.36	7.94	27.52	8.96	16.28	14.62	6.83	14.01	13.00	3.73
95th-Percentile Queue Length [ft]	322.96	890.63	159.04	198.57	688.12	224.07	406.95	365.58	170.72	350.14	324.96	93.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	104.19	60.80	23.41	82.27	46.13	27.27	70.87	45.32	38.69	125.36	61.22	46.11
Movement LOS	F	F	C	F	D	C	E	D	D	F	E	D
d_A, Approach Delay [s/veh]	61.34			45.77			51.28			75.30		
Approach LOS	E			D			D			E		
d_I, Intersection Delay [s/veh]	56.41											
Intersection LOS	E											
Intersection V/C	0.855											

Sequence

Ring 1	3	4	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#21: Lower Azusa Road - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	48.4
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.859

Intersection Setup

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	220.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Lower Azusa			Lower Azusa		
Base Volume Input [veh/h]	12	949	735	262	967	1	3	8	4	418	0	166
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	949	735	262	967	1	3	8	4	418	0	166
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	237	184	66	242	0	1	2	1	105	0	42
Total Analysis Volume [veh/h]	12	949	735	262	967	1	3	8	4	418	0	166
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	18	7	4	0	0	2	0	0	6	0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	10	10	5	5	28	0	0	5	0	0	5	0
Maximum Green [s]	30	10	30	30	60	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	39	94	23	43	0	0	28	0	0	28	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	5	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	10	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no	no	no	no			no			no	
Maximum Recall	no	no	no	no	no			no			no	
Pedestrian Recall	no	no	no	no	no			no			no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	35	35	19	39	39	24	24	24
g / C, Green / Cycle	0.17	0.39	0.39	0.21	0.43	0.43	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.01	0.26	0.46	0.14	0.22	0.22	0.01	0.19	0.20
s, saturation flow rate [veh/h]	1810	3618	1615	1810	1900	1899	1751	1424	1550
c, Capacity [veh/h]	302	1407	628	382	823	823	515	419	472
d1, Uniform Delay [s]	31.46	22.78	27.50	32.75	18.50	18.50	24.40	32.23	30.08
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.25	2.61	92.88	9.63	2.21	2.21	0.10	7.46	7.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

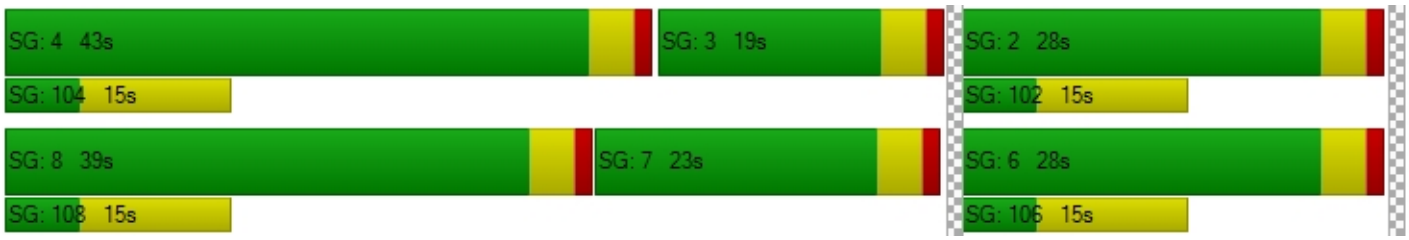
X, volume / capacity	0.04	0.67	1.17	0.69	0.51	0.51	0.03	0.65	0.66
d, Delay for Lane Group [s/veh]	31.71	25.39	120.38	42.38	20.72	20.72	24.51	39.69	37.26
Lane Group LOS	C	C	F	D	C	C	C	D	D
Critical Lane Group	no	no	yes	yes	no	no	no	no	yes
50th-Percentile Queue Length [veh]	0.23	8.19	28.47	6.04	6.28	6.28	0.24	6.12	6.81
50th-Percentile Queue Length [ft]	5.80	204.74	711.86	151.04	156.94	156.89	6.05	152.93	170.16
95th-Percentile Queue Length [veh]	0.42	12.88	41.29	10.07	10.39	10.38	0.44	10.17	11.08
95th-Percentile Queue Length [ft]	10.44	322.07	1032.28	251.81	259.67	259.60	10.88	254.33	277.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.71	25.39	120.38	42.38	20.72	20.72	24.51	24.51	24.51	38.88	37.26	37.26
Movement LOS	C	C	F	D	C	C	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	66.60			25.90			24.51			38.38		
Approach LOS	E			C			C			D		
d_I, Intersection Delay [s/veh]	48.41											
Intersection LOS	D											
Intersection V/C	0.859											

Sequence

Ring 1	3	4	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#22: Garvey Avenue - Rosemead Boulevard

Control Type:	Signalized	Delay (sec / veh):	50.9
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	Rosemead			Rosemead			Garvey			Garvey		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name	Rosemead			Rosemead			Garvey			Garvey		
Base Volume Input [veh/h]	298	1441	136	539	1906	213	208	780	108	175	493	362
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	298	1441	136	539	1906	213	208	780	108	175	493	362
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	360	34	135	477	53	52	195	27	44	123	91
Total Analysis Volume [veh/h]	298	1441	136	539	1906	213	208	780	108	175	493	362
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	1	6	0	5	2	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	10	34	0	10	34	0	5	5	0	5	5	0
Maximum Green [s]	30	60	0	30	60	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	15	43	0	25	53	0	18	34	0	17	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	39	39	21	49	49	14	30	30	13	31	31
g / C, Green / Cycle	0.09	0.33	0.33	0.18	0.41	0.41	0.12	0.25	0.25	0.11	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.08	0.21	0.21	0.15	0.29	0.31	0.11	0.20	0.20	0.10	0.14	0.22
s, saturation flow rate [veh/h]	3514	3618	1786	3514	3618	1777	1810	1900	1804	1810	3618	1615
c, Capacity [veh/h]	322	1176	580	615	1477	726	211	475	451	196	935	417
d1, Uniform Delay [s]	54.09	34.59	34.64	48.24	29.66	30.23	52.90	42.12	42.13	52.81	38.21	42.54
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	34.24	2.74	5.53	16.10	2.98	6.92	58.26	12.87	13.52	41.22	2.13	20.93
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.65	0.65	0.88	0.71	0.75	0.99	0.79	0.80	0.89	0.53	0.87
d, Delay for Lane Group [s/veh]	88.33	37.33	40.16	64.34	32.65	37.15	111.15	54.99	55.65	94.03	40.34	63.47
Lane Group LOS	F	D	D	E	C	D	F	D	E	F	D	E
Critical Lane Group	yes	no	no	no	no	yes	no	no	no	yes	no	yes
50th-Percentile Queue Length [veh]	5.92	9.65	10.03	9.07	12.83	14.18	9.61	12.01	11.50	7.40	6.44	12.51
50th-Percentile Queue Length [ft]	147.95	241.14	250.76	226.67	320.71	354.62	240.13	300.26	287.39	185.00	161.10	312.73
95th-Percentile Queue Length [veh]	9.91	14.74	15.22	14.01	18.70	20.36	14.69	17.69	17.06	11.86	10.61	18.31
95th-Percentile Queue Length [ft]	247.69	368.48	380.62	350.13	467.56	509.04	367.20	442.35	426.40	296.53	265.18	457.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	88.33	38.01	40.16	64.34	33.72	37.15	111.15	55.26	55.65	94.03	40.34	63.47
Movement LOS	F	D	D	E	C	D	F	E	E	F	D	E
d_A, Approach Delay [s/veh]	48.68			41.78			67.61			57.59		
Approach LOS	D			D			E			E		
d_I, Intersection Delay [s/veh]	50.90											
Intersection LOS	D											
Intersection V/C	0.762											

Sequence

Ring 1	3	4	1	6	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	7	8	5	2	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#27: Santa Anita Avenue - Brockway Street/I10 Westbound Ramps

Control Type:	Signalized	Delay (sec / veh):	25.6
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.732

Intersection Setup

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00	125.00	100.00	125.00
Speed [mph]	35.00			35.00			30.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			yes			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Brockway/WB Ramps			Brockway/WB Ramps		
Base Volume Input [veh/h]	455	1641	0	0	1106	350	0	0	0	321	165	338
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	455	1641	0	0	1106	350	0	0	0	321	165	338
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	410	0	0	277	88	0	0	0	80	41	85
Total Analysis Volume [veh/h]	455	1641	0	0	1106	350	0	0	0	321	165	338
Presence of On-Street Parking	no					no				no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Split	Permiss	Split
Signal Group	3	8	0	0	4	0	0	0	0	0	6	0
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	34	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	27	58	0	0	31	0	0	0	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no			no						no	
Maximum Recall	no	no			no						no	
Pedestrian Recall	no	no			no						no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	54	54	27	27		28	28	28
g / C, Green / Cycle	0.60	0.60	0.30	0.30		0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.38	0.45	0.21	0.22		0.13	0.13	0.23
s, saturation flow rate [veh/h]	1211	3618	5176	1615		1810	1869	1470
c, Capacity [veh/h]	657	2171	1553	485		563	581	457
d1, Uniform Delay [s]	23.22	13.18	28.04	28.15		24.61	24.61	27.73
k, delay calibration	0.50	0.50	0.50	0.50		0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	5.93	2.51	2.81	9.02		2.34	2.26	10.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.76	0.71	0.72		0.42	0.42	0.74
d, Delay for Lane Group [s/veh]	29.15	15.69	30.85	37.17		26.95	26.87	38.00
Lane Group LOS	C	B	C	D		C	C	D
Critical Lane Group	no	yes	no	no		no	no	yes
50th-Percentile Queue Length [veh]	5.27	11.10	7.15	7.64		4.25	4.38	7.50
50th-Percentile Queue Length [ft]	131.73	277.57	178.76	191.08		106.37	109.47	187.44
95th-Percentile Queue Length [veh]	9.03	16.57	11.54	12.18		7.64	7.81	11.99
95th-Percentile Queue Length [ft]	225.85	414.19	288.40	304.43		190.94	195.27	299.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.15	15.69	0.00	0.00	30.85	37.17	0.00	0.00	0.00	26.93	26.87	38.00
Movement LOS	C	B			C	D				C	C	D
d_A, Approach Delay [s/veh]	18.61			32.37			0.00			31.46		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	25.61											
Intersection LOS	C											
Intersection V/C	0.732											

Sequence

Ring 1	3	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#28: Santa Anita Avenue - Asher Street/I1-10 Eastbound Ramps

Control Type:	Signalized	Delay (sec / veh):	27.8
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.738

Intersection Setup

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	175.00	200.00	100.00	100.00	150.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			no			yes			yes		

Volumes

Name	Santa Anita			Santa Anita			Asher/EB Ramps			Asher/EB Ramps		
Base Volume Input [veh/h]	0	1407	195	324	1191	0	704	160	487	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1407	195	324	1191	0	704	160	487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	352	49	81	298	0	176	40	122	0	0	0
Total Analysis Volume [veh/h]	0	1407	195	324	1191	0	704	160	487	0	0	0
Presence of On-Street Parking			no	no			no		no			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	3.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss	Protecte	Permiss
Signal Group	0	8	0	7	4	0	0	2	0	0	0	0
Lead / Lag	-	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	35	0	24	59	0	0	31	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		no		no	no			no				
Maximum Recall		no		no	no			no				
Pedestrian Recall		no		no	no			no				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	R	L	C	L	C	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	31	31	20	55	27	27	
g / C, Green / Cycle	0.34	0.34	0.22	0.61	0.30	0.30	
(v / s)_i Volume / Saturation Flow Rate	0.27	0.12	0.18	0.33	0.24	0.24	
s, saturation flow rate [veh/h]	5176	1615	1810	3618	1810	1842	
c, Capacity [veh/h]	1783	556	402	2211	543	553	
d1, Uniform Delay [s]	26.56	21.99	33.16	10.15	28.93	28.84	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.64	1.74	15.73	0.95	11.32	10.69	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.79	0.35	0.81	0.54	0.79	0.78	
d, Delay for Lane Group [s/veh]	30.20	23.73	48.89	11.09	40.25	39.53	
Lane Group LOS	C	C	D	B	D	D	
Critical Lane Group	yes	no	yes	no	yes	no	
50th-Percentile Queue Length [veh]	9.15	3.21	8.20	6.16	9.83	9.80	
50th-Percentile Queue Length [ft]	228.84	80.33	205.10	154.00	245.85	245.00	
95th-Percentile Queue Length [veh]	14.12	5.78	12.90	10.23	14.98	14.93	
95th-Percentile Queue Length [ft]	352.88	144.59	322.53	255.77	374.42	373.34	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	30.20	23.73	48.89	11.09	0.00	39.97	39.53	0.00	0.00	0.00	0.00
Movement LOS		C	C	D	B		D	D				
d_A, Approach Delay [s/veh]	29.41			19.18			39.89			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	27.79											
Intersection LOS	C											
Intersection V/C	0.738											

Sequence

Ring 1	7	8	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#29: I-10 Westbound Off-Ramp - Brockaway Street/Granada Ave

Control Type:	All-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	WB Off-Ramp				Brockaway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		yes		no	

Volumes

Name	WB Off-Ramp				Brockaway	
Base Volume Input [veh/h]	525	214	37	0	0	271
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	525	214	37	0	0	271
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	131	54	9	0	0	68
Total Analysis Volume [veh/h]	525	214	37	0	0	271
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	4.08		0.61	0.61
95th-Percentile Queue Length [ft]	102.08		15.18	15.18
Approach Delay [s/veh]	13.00	0.00	8.12	
Approach LOS	B	A	A	
Intersection Delay [s/veh]	11.34			
Intersection LOS	B			

Intersection Level Of Service Report
#30: Temple City Boulevard - Olney Street

Control Type:	Two-way stop	Delay (sec / veh):	19.1
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.038

Intersection Setup

Name	Temple City			Temple City			Olney		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	no			no			no		

Volumes

Name	Temple City			Temple City			Olney		
Base Volume Input [veh/h]	0	1032	0	0	1084	54	0	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1032	0	0	1084	54	0	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	258	0	0	271	14	0	0	3
Total Analysis Volume [veh/h]	0	1032	0	0	1084	54	0	0	10
Pedestrian Volume [ped/h]	0			0			0		
Bicycle Volume [bicycles/h]	0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.06
Movement LOS		A			A	A			C
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.92
d_A, Approach Delay [s/veh]	0.00			0.00			19.06		
Approach LOS	A			A			C		
d_I, Intersection Delay [s/veh]	0.09								
Intersection LOS	C								

Intersection Level Of Service Report
#31: S. Baldwin Avenue - Flair Drive

Control Type:	Two-way stop	Delay (sec / veh):	944.1
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.848

Intersection Setup

Name	Flair		S. Baldwin		S. Baldwin	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	250.00	100.00	100.00	100.00	50.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	no		no		no	

Volumes

Name	Flair		S. Baldwin		S. Baldwin	
Base Volume Input [veh/h]	29	1085	604	178	232	438
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	1085	604	178	232	438
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	271	151	45	58	110
Total Analysis Volume [veh/h]	29	1085	604	178	232	438
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	2.85	0.98
d_M, Delay for Movement [s/veh]	9.41	0.00	0.00	0.00	944.15	68.40
Movement LOS	A	A	A	A	F	F
95th-Percentile Queue Length [veh]	0.11	0.00	0.00	0.00	22.66	12.28
95th-Percentile Queue Length [ft]	2.66	0.00	0.00	0.00	566.44	306.93
d_A, Approach Delay [s/veh]	0.25		0.00		371.65	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	97.15					
Intersection LOS	F					

APPENDIX D-13

2010 HIGHWAY CAPACITY MANUAL (HCM)

FREEWAY SYSTEM LOS ANALYSIS

Westbound AM Peak Hour

Westbound PM Peak Hour

Eastbound AM Peak Hour

Eastbound PM Peak Hour

HCS 2010 Freeway Facilities

Project Properties

Analyst	MPI	**Freeway Name**	I-10	**Analysis Period**	AM Peak
Analysis Date	10/25/2013 8:11:55 AM	**From**	Valley	**Version Date**	10/10/2012
Agency	City of El Monte	**To**	Temple City		
Location	El Monte	**Analysis Direction**	Westbound		
User Notes					
File Name	C:\Users\TSH\AppData\Local\Temp\preview.xml				

Facility-wide Values

Jam Density (pc/h/ln)	190	**Time Period Duration (min)**	15	**Facility Length (mi)**	**4.92000**

Segment Input Data

Time Period 1

Mainline Data

Seg #	From	To	Type	Length	Terrain	Adj. Demand	% Trucks	% RVs	# Lanes	FFS
1	East of Valley	Valley	Basic Segment	2000	Level	8379	4.00	0.00	5	65
2	East of Valley	Valley Off	Off Ramp	1500	Level	8379	4.00	0.00	6	65
3	Valley off	Valley On	Basic Segment	700	Level	8142	4.12	0.00	6	65
4	Valley On	Peck Off	Weaving	750	Level	8418	3.98	0.00	6	65
5	Peck off	Peck On	Basic Segment	650	Level	8310	4.03	0.00	6	65
6	Peck On to Borackawa	I-10 West	On Ramp	1500	Level	8760	3.83	0.00	6	65
7	Peck On to Borackawa	Santa Anita/Brockoff	Basic Segment	1500	Level	8760	3.83	0.00	6	65
8	I-10 WB	Santa Anita Off	Off Ramp	1500	Level	8760	3.83	0.00	5	65
9	Santa Anita off	Santa Anita On	Basic Segment	2000	Level	8001	4.19	0.00	5	65
10	Santa Anita On	I-10	On Ramp	1500	Level	8822	3.80	0.00	5	65
11	Santa Anita On	Temple City Off	Basic Segment	3200	Level	8822	3.80	0.00	5	65
12	Santa Anita	Temple City off	Off Ramp	1500	Level	8822	3.80	0.00	5	65
13	Temple City off	Temple City on	Basic Segment	900	Level	7882	4.25	0.00	5	65
14	Temple on	West of Temple City	On Ramp	1500	Level	8599	3.90	0.00	5	65
15	Temple City on	West of Temple City	Basic Segment	5280	Level	8599	3.90	0.00	5	65

RampData

Seg #	Type	Adj. Demand	% Trucks	% RVs	Lanes	Accel/Decel Length	FFS
2	Off Ramp	237	0.00	0.00	1	170	35
6	On Ramp	450	0.00	0.00	1	250	35
8	Off Ramp	759	0.00	0.00	1	500	35
10	On Ramp	821	0.00	0.00	1	1000	35
12	Off Ramp	940	0.00	0.00	1	100	35
14	On Ramp	717	0.00	0.00	1	1000	35

Weaving Segment Data

Seg #	Ramp to Ramp Prop.	On-Ramp					Off-Ramp				
		Adj. Demand	% Trucks	% RVs	Lanes	FFS	Adj. Demand	% Trucks	% RVs	Lanes	FFS
4	0.050	276	0.00	0.00	1	35	108	0.00	0.00	1	35

Time Period Independent Weaving Segment Data

Seg #	Configuration	Short Length	# Weaving Lanes	Min. Lane Changes Freeway-Ramp	Min. Lane Changes Ramp-Freeway	Min. Lane Changes Ramp-Ramp
4	750	2	1	1	0	

Time Period Results

Time Period 1

Seg #	From	To	Type	Adj. Demand	Vol. Served	Capacity (pc/h)	Capacity (veh/h)	d/c Ratio	v/c ratio	Queue Length (ft)	Avg. Speed (mi/h)	Density (pc/mi/ln)	Density (veh/mi/ln)	Avg. Travel Time (min/veh)	Free-Flow Travel Time (min/veh)	Mainline Delay (min/veh)	System Delay (min/veh)	VMT Demand (veh-min)	VMT Volume (veh-min)	VHT (veh-hrs)	VHD (veh-hrs)	LOS
1	East of Valley	Valley	Basic Segment	8379	8379	11162	10944	0.77	0.77	0	59.3	28.8	28.3	0.38	0.35	0.0	0.0	793.5	793.5	13.4	1.2	D
2	East of Valley	Valley Off	Off Ramp	8379	8379	13395	13132	0.64	0.64	0	64.4	22.1	21.7	0.26	0.26	0.0	0.0	595.1	595.1	9.2	0.1	C
3	Valley off	Valley On	Basic Segment	8142	8142	14100	13816	0.59	0.59	0	64.9	21.3	20.9	0.12	0.12	0.0	0.0	269.9	269.9	4.2	0.0	C
4	Valley On	Peck Off	Weaving	8418	8418	12422	12180	0.69	0.69	0	55.3	25.9	25.4	0.15	0.13	0.0	0.0	298.9	298.9	5.4	0.8	C
5	Peck off	Peck On	Basic Segment	8310	8310	14100	13821	0.60	0.60	0	61.9	22.8	22.4	0.12	0.11	0.0	0.0	255.8	255.8	4.1	0.2	C
6	Peck On to Borackawa	I-10 West	On Ramp	8760	8760	14100	13835	0.63	0.63	0	57.8	25.8	25.3	0.30	0.26	0.0	0.0	622.2	622.2	10.8	1.2	C
7	Peck On to Borackawa	Santa Anita/Brockoff	Basic Segment	8760	8760	14100	13835	0.63	0.63	0	64.4	23.1	22.7	0.26	0.26	0.0	0.0	622.2	622.2	9.7	0.1	C
8	I-10 WB	Santa Anita Off	Off Ramp	8760	8760	11162	10953	0.80	0.80	0	61.5	29.0	28.5	0.28	0.26	0.0	0.0	622.2	622.2	10.1	0.5	D
9	Santa Anita off	Santa Anita On	Basic Segment	8001	8001	11750	11509	0.70	0.70	0	64.2	25.4	24.9	0.35	0.35	0.0	0.0	757.7	757.7	11.8	0.1	C
10	Santa Anita On	I-10	On Ramp	8822	8822	11750	11531	0.77	0.77	0	59.2	30.4	29.8	0.29	0.26	0.0	0.0	626.6	626.6	10.6	0.9	D
11	Santa Anita On	Temple City Off	Basic Segment	8822	8822	11750	11531	0.77	0.77	0	62.8	28.6	28.1	0.58	0.56	0.0	0.0	1336.7	1336.7	21.3	0.7	D
12	Santa Anita	Temple City off	Off Ramp	8822	8822	11162	10954	0.81	0.81	0	61.2	29.4	28.8	0.28	0.26	0.0	0.0	626.6	626.6	10.2	0.6	D
13	Temple City off	Temple City on	Basic Segment	7882	7882	11750	11505	0.69	0.69	0	64.4	25.0	24.5	0.16	0.16	0.0	0.0	335.9	335.9	5.2	0.1	C

14	Temple on	West of Temple City	On Ramp	8599	8599	11750	11525	0.75	0.75	0	59.4	29.5	29.0	0.29	0.26	0.0	0.0	610.7	610.7	10.3	0.9	D
15	Temple City on	West of Temple City	Basic Segment	8599	8599	11750	11525	0.75	0.75	0	63.2	27.7	27.2	0.95	0.92	0.0	0.0	2149.8	2149.8	34.0	0.9	D

Overall Results

Segment	Segment Type	Maximum d/c Ratio	Avg. Speed (mi/h)	Density (pc/mi/ln)	Density (veh/mi/ln)	Avg. Travel Time (min/veh)	Free-Flow Travel Time (min/veh)	VMT Demand (veh-min)	VMT Volume (veh-min)	VHT (veh-hrs)	VHD (veh-hrs)
East of Valley-Valley	Basic	0.77	59.3	28.8	28.3	0.38	0.35	0,793.5	0,793.5	13.39	1.18
East of Valley-Valley Off	OffRamp	0.64	64.4	22.1	21.7	0.26	0.26	0,595.1	0,595.1	9.24	0.08
Valley off-Valley On	Basic	0.59	64.9	21.3	20.9	0.12	0.12	0,269.9	0,269.9	4.16	0.01
Valley On - Peck Off	Weaving	0.69	55.3	25.9	25.4	0.15	0.13	0,298.9	0,298.9	5.41	0.81
Peck off-Peck On	Basic	0.60	61.9	22.8	22.4	0.12	0.11	0,255.8	0,255.8	4.13	0.20
Peck On to Borackawa-I-10 West	OnRamp	0.63	57.8	25.8	25.3	0.30	0.26	0,622.2	0,622.2	10.77	1.20
Peck On to Borackawa-Santa Anita/Brockoff	Basic	0.63	64.4	23.1	22.7	0.26	0.26	0,622.2	0,622.2	9.67	0.09
I-10 WB-Santa Anita Off	OffRamp	0.80	61.5	29.0	28.5	0.28	0.26	0,622.2	0,622.2	10.11	0.54
Santa Anita off-Santa Anita On	Basic	0.70	64.2	25.4	24.9	0.35	0.35	0,757.7	0,757.7	11.80	0.14
Santa Anita On -I-10	OnRamp	0.77	59.2	30.4	29.8	0.29	0.26	0,626.6	0,626.6	10.59	0.95
Santa Anita On -Temple City Off	Basic	0.77	62.8	28.6	28.1	0.58	0.56	1,336.7	1,336.7	21.30	0.74
Santa Anita-Temple City off	OffRamp	0.81	61.2	29.4	28.8	0.28	0.26	0,626.6	0,626.6	10.24	0.60
Temple City off-Temple City on	Basic	0.69	64.4	25.0	24.5	0.16	0.16	0,335.9	0,335.9	5.22	0.05
Temple on - West of Temple City	OnRamp	0.75	59.4	29.5	29.0	0.29	0.26	0,610.7	0,610.7	10.29	0.89
Temple City on-West of Temple City	Basic	0.75	63.2	27.7	27.2	0.95	0.92	2,149.8	2,149.8	34.00	0.93
Freeway			61.8	26.9	26.3	4.78	4.54	10,523.4	10,523.4	0,170.3	0,008.4

HCS 2010 Freeway Facilities

Project Properties

Analyst	MPI	**Freeway Name**	I-10	**Analysis Period**	PM Peak
Analysis Date	10/25/2013 8:11:55 AM	**From**	Valley	**Version Date**	10/10/2012
Agency	City of El Monte	**To**	Temple City		
Location	El Monte	**Analysis Direction**	Westbound		
User Notes					
File Name	C:\Users\TSH\AppData\Local\Temp\preview.xml				

Facility-wide Values

Jam Density (pc/h/ln)	190	**Time Period Duration (min)**	15	**Facility Length (mi)**	**5.31400**

Segment Input Data

Time Period 1

Mainline Data

Seg #	From	To	Type	Length	Terrain	Adj. Demand	% Trucks	% RVs	# Lanes	FFS
1	East of Valley	Valley	Basic Segment	2000	Level	5486	4.00	0.00	5	65
2	East of Valley	Valley Off	Off Ramp	1500	Level	5486	4.00	0.00	6	65
3	Valley off	Valley On	Basic Segment	700	Level	5363	4.09	0.00	6	65
4	Valley On	Peck Off	Weaving	750	Level	5685	3.86	0.00	6	65
5	Peck off	Peck On	Basic Segment	650	Level	5559	3.95	0.00	6	65
6	Peck On to Borackawa	I-10 West	On Ramp	1500	Level	6193	3.54	0.00	6	65
7	Peck On to Borackawa	Santa Anita/Brockoff	Basic Segment	1500	Level	6193	3.54	0.00	6	65
8	I-10 WB	Santa Anita Off	Off Ramp	1500	Level	6193	3.54	0.00	5	65
9	Santa Anita off	Santa Anita On	Basic Segment	2000	Level	5732	3.83	0.00	5	65
10	Santa Anita On	I-10 West	On Ramp	1500	Level	6579	3.34	0.00	5	65
11	Santa Anita On	Temple City Off	Basic Segment	5280	Level	6579	3.34	0.00	5	65
12	Santa Anita On	Temple City off	Off Ramp	1500	Level	6579	3.34	0.00	5	65
13	Temple City off	Temple City on	Basic Segment	900	Level	5686	3.86	0.00	5	65
14	Temple on	West of Temple City	On Ramp	1500	Level	6548	3.35	0.00	5	65
15	Temple City on	West of Temple City	Basic Segment	5280	Level	6548	3.35	0.00	5	65

RampData

Seg #	Type	Adj. Demand	% Trucks	% RVs	Lanes	Accel/Decel Length	FFS
2	Off Ramp	123	0.00	0.00	1	170	35
6	On Ramp	634	0.00	0.00	1	250	35
8	Off Ramp	461	0.00	0.00	1	500	35
10	On Ramp	847	0.00	0.00	1	1000	35
12	Off Ramp	893	0.00	0.00	1	100	35
14	On Ramp	862	0.00	0.00	1	1000	35

Weaving Segment Data

Seg #	Ramp to Ramp Prop.	On-Ramp					Off-Ramp				
		Adj. Demand	% Trucks	% RVs	Lanes	FFS	Adj. Demand	% Trucks	% RVs	Lanes	FFS
4	0.050	322	0.00	0.00	1	35	126	0.00	0.00	1	35

Time Period Independent Weaving Segment Data

Seg #	Configuration	Short Length	# Weaving Lanes	Min. Lane Changes Freeway-Ramp	Min. Lane Changes Ramp-Freeway	Min. Lane Changes Ramp-Ramp
4	750	2	1	1	0	

Time Period Results

Time Period 1

Seg #	From	To	Type	Adj. Demand	Vol. Served	Capacity (pc/h)	Capacity (veh/h)	d/c Ratio	v/c ratio	Queue Length (ft)	Avg. Speed (mi/h)	Density (pc/mi/ln)	Density (veh/mi/ln)	Avg. Travel Time (min/veh)	Free-Flow Travel Time (min/veh)	Mainline Delay (min/veh)	System Delay (min/veh)	VMT Demand (veh-min)	VMT Volume (veh-min)	VHT (veh-hrs)	VHD (veh-hrs)	LOS
1	East of Valley	Valley	Basic Segment	5486	5486	11162	10944	0.50	0.50	0	62.5	17.9	17.6	0.36	0.35	0.0	0.0	519.5	519.5	8.3	0.3	B
2	East of Valley	Valley Off	Off Ramp	5486	5486	13395	13132	0.42	0.42	0	64.9	14.4	14.1	0.26	0.26	0.0	0.0	389.6	389.6	6.0	0.0	B
3	Valley off	Valley On	Basic Segment	5363	5363	14100	13817	0.39	0.39	0	65.0	14.0	13.8	0.12	0.12	0.0	0.0	177.8	177.8	2.7	0.0	B
4	Valley On	Peck Off	Weaving	5685	5685	12298	12065	0.47	0.47	0	57.0	16.9	16.6	0.15	0.13	0.0	0.0	201.9	201.9	3.5	0.4	B
5	Peck off	Peck On	Basic Segment	5559	5559	14100	13827	0.40	0.40	0	62.4	15.1	14.8	0.12	0.11	0.0	0.0	171.1	171.1	2.7	0.1	B
6	Peck On to Borackawa	I-10 West	On Ramp	6193	6193	14100	13855	0.45	0.45	0	57.8	18.2	17.9	0.30	0.26	0.0	0.0	439.8	439.8	7.6	0.8	B
7	Peck On to Borackawa	Santa Anita/Brockoff	Basic Segment	6193	6193	14100	13855	0.45	0.45	0	64.4	16.3	16.0	0.26	0.26	0.0	0.0	439.8	439.8	6.8	0.1	B
8	I-10 WB	Santa Anita Off	Off Ramp	6193	6193	11162	10968	0.56	0.56	0	62.7	20.1	19.8	0.27	0.26	0.0	0.0	439.8	439.8	7.0	0.3	C
9	Santa Anita off	Santa Anita On	Basic Segment	5732	5732	11750	11529	0.50	0.50	0	64.9	18.0	17.7	0.35	0.35	0.0	0.0	542.8	542.8	8.4	0.0	B
10	Santa Anita On	I-10 West	On Ramp	6579	6579	11750	11557	0.57	0.57	0	60.3	22.2	21.8	0.28	0.26	0.0	0.0	467.3	467.3	7.7	0.6	C
11	Santa Anita On	Temple City Off	Basic Segment	6579	6579	11750	11557	0.57	0.57	0	65.0	20.6	20.2	0.92	0.92	0.0	0.0	1644.8	1644.8	25.3	0.0	C
12	Santa Anita On	Temple City off	Off Ramp	6579	6579	11162	10979	0.60	0.60	0	61.6	21.7	21.4	0.28	0.26	0.0	0.0	467.3	467.3	7.6	0.4	C
13	Temple City off	Temple City on	Basic Segment	5686	5686	11750	11528	0.49	0.49	0	64.5	18.0	17.6	0.16	0.16	0.0	0.0	242.3	242.3	3.8	0.0	B

14	Temple on	West of Temple City	On Ramp	6548	6548	11750	11556	0.57	0.57	0	60.4	22.1	21.7	0.28	0.26	0.0	0.0	465.1	465.1	7.7	0.5	C
15	Temple City on	West of Temple City	Basic Segment	6548	6548	11750	11556	0.57	0.57	0	65.0	20.5	20.2	0.92	0.92	0.0	0.0	1637.0	1637.0	25.2	0.0	C

Overall Results

Segment	Segment Type	Maximum d/c Ratio	Avg. Speed (mi/h)	Density (pc/mi/ln)	Density (veh/mi/ln)	Avg. Travel Time (min/veh)	Free-Flow Travel Time (min/veh)	VMT Demand (veh-min)	VMT Volume (veh-min)	VHT (veh-hrs)	VHD (veh-hrs)
East of Valley-Valley	Basic	0.50	62.5	17.9	17.6	0.36	0.35	0,519.5	0,519.5	8.31	0.32
East of Valley-Valley Off	OffRamp	0.42	64.9	14.4	14.1	0.26	0.26	0,389.6	0,389.6	6.01	0.01
Valley off-Valley On	Basic	0.39	65.0	14.0	13.8	0.12	0.12	0,177.8	0,177.8	2.74	0.00
Valley On - Peck Off	Weaving	0.47	57.0	16.9	16.6	0.15	0.13	0,201.9	0,201.9	3.54	0.44
Peck off-Peck On	Basic	0.40	62.4	15.1	14.8	0.12	0.11	0,171.1	0,171.1	2.74	0.11
Peck On to Borackawa-I-10 West	OnRamp	0.45	57.8	18.2	17.9	0.30	0.26	0,439.8	0,439.8	7.61	0.85
Peck On to Borackawa-Santa Anita/Brockoff	Basic	0.45	64.4	16.3	16.0	0.26	0.26	0,439.8	0,439.8	6.83	0.07
I-10 WB-Santa Anita Off	OffRamp	0.56	62.7	20.1	19.8	0.27	0.26	0,439.8	0,439.8	7.02	0.25
Santa Anita off-Santa Anita On	Basic	0.50	64.9	18.0	17.7	0.35	0.35	0,542.8	0,542.8	8.37	0.02
Santa Anita On -I-10 West	OnRamp	0.57	60.3	22.2	21.8	0.28	0.26	0,467.3	0,467.3	7.74	0.55
Santa Anita On -Temple City Off	Basic	0.57	65.0	20.6	20.2	0.92	0.92	1,644.8	1,644.8	25.31	0.01
Santa Anita On -Temple City off	OffRamp	0.60	61.6	21.7	21.4	0.28	0.26	0,467.3	0,467.3	7.59	0.40
Temple City off-Temple City on	Basic	0.49	64.5	18.0	17.6	0.16	0.16	0,242.3	0,242.3	3.76	0.03
Temple on - West of Temple City	OnRamp	0.57	60.4	22.1	21.7	0.28	0.26	0,465.1	0,465.1	7.70	0.55
Temple City on -West of Temple City	Basic	0.57	65.0	20.5	20.2	0.92	0.92	1,637.0	1,637.0	25.19	0.01
Freeway			63.2	19.1	18.8	5.05	4.91	8,245.8	8,245.8	0,130.5	0,003.6

HCS 2010 Freeway Facilities

Project Properties

Analyst	MPI	**Freeway Name**	I-10 Eastbound	**Analysis Period**	AM Peak
Analysis Date	10/25/2013 8:11:55 AM	**From**	West of Baldwin	**Version Date**	10/10/2012
Agency	City of El Monte	**To**	East of Valley		
Location	El Monte	**Analysis Direction**	Eastbound		
User Notes					
File Name	C:\Users\TSH\AppData\Local\Temp\preview.xml				

Facility-wide Values

Jam Density (pc/h/ln)	190	**Time Period Duration (min)**	15	**Facility Length (mi)**	**4.21000**

Segment Input Data

Time Period 1

Mainline Data

Seg #	From	To	Type	Length	Terrain	Adj. Demand	% Trucks	% RVs	# Lanes	FFS
1	West of Baldwin	Baldwin/Flair	Basic Segment	3500	Level	6357	4.00	0.00	6	65
2	West of Baldwin/Flai	Baldwin/Flair Off-Ra	Off Ramp	1500	Level	6357	4.00	0.00	5	65
3	Baldwin/Flair Off	Baldwin/Flair On	Basic Segment	1250	Level	5665	4.49	0.00	5	65
4	Baldwin/Flair On	Santa Anita/Asher Of	Weaving	2000	Level	6478	3.93	0.00	6	65
5	Santa Anita Off	Santa Anita On	Basic Segment	1750	Level	5634	4.51	0.00	5	65
6	Santa Anita On	Peck Off SB	Weaving	1500	Level	6242	4.07	0.00	6	65
7	Peck off SB	Peck Off NB	Basic Segment	1500	Level	6008	4.23	0.00	6	65
8	Peck off SB	Peck Off SB	Off Ramp	1500	Level	6008	4.23	0.00	5	65
9	Peck Off NB	Valley On	Basic Segment	950	Level	5504	4.62	0.00	5	65
10	Valley On	East of Valley	On Ramp	1500	Level	5750	4.42	0.00	5	65
11	Valley On	East of Valley	Basic Segment	5280	Level	5750	4.42	0.00	5	65

RampData

Seg #	Type	Adj. Demand	% Trucks	% RVs	Lanes	Accel/Decel Length	FFS
2	Off Ramp	692	0.00	0.00	1	350	35
8	Off Ramp	504	0.00	0.00	1	1500	40
10	On Ramp	246	0.00	0.00	1	1000	35

Weaving Segment Data

Seg #	Ramp to Ramp Prop.	On-Ramp					Off-Ramp				
		Adj. Demand	% Trucks	% RVs	Lanes	FFS	Adj. Demand	% Trucks	% RVs	Lanes	FFS
4	0.050	813	0.00	0.00	1	35	844	0.00	0.00	1	35
6	0.050	608	0.00	0.00	1	35	234	0.00	0.00	1	35

Time Period Independent Weaving Segment Data

Seg #	Configuration	Short Length	# Weaving Lanes	Min. Lane Changes Freeway-Ramp	Min. Lane Changes Ramp-Freeway	Min. Lane Changes Ramp-Ramp
4	2000	2	1	1	0	
6	1500	2	1	1	0	

Time Period Results

Time Period 1

Seg #	From	To	Type	Adj. Demand	Vol. Served	Capacity (pc/h)	Capacity (veh/h)	d/c Ratio	v/c ratio	Queue Length (ft)	Avg. Speed (mi/h)	Density (pc/mi/ln)	Density (veh/mi/ln)	Avg. Travel Time (min/veh)	Free-Flow Travel Time (min/veh)	Mainline Delay (min/veh)	System Delay (min/veh)	VMT Demand (veh-min)	VMT Volume (veh-min)	VHT (veh-hrs)	VHD (veh-hrs)	LOS
1	West of Baldwin	Baldwin/Flair	Basic Segment	6357	6357	13395	13132	0.48	0.48	0	62.7	17.2	16.9	0.63	0.61	0.0	0.0	1053.5	1053.5	16.8	0.6	B
2	West of Baldwin/Flai	Baldwin/Flair Off-Ra	Off Ramp	6357	6357	11162	10944	0.58	0.58	0	62.1	20.9	20.5	0.27	0.26	0.0	0.0	451.5	451.5	7.3	0.3	C
3	Baldwin/Flair Off	Baldwin/Flair On	Basic Segment	5665	5665	11750	11492	0.49	0.49	0	64.7	17.9	17.5	0.22	0.22	0.0	0.0	335.3	335.3	5.2	0.0	B
4	Baldwin/Flair On	Santa Anita/Asher Of	Weaving	6478	6478	9558	9374	0.69	0.69	0	49.2	22.4	21.9	0.46	0.35	0.1	0.1	613.4	613.4	12.5	3.0	C
5	Santa Anita Off	Santa Anita On	Basic Segment	5634	5634	11750	11491	0.49	0.49	0	64.2	17.9	17.5	0.31	0.31	0.0	0.0	466.8	466.8	7.3	0.1	B
6	Santa Anita On	Peck Off SB	Weaving	6242	6242	12410	12162	0.51	0.51	0	54.1	19.6	19.2	0.32	0.26	0.1	0.1	443.3	443.3	8.2	1.4	B
7	Peck off SB	Peck Off NB	Basic Segment	6008	6008	14100	13808	0.44	0.44	0	64.0	16.0	15.6	0.27	0.26	0.0	0.0	426.7	426.7	6.7	0.1	B
8	Peck off SB	Peck Off SB	Off Ramp	6008	6008	11750	11507	0.52	0.52	0	63.4	19.3	18.9	0.27	0.26	0.0	0.0	426.7	426.7	6.7	0.2	B
9	Peck Off NB	Valley On	Basic Segment	5504	5504	11162	10910	0.50	0.50	0	62.5	18.0	17.6	0.17	0.17	0.0	0.0	247.6	247.6	4.0	0.2	B
10	Valley On	East of Valley	On Ramp	5750	5750	11750	11496	0.50	0.50	0	60.9	19.3	18.9	0.28	0.26	0.0	0.0	408.4	408.4	6.7	0.4	B
11	Valley On	East of Valley	Basic Segment	5750	5750	11750	11496	0.50	0.50	0	65.0	18.1	17.7	0.92	0.92	0.0	0.0	1437.5	1437.5	22.1	0.0	C

Overall Results

Segment	Segment Type	Maximum d/c Ratio	Avg. Speed (mi/h)	Density (pc/mi/ln)	Density (veh/mi/ln)	Avg. Travel Time (min/veh)	Free-Flow Travel Time (min/veh)	VMT Demand (veh-min)	VMT Volume (veh-min)	VHT (veh-hrs)	VHD (veh-hrs)
West of Baldwin-	Basic	0.48	62.7	17.2	16.9	0.63	0.61	1,053.5	1,053.5	16.81	0.61

Baldwin/Flair											
West of Baldwin/Flai-Baldwin/Flair Off-Ra	OffRamp	0.58	62.1	20.9	20.5	0.27	0.26	0,451.5	0,451.5	7.27	0.32
Baldwin/Flair Off-Baldwin/Flair On	Basic	0.49	64.7	17.9	17.5	0.22	0.22	0,335.3	0,335.3	5.18	0.02
Baldwin/Flair On-Santa Anita/Asher Of	Weaving	0.69	49.2	22.4	21.9	0.46	0.35	0,613.4	0,613.4	12.47	3.03
Santa Anita Off-Santa Anita On	Basic	0.49	64.2	17.9	17.5	0.31	0.31	0,466.8	0,466.8	7.27	0.08
Santa Anita On-Peck Off SB	Weaving	0.51	54.1	19.6	19.2	0.32	0.26	0,443.3	0,443.3	8.20	1.38
Peck off SB-Peck Off NB	Basic	0.44	64.0	16.0	15.6	0.27	0.26	0,426.7	0,426.7	6.66	0.10
Peck off SB-Peck Off SB	OffRamp	0.52	63.4	19.3	18.9	0.27	0.26	0,426.7	0,426.7	6.73	0.16
Peck Off NB-Valley On	Basic	0.50	62.5	18.0	17.6	0.17	0.17	0,247.6	0,247.6	3.96	0.15
Valley On-East of Valley	OnRamp	0.50	60.9	19.3	18.9	0.28	0.26	0,408.4	0,408.4	6.70	0.42
Valley On-East of Valley	Basic	0.50	65.0	18.1	17.7	0.92	0.92	1,437.5	1,437.5	22.12	0.01
	Freeway		61.0	18.6	18.2	4.13	3.89	6,310.7	6,310.7	0,103.4	0,006.3

	Density-Based LOS by Segment										
Segment	1	2	3	4	5	6	7	8	9	10	11
Time Step	Basic	Off Ramp	Basic	Weaving	Basic	Weaving	Basic	Off Ramp	Basic	On Ramp	Basic
1	B	C	B	C	B	B	B	B	B	B	C
	Demand-Based LOS by Segment										
Time Step	1	2	3	4	5	6	7	8	9	10	11
1	.	.	.	.	.	.	.	.	.	.	.

HCS 2010 Freeway Facilities

Project Properties

Analyst	MPI	**Freeway Name**	I-10 Eastbound	**Analysis Period**	PM Peak
Analysis Date	10/25/2013 8:11:55 AM	**From**	West of Baldwin	**Version Date**	10/10/2012
Agency	City of El Monte	**To**	East of Valley		
Location	El Monte	**Analysis Direction**	Eastbound		
User Notes					
File Name	C:\Users\TSH\AppData\Local\Temp\preview.xml				

Facility-wide Values

Jam Density (pc/h/ln)	190	**Time Period Duration (min)**	15	**Facility Length (mi)**	**4.21000**

Segment Input Data

Time Period 1

Mainline Data

Seg #	From	To	Type	Length	Terrain	Adj. Demand	% Trucks	% RVs	# Lanes	FFS
1	West of Baldwin	Baldwin/Flair	Basic Segment	3500	Level	8831	4.00	0.00	6	65
2	West of Baldwin/Flai	Baldwin/Flair Off-Ra	Off Ramp	1500	Level	8831	4.00	0.00	5	65
3	Baldwin/Flair Off	Baldwin/Flair On	Basic Segment	1250	Level	7885	4.48	0.00	5	65
4	Baldwin/Flair On	Santa Anita/Asher Of	Weaving	2000	Level	8721	4.05	0.00	6	65
5	Santa Anita Off	Santa Anita On	Basic Segment	1750	Level	7546	4.68	0.00	5	65
6	Santa Anita On	Peck Off SB	Weaving	1500	Level	7983	4.42	0.00	6	65
7	Peck off SB	Peck Off NB	Basic Segment	1500	Level	7710	4.58	0.00	6	65
8	Peck off SB	Peck Off SB	Off Ramp	1500	Level	7710	4.58	0.00	5	65
9	Peck Off NB	Valley On	Basic Segment	950	Level	7122	4.96	0.00	5	65
10	Valley On	East of Valley	On Ramp	1500	Level	7409	4.77	0.00	5	65
11	Valley on	East of Valley	Basic Segment	5280	Level	7409	4.77	0.00	5	65

RampData

Seg #	Type	Adj. Demand	% Trucks	% RVs	Lanes	Accel/Decel Length	FFS
2	Off Ramp	946	0.00	0.00	1	350	35
8	Off Ramp	588	0.00	0.00	1	1500	40
10	On Ramp	287	0.00	0.00	1	1000	35

Weaving Segment Data

Seg #	Ramp to Ramp Prop.	On-Ramp					Off-Ramp				
		Adj. Demand	% Trucks	% RVs	Lanes	FFS	Adj. Demand	% Trucks	% RVs	Lanes	FFS
4	0.050	836	0.00	0.00	1	35	1175	0.00	0.00	1	35
6	0.050	437	0.00	0.00	1	35	273	0.00	0.00	1	35

Time Period Independent Weaving Segment Data

Seg #	Configuration	Short Length	# Weaving Lanes	Min. Lane Changes Freeway-Ramp	Min. Lane Changes Ramp-Freeway	Min. Lane Changes Ramp-Ramp
4	2000	2	1	1	0	
6	1500	2	1	1	0	

Time Period Results

Time Period 1

Seg #	From	To	Type	Adj. Demand	Vol. Served	Capacity (pc/h)	Capacity (veh/h)	d/c Ratio	v/c ratio	Queue Length (ft)	Avg. Speed (mi/h)	Density (pc/mi/ln)	Density (veh/mi/ln)	Avg. Travel Time (min/veh)	Free-Flow Travel Time (min/veh)	Mainline Delay (min/veh)	System Delay (min/veh)	VMT Demand (veh-min)	VMT Volume (veh-min)	VHT (veh-hrs)	VHD (veh-hrs)	LOS
1	West of Baldwin	Baldwin/Flair	Basic Segment	8831	8831	13395	13132	0.67	0.67	0	60.7	24.7	24.3	0.66	0.61	0.0	0.0	1463.5	1463.5	24.1	1.6	C
2	West of Baldwin/Flai	Baldwin/Flair Off-Ra	Off Ramp	8831	8831	11162	10944	0.81	0.81	0	61.2	29.4	28.9	0.28	0.26	0.0	0.0	627.2	627.2	10.2	0.6	D
3	Baldwin/Flair Off	Baldwin/Flair On	Basic Segment	7885	7885	11750	11493	0.69	0.69	0	64.4	25.1	24.5	0.22	0.22	0.0	0.0	466.7	466.7	7.3	0.1	C
4	Baldwin/Flair On	Santa Anita/Asher Of	Weaving	8721	8721	10526	10317	0.85	0.85	0	45.3	32.8	32.1	0.50	0.35	0.2	0.2	825.9	825.9	18.2	5.5	D
5	Santa Anita Off	Santa Anita On	Basic Segment	7546	7546	11750	11481	0.66	0.66	0	64.1	24.1	23.6	0.31	0.31	0.0	0.0	625.3	625.3	9.8	0.1	C
6	Santa Anita On	Peck Off SB	Weaving	7983	7983	12584	12311	0.65	0.65	0	53.5	25.4	24.9	0.32	0.26	0.1	0.1	567.0	567.0	10.6	1.9	C
7	Peck off SB	Peck Off NB	Basic Segment	7710	7710	14100	13784	0.56	0.56	0	64.0	20.5	20.1	0.27	0.26	0.0	0.0	547.6	547.6	8.6	0.1	C
8	Peck off SB	Peck Off SB	Off Ramp	7710	7710	11750	11487	0.67	0.67	0	63.0	25.1	24.5	0.27	0.26	0.0	0.0	547.6	547.6	8.7	0.3	C
9	Peck Off NB	Valley On	Basic Segment	7122	7122	11162	10892	0.65	0.65	0	60.9	24.0	23.4	0.18	0.17	0.0	0.0	320.4	320.4	5.3	0.3	C
10	Valley On	East of Valley	On Ramp	7409	7409	11750	11476	0.65	0.65	0	60.1	25.3	24.7	0.28	0.26	0.0	0.0	526.2	526.2	8.8	0.7	C
11	Valley on	East of Valley	Basic Segment	7409	7409	11750	11476	0.65	0.65	0	64.8	23.4	22.9	0.93	0.92	0.0	0.0	1852.3	1852.3	28.6	0.1	C

Overall Results

Segment	Segment Type	Maximum d/c Ratio	Avg. Speed (mi/h)	Density (pc/mi/ln)	Density (veh/mi/ln)	Avg. Travel Time (min/veh)	Free-Flow Travel Time (min/veh)	VMT Demand (veh-min)	VMT Volume (veh-min)	VHT (veh-hrs)	VHD (veh-hrs)
West of Baldwin-	Basic	0.67	60.7	24.7	24.3	0.66	0.61	1,463.5	1,463.5	24.13	1.61

Baldwin/Flair											
West of Baldwin/Flai-Baldwin/Flair Off-Ra	OffRamp	0.81	61.2	29.4	28.9	0.28	0.26	0,627.2	0,627.2	10.25	0.60
Baldwin/Flair Off-Baldwin/Flair On	Basic	0.69	64.4	25.1	24.5	0.22	0.22	0,466.7	0,466.7	7.25	0.07
Baldwin/Flair On-Santa Anita/Asher Of	Weaving	0.85	45.3	32.8	32.1	0.50	0.35	0,825.9	0,825.9	18.24	5.54
Santa Anita Off-Santa Anita On	Basic	0.66	64.1	24.1	23.6	0.31	0.31	0,625.3	0,625.3	9.76	0.14
Santa Anita On-Peck Off SB	Weaving	0.65	53.5	25.4	24.9	0.32	0.26	0,567.0	0,567.0	10.59	1.87
Peck off SB-Peck Off NB	Basic	0.56	64.0	20.5	20.1	0.27	0.26	0,547.6	0,547.6	8.56	0.13
Peck off SB-Peck Off SB	OffRamp	0.67	63.0	25.1	24.5	0.27	0.26	0,547.6	0,547.6	8.70	0.27
Peck Off NB-Valley On	Basic	0.65	60.9	24.0	23.4	0.18	0.17	0,320.4	0,320.4	5.26	0.33
Valley On-East of Valley	OnRamp	0.65	60.1	25.3	24.7	0.28	0.26	0,526.2	0,526.2	8.76	0.66
Valley on - East of Valley	Basic	0.65	64.8	23.4	22.9	0.93	0.92	1,852.3	1,852.3	28.58	0.09
Freeway			59.7	25.3	24.7	4.21	3.89	8,369.4	8,369.4	0,140.1	0,011.3

	Density-Based LOS by Segment										
Segment	1	2	3	4	5	6	7	8	9	10	11
Time Step	Basic	Off Ramp	Basic	Weaving	Basic	Weaving	Basic	Off Ramp	Basic	On Ramp	Basic
1	C	D	C	D	C	C	C	C	C	C	C
	Demand-Based LOS by Segment										
Time Step	1	2	3	4	5	6	7	8	9	10	11
1	.	.	.	.	.	.	.	.	.	.	.

APPENDIX E

PROJECT FORECASTS
VOLUME DEVELOPMENT SHEETS

EL MONTE WAL-MART PROJECT- AM PEAK-HOUR ASSIGNMENTS

No.		Intersection	Movement	2012-2013 Exist. PCE graphics Volume	2016 E+G pces 1.0328 1.0246	Related Projects AM all	2016 No Project pce E+G+R graphics	Project Assignment - Opening Year: Proj. Dist. 155 In	122 Out	Proj. 277 Vols.	Pass By 34 In	Pass By 27 Out	Total Pass By 61	Total Project	graphics 2016 Total pce With-Project	HORIZON YEAR 2035: 2035 E+G pces 1.12 1.114	NO PROJECT 2035 E+G+R pces w/phf (CUM BACK)	2035 TOTAL WITH PROJECT pces w/phf	graphics existing with With-Project
1	1	Valley Blvd (EB/WB) – Arden Dr (SB/NB)	SBR	187	193	0	193		21%	26		43%	12	37	230	209	209	247	224
1	2		SBT	0	0	0	0			0			0	0	0	0	0	0	0
1	3		SBL	513	530	2	532		46%	56		21%	6	62	594	575	577	639	575
1	4		WBR	290	300	4	303	46%		71	43%		15	86	389	325	328	414	376
1	5	9/12/2012	WBT	1316	1359	100	1459		2%	2	-43%		-15	-12	1447	1474	1574	1561	1304
1	6		WBL	1	1	0	1			0			0	0	1	1	1	1	1
1	7		NBR	2	2	0	2			0			0	0	2	2	2	2	2
1	8		NBT	1	1	0	1			0			0	0	1	1	1	1	1
1	9		NBL	4	4	0	4			0			0	0	4	4	4	4	4
1	10		EBR	6	6	0	6			0			0	0	6	7	7	7	6
1	11		EBT	638	659	25	684	2%		3	-21%		-7	-4	679	715	739	735	634
1	12		EBL	100	103	0	103	21%		33	21%		7	40	143	112	112	152	140
1	13			3058	3158	130	3289			191			17	208	3497	3425	3555	3764	3266
2	1	Valley Blvd (EB/WB)– Valley Cir (SB/NB)	SBR	0	0	1	1		2%	2			0	2	3	0	1	3	2
2	2		SBT	0	0	0	0			0			0	0	0	0	0	0	0
2	3		SBL	1	1	0	2		3%	4			0	4	5	1	2	5	5
2	4		WBR	14	14	3	17	3%		5			0	5	22	16	19	23	19
2	5	4/3/2013	WBT	1515	1552	103	1655	46%		71			0	71	1726	1688	1790	1862	1586
2	6		WBL	0	0	0	0			0			0	0	0	0	0	0	0
2	7		NBR	0	0	0	0			0			0	0	0	0	0	0	0
2	8		NBT	0	0	0	0			0			0	0	0	0	0	0	0
2	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
2	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
2	11		EBT	1064	1090	24	1114		46%	56			0	56	1170	1185	1209	1265	1120
2	12		EBL	0	0	3	3	2%		3			0	3	6	0	3	6	3
2	13			2594	2658	134	2792			141			0	141	2933	2890	3023	3165	2735
3	1	Arden Dr (SB/NB) - Rose Ave(EB/WB)	SBR	136	140	0	140			0			0	0	140	152	152	152	136
3	2		SBT	576	595	2	597	6%		9	-23%		-8	1	599	645	647	649	577
3	3		SBL	10	10	0	10	20%		31	23%		8	39	49	11	11	50	49
3	4		WBR	2	2	0	2		13%	16			0	16	18	2	2	18	18
3	5	9/13/2012	WBT	0	0	0	0		2%	2			0	2	2	0	0	2	2
3	6		WBL	2	2	0	2		52%	63		87%	23	87	89	2	2	89	89
3	7		NBR	10	10	0	10	17%		26	21%		7	33	44	11	11	45	43
3	8		NBT	386	399	4	402		13%	16			0	16	418	432	436	452	402
3	9		NBL	21	22	0	22			0			0	0	22	24	24	24	21
3	10		EBR	81	84	0	84			0			0	0	84	91	91	91	81
3	11		EBT	0	0	0	0	2%		3			0	3	3	0	0	3	3
3	12		EBL	90	93	0	93			0			0	0	93	101	101	101	90
3	13			1314	1357	6	1363			167			31	198	1561	1472	1478	1676	1512
4	1	Valley Blvd (EB/WB)– Santa Anita Av (SB/NB)	SBR	342	353	2	356	4%		6			0	6	362	383	385	392	348
4	2		SBT	849	877	8	885			0			0	0	885	951	959	959	849
4	3		SBL	60	62	1	62			0			0	0	62	67	68	68	60
4	4		WBR	24	25	0	25			0			0	0	25	27	27	27	24
4	5	9/13/2012	WBT	977	1009	24	1033	34%		53			0	53	1086	1094	1118	1171	1030
4	6		WBL	32	33	4	37			0			0	0	37	36	40	40	32
4	7		NBR	40	41	17	58			0			0	0	58	45	61	61	40
4	8		NBT	561	579	33	613			0			0	0	613	628	662	662	561
4	9		NBL	479	495	79	574	11%		17			0	17	591	536	616	633	496
4	10		EBR	8	8	18	27		11%	13			0	13	40	9	27	41	21
4	11		EBT	463	478	5	484		34%	41			0	41	525	519	524	565	504
4	12		EBL	85	88	1	89		4%	5			0	5	94	95	97	102	90
4	13			3920	4049	194	4243			136			0	136	4378	4390	4585	4720	4056
5	1	Valley Blvd (EB/WB) - Tyler Ave (SB/NB)	SBR	118	122	0	122	4%		6			0	6	128	132	132	139	124
5	2		SBT	295	305	0	305			0			0	0	305	330	330	330	295
5	3		SBL	141	146	0	146			0			0	0	146	158	158	158	141
5	4		WBR	124	128	0	128			0			0	0	128	139	139	139	124
5	5	9/13/2012	WBT	924	954	27	981	24%		37			0	37	1018	1035	1062	1099	961
5	6		WBL	28	29	0	29			0			0	0	29	31	31	31	28
5	7		NBR	38	39	0	39			0			0	0	39	43	43	43	38
5	8		NBT	183	189	0	189			0			0	0	189	205	205	205	183
5	9		NBL	83	86	2	87	6%		9			0	9	97	93	95	104	92
5	10		EBR	51	53	5	58		6%	7			0	7	65	57	62	69	58
5	11		EBT	453	468	17	485		24%	29			0	29	514	507	524	554	482
5	12		EBL	42	43	0	43		4%	5			0	5	48	47	47	52	47
5	13			2480	2561	51	2612			94			0	94	2707	2778	2829	2923	2574
6	1	Valley Blvd (SB/NB) – Ramona Blvd (EB/WB)	SBR	4	4	0	4			0			0	0	4	4	4	4	4
6	2		SBT	457	472	5	477		11%	13			0	13	491	512	517	530	470
6	3		SBL	149	154	11	165		13%	16			0	16	181	167	178	194	165
6	4		WBR	380	392	14	407	13%		20			0	20	427	426	440	460	400
6	5	9/13/2012	WBT	466	481	1	482			0			0	0	482	522	523	523	466
6	6		WBL	54	56	1	57			0			0	0	57	60	61	61	54
6	7		NBR	31	32	0	32			0			0	0	32	35	35	35	31
6	8		NBT	707	730	10	740	11%		17			0	17	757	792	802	819	724
6	9		NBL	188	194	0	194			0			0	0	194	211	211	211	188
6	10		EBR	27	28	3	31			0			0	0	31	30	33	33	27
6	11		EBT	172	178	1	179			0			0	0	179	193	194	194	172
6	12		EBL	11	11	0	11			0			0	0	11	12	12	12	11
6	13			2646	2733	47	2780			66			0	66	2846	2964	3010	3077	2712

EL MONTE WAL-MART PROJECT- AM PEAK-HOUR ASSIGNMENTS

No.		Intersection	Movement	2012-2013 Exist. PCE graphics Volume	2016 E+G pces 1.0328 1.0246	Related Projects AM all	2016 No Project pce E+G+R graphics	Project Assignment - Opening Year: Proj. Dist. 155 In	122 Out	Proj. 277 Vols.	Pass By 34 In	Pass By 27 Out	Total Pass By 61	Total Project	graphics 2016 Total pce With-Project	HORIZON YEAR 2035: 2035 E+G pces 1.12 1.114	NO PROJECT 2035 E+G+R pces w/phf (CUM BACK)	2035 TOTAL WITH PROJECT pces w/phf	graphics existing with With-Project
7	1	Valley Blvd (EB/WB) – Peck Rd (SB/NB)	SBR	193	199	0	199			0			0	0	199	216	216	216	193
7	2		SBT	848	876	1	877			0			0	0	877	950	951	951	848
7	3		SBL	188	194	5	199			0			0	0	199	211	215	215	188
7	4		WBR	186	192	4	196			0			0	0	196	208	212	212	186
7	5	9/13/2012	WBT	865	893	5	898	7%		11			0	11	909	969	974	985	876
7	6		WBL	53	55	0	55			0			0	0	55	59	59	59	53
7	7		NBR	303	313	0	313			0			0	0	313	339	339	339	303
7	8		NBT	653	674	0	675			0			0	0	675	731	732	732	653
7	9		NBL	200	207	0	207	4%		6			0	6	213	224	224	230	206
7	10		EBR	72	74	0	74		4%	5			0	5	79	81	81	86	77
7	11		EBT	450	465	14	479		7%	9			0	9	488	504	518	527	459
7	12		EBL	69	71	0	71			0			0	0	71	77	77	77	69
7	13			4080	4214	30	4243			30			0	30	4274	4570	4599	4630	4110
8	1	Ramona Blvd (EB/WB)- Peck Rd (SB/NB)	SBR	188	193	6	198	4%		6			0	6	205	209	215	221	194
8	2		SBT	1114	1141	3	1145			0			0	0	1145	1241	1244	1244	1114
8	3		SBL	124	127	2	129			0			0	0	129	138	140	140	124
8	4		WBR	174	178	5	183			0			0	0	183	194	199	199	174
8	5	6/6/2013	WBT	570	584	10	594	9%		14			0	14	608	635	645	659	584
8	6		WBL	254	260	2	263			0			0	0	263	283	285	285	254
8	7		NBR	122	125	2	127			0			0	0	127	136	138	138	122
8	8		NBT	600	615	2	617			0			0	0	617	668	671	671	600
8	9		NBL	39	40	0	40			0			0	0	40	43	43	43	39
8	10		EBR	13	13	0	13			0			0	0	13	14	14	14	13
8	11		EBT	241	247	7	254		9%	11			0	11	265	268	275	286	252
8	12		EBL	105	108	4	112		4%	5			0	5	117	117	121	126	110
8	13			3544	3631	45	3676			36			0	36	3712	3948	3993	4029	3580
9	1	Valley Blvd (EB/WB) – Gibson Rd (SB/NB)	SBR	42	43	0	43			0			0	0	43	47	47	47	42
9	2		SBT	63	65	0	65			0			0	0	65	71	71	71	63
9	3		SBL	26	27	0	27			0			0	0	27	29	29	29	26
9	4		WBR	61	63	0	63			0			0	0	63	68	68	68	61
9	5	9/13/2012	WBT	1285	1327	96	1423		18%	22			0	22	1445	1439	1535	1557	1307
9	6		WBL	122	126	3	129		5%	6			0	6	135	137	140	146	128
9	7		NBR	26	27	1	28	5%		8			0	8	36	29	30	38	34
9	8		NBT	61	63	0	63			0			0	0	63	68	68	68	61
9	9		NBL	29	30	0	30			0			0	0	30	32	32	32	29
9	10		EBR	30	31	0	31			0			0	0	31	34	34	34	30
9	11		EBT	720	744	23	767	18%		28			0	28	794	806	829	857	748
9	12		EBL	24	25	0	25			0			0	0	25	27	27	27	24
9	13			2489	2571	123	2694			64			0	64	2758	2788	2911	2975	2553
10	1	Valley Blvd (EB/WB) – Baldwin Ave (SB/NB)	SBR	60	62	6	68			0			0	0	68	67	73	73	60
10	2		SBT	719	743	18	761			0			0	0	761	805	824	824	719
10	3		SBL	85	88	8	95	2%		3			0	3	99	95	103	106	88
10	4		WBR	105	108	38	146		2%	2			0	2	149	118	156	158	107
10	5	9/13/2012	WBT	1002	1035	54	1089		11%	13			0	13	1103	1122	1177	1190	1015
10	6		WBL	172	178	3	181		5%	6			0	6	187	193	196	202	178
10	7		NBR	132	136	1	137	5%		8			0	8	145	148	149	157	140
10	8		NBT	451	466	95	561			0			0	0	561	505	600	600	451
10	9		NBL	106	109	0	109			0			0	0	109	119	119	119	106
10	10		EBR	155	160	0	160			0			0	0	160	174	174	174	155
10	11		EBT	400	413	14	427	11%		17			0	17	444	448	462	479	417
10	12		EBL	54	56	12	67			0			0	0	67	60	72	72	54
10	13			3441	3554	250	3804			50			0	50	3853	3854	4104	4153	3491
11	1	Valley Blvd (EB/WB) – Temple City Blvd (SB/NB)	SBR	265	274	4	278			0			0	0	278	297	301	301	265
11	2		SBT	565	584	19	603			0			0	0	603	633	652	652	565
11	3		SBL	170	176	7	182	3%		5			0	5	187	190	197	202	175
11	4		WBR	179	185	34	218		3%	4			0	4	222	200	234	238	183
11	5	9/12/2012	WBT	1072	1107	20	1127		6%	7			0	7	1134	1201	1220	1227	1079
11	6		WBL	92	95	3	98		2%	2			0	2	101	103	106	109	94
11	7		NBR	58	60	1	61	2%		3			0	3	64	65	66	69	61
11	8		NBT	372	384	99	484			0			0	0	484	417	516	516	372
11	9		NBL	267	276	7	283			0			0	0	283	299	306	306	267
11	10		EBR	54	56	3	59			0			0	0	59	60	63	63	54
11	11		EBT	568	587	17	603	6%		9			0	9	613	636	653	662	577
11	12		EBL	131	135	13	148			0			0	0	148	147	160	160	131
11	13			3793	3917	227	4144			30			0	30	4175	4248	4475	4505	3823
12	1	Valley Blvd (EB/WB)- Rio Hondo Ave (SB/NB)	SBR	25	26	2	28			0			0	0	28	28	30	30	25
12	2		SBT	24	25	0	25			0			0	0	25	27	27	27	24
12	3		SBL	31	32	5	37	1%		2			0	2	38	35	40	41	33
12	4		WBR	16	17	3	19		1%	1			0	1	20	18	20	22	17
12	5	9/12/2012	WBT	1429	1476	28	1504		3%	4			0	4	1508	1600	1629	1632	1433
12	6		WBL	94	97	0	97		2%	2			0	2	100	105	105	108	96
12	7		NBR	101	104	0	104	2%		3			0	3	108	113	113	116	104
12	8		NBT	13	13	0	13			0			0	0	13	15	15	15	13
12	9		NBL	122	126	7	133			0			0	0	133	137	144	144	122
12	10		EBR	123	127	3	130			0			0	0	130	138	141	141	123
12	11		EBT	628	649	28	676	3%		5			0	5	681	703	731	736	633
12	12		EBL	11	11	0	12			0			0	0	12	12	13	13	11
12	13			2617	2703	76	2778			17			0	17	2795	2931	3007	3023	2634

EL MONTE WAL-MART PROJECT- AM PEAK-HOUR ASSIGNMENTS

No.		Intersection	Movement	2012-2013 Exist. PCE graphics Volume	2016 E+G pces 1.0328 1.0246	Related Projects AM all	2016 No Project pce E+G+R graphics	Project Assignment - Opening Year: Proj. Dist. 155 In	Proj. Dist. 122 Out	Proj. Vols. 277	Pass By 34 In	Pass By 27 Out	Total Pass By 61	Total Project	graphics 2016 Total pce With-Project	HORIZON YEAR 2035: 2035 E+G pces 1.12 1.114	NO PROJECT 2035 E+G+R pces w/phf (CUM BACK)	2035 TOTAL WITH PROJECT pces w/phf	graphics existing with With-Project
13	1	Valley Blvd (EB/WB) - Mission Blvd (SB/NB)	SBR	7	7	0	7			0			0	0	7	8	8	8	7
13	2		SBT	1	1	0	1			0			0	0	1	1	1	1	1
13	3		SBL	388	401	10	411	1%		2			0	2	412	435	444	446	390
13	4		WBR	532	549	14	564		1%	1			0	1	565	596	610	611	533
13	5	9/12/2012	WBT	1024	1058	23	1080		2%	2			0	2	1083	1147	1170	1172	1026
13	6		WBL	1	1	0	1			0			0	0	1	1	1	1	1
13	7		NBR	1	1	0	1			0			0	0	1	1	1	1	1
13	8		NBT	0	0	0	0			0			0	0	0	0	0	0	0
13	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
13	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
13	11		EBT	380	392	21	414	2%		3			0	3	417	426	447	450	383
13	12		EBL	16	17	0	17			0			0	0	17	18	18	18	16
13	13			2350	2427	68	2495			8			0	8	2504	2632	2700	2708	2358
14	1	Valley Blvd (EB/WB) - Rosemead Blvd (NB/SB)	SBR	303	313	3	316			0			0	0	316	339	343	343	303
14	2		SBT	1322	1365	29	1395			0			0	0	1395	1481	1510	1510	1322
14	3		SBL	44	45	2	48			0			0	0	48	49	52	52	44
14	4		WBR	97	100	4	104			0			0	0	104	109	112	112	97
14	5	9/12/2012	WBT	673	695	7	702		1%	1			0	1	703	754	761	762	674
14	6		WBL	168	174	12	186			0			0	0	186	188	200	200	168
14	7		NBR	101	104	3	108			0			0	0	108	113	116	116	101
14	8		NBT	1339	1383	14	1397			0			0	0	1397	1500	1514	1514	1339
14	9		NBL	227	234	1	236			0			0	0	236	254	255	255	227
14	10		EBR	131	135	8	143			0			0	0	143	147	155	155	131
14	11		EBT	321	332	16	347	1%		2			0	2	349	360	375	377	323
14	12		EBL	181	187	7	194			0			0	0	194	203	210	210	181
14	13			4907	5068	107	5175			3			0	3	5178	5496	5603	5605	4910
15	1	Lower Azusa Rd (EB/WB) – Arden Dr (SB/NB)	SBR	55	57	9	65			0			0	0	65	62	70	70	55
15	2		SBT	133	137	1	138	6%		9			0	9	147	149	150	159	142
15	3		SBL	35	36	0	36			0			0	0	36	39	39	39	35
15	4		WBR	45	46	0	46			0			0	0	46	50	50	50	45
15	5	9/13/2012	WBT	1126	1163	70	1233			0			0	0	1233	1261	1332	1332	1126
15	6		WBL	123	127	0	127			0			0	0	127	138	138	138	123
15	7		NBR	62	64	0	64			0			0	0	64	69	69	69	62
15	8		NBT	76	78	2	80		6%	7			0	7	88	85	87	94	83
15	9		NBL	125	129	9	138		9%	11			0	11	149	140	149	160	136
15	10		EBR	146	151	2	153	9%		14			0	14	167	164	166	180	160
15	11		EBT	487	503	15	518			0			0	0	518	545	560	560	487
15	12		EBL	19	20	2	21			0			0	0	21	21	23	23	19
15	13			2432	2512	109	2620			42			0	42	2662	2724	2833	2874	2474
16	1	Lower Azusa Rd (EB/WB)– Arden Way (SB/NB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
16	2		SBT	0	0	0	0			0			0	0	0	0	0	0	0
16	3		SBL	0	0	0	0			0			0	0	0	0	0	0	0
16	4		WBR	0	0	0	0			0			0	0	0	0	0	0	0
16	5	6/6/2013	WBT	1048	1082	70	1153			0			0	0	1153	1167	1238	1238	1048
16	6		WBL	88	91	0	91	5%		8			0	8	99	98	98	106	96
16	7		NBR	124	128	0	128		5%	6			0	6	134	138	138	144	130
16	8		NBT	0	0	0	0			0			0	0	0	0	0	0	0
16	9		NBL	19	20	0	20			0			0	0	20	21	21	21	19
16	10		EBR	19	20	0	20			0			0	0	20	21	21	21	19
16	11		EBT	615	635	15	650			0			0	0	650	685	700	700	615
16	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
16	13	total intersection		1913	1976	85	2061			14			0	14	2075	2131	2216	2230	1927
17	1	Lower Azusa Rd (EB/WB) – Santa Anita Ave (SB/NB)	SBR	106	109	22	131			0			0	0	131	119	140	140	106
17	2		SBT	816	843	4	847	1%		2			0	2	849	914	918	920	818
17	3		SBL	220	227	9	237			0			0	0	237	246	256	256	220
17	4		WBR	324	335	21	355			0			0	0	355	363	383	383	324
17	5	9/13/2012	WBT	893	922	22	944	2%		3			0	3	947	1000	1022	1025	896
17	6		WBL	207	214	2	216	2%		3			0	3	219	232	234	237	210
17	7		NBR	89	92	8	100		2%	2			0	2	103	100	108	110	91
17	8		NBT	710	733	11	744		1%	1			0	1	745	795	806	807	711
17	9		NBL	132	136	1	137			0			0	0	137	148	148	148	132
17	10		EBR	117	121	0	121			0			0	0	121	131	131	131	117
17	11		EBT	458	473	4	477		2%	2			0	2	480	513	517	520	460
17	12		EBL	106	109	4	114			0			0	0	114	119	123	123	106
17	13	total intersection		4178	4315	109	4424			14			0	14	4438	4679	4788	4802	4192
18	1	Lower Azusa Rd (EB/WB) - Peck Rd (SB/NB)	SBR	244	252	5	257			0			0	0	257	273	278	278	244
18	2		SBT	683	705	1	706			0			0	0	706	765	766	766	683
18	3		SBL	122	126	0	126			0			0	0	126	137	137	137	122
18	4		WBR	63	65	0	65			0			0	0	65	71	71	71	63
18	5	9/13/2012	WBT	1014	1047	20	1067	2%		3			0	3	1071	1136	1156	1159	1017
18	6		WBL	176	182	2	183	1%		2			0	2	185	197	199	200	178
18	7		NBR	84	87	7	94		1%	1			0	1	95	94	101	102	85
18	8		NBT	704	727	1	728			0			0	0	728	788	789	789	704
18	9		NBL	191	197	15	212			0			0	0	212	214	229	229	191
18	10		EBR	170	176	6	181			0			0	0	181	190	196	196	170
18	11		EBT	497	513	11	525		2%	2			0	2	527	557	568	570	499
18	12		EBL	149	154	4	158			0			0	0	158	167	171	171	149
18	13	total intersection		4097	4231	71	4303			8			0	8	4311	4589	4660	4668	4105

EL MONTE WAL-MART PROJECT- AM PEAK-HOUR ASSIGNMENTS

								Project Assignment - Opening Year								HORIZON YEAR 2035			
				2012-2013 Exist. PCE graphics Volume	2016 E+G pces 1.0328 AM 1.0246	Related Projects AM all	2016 No Project pce E+G+R graphics	Proj. Dist. 155 In	Proj. Dist. 122 Out	Proj. Vols. 277	Pass By 34 In	Pass By 27 Out	Total Pass By 61	Total Project	graphics 2016 Total pce With-Project	2035 E+G pces 1.12 1.114	NO PROJECT 2035 E+G+R pces w/phf (CUM BACK)	2035 TOTAL WITH PROJECT pces w/phf	graphics existing with With-Project
No.		Intersection	Movement																
19	1	Lower Azusa Rd (EB/WB) - Baldwin Ave (NB/SB)	SBR	212	219	0	219			0			0	0	219	237	237	237	212
19	2		SBT	771	796	22	818	1%		2			0	2	819	864	885	887	773
19	3		SBL	112	116	0	116	2%		3			0	3	119	125	126	129	115
19	4		WBR	149	154	0	154		2%	2			0	2	156	167	167	169	151
19	5	9/13/2012	WBT	1009	1042	45	1087		7%	9			0	9	1096	1130	1175	1184	1018
19	6		WBL	190	196	44	240			0			0	0	240	213	256	256	190
19	7		NBR	150	155	9	164			0			0	0	164	168	177	177	150
19	8		NBT	463	478	4	482		1%	1			0	1	484	519	523	524	464
19	9		NBL	94	97	0	97		1%	1			0	1	98	105	105	107	95
19	10		EBR	123	127	0	127	1%		2			0	2	129	138	138	139	125
19	11		EBT	477	493	10	503	7%		11			0	11	513	534	544	555	488
19	12		EBL	92	95	0	95			0			0	0	95	103	103	103	92
19	13	total intersection		3842	3968	134	4102			30			0	30	4132	4303	4437	4467	3872
20	1	Lower Azusa Rd (EB/WB) - Temple City Blvd (NB/SB)	SBR	76	78	2	81			0			0	0	81	85	87	87	76
20	2		SBT	837	864	22	886	2%		3			0	3	889	932	954	957	840
20	3		SBL	171	177	0	177			0			0	0	177	190	190	190	171
20	4		WBR	137	141	0	141			0			0	0	141	153	153	153	137
20	5	6/18/2013	WBT	643	664	5	669		6%	7			0	7	676	716	721	729	650
20	6		WBL	277	286	43	329			0			0	0	329	309	352	352	277
20	7		NBR	37	38	8	47			0			0	0	47	41	50	50	37
20	8		NBT	499	515	4	520		2%	2			0	2	522	556	560	563	501
20	9		NBL	61	63	6	69		1%	1			0	1	70	68	74	75	62
20	10		EBR	65	67	22	89	1%		2			0	2	91	72	95	96	67
20	11		EBT	381	393	3	396	6%		9			0	9	405	424	427	436	390
20	12		EBL	89	92	1	93			0			0	0	93	99	100	100	89
20	13	total intersection		3273	3380	117	3497			25			0	25	3522	3646	3763	3788	3298
21	1	Lower Azusa Rd (EB/WB) - Rosemead Blvd (NB/SB)	SBR	1	1	0	1			0			0	0	1	1	1	1	1
21	2		SBT	814	841	30	871			0			0	0	871	907	937	937	814
21	3		SBL	99	102	16	119	5%		8			0	8	126	110	127	134	107
21	4		WBR	138	143	8	150		5%	6			0	6	156	154	161	168	144
21	5	6/18/2013	WBT	2	2	0	2			0			0	0	2	2	2	2	2
21	6		WBL	646	667	10	677			0			0	0	677	720	729	729	646
21	7		NBR	336	347	10	357			0			0	0	357	374	384	384	336
21	8		NBT	667	689	33	722			0			0	0	722	743	776	776	667
21	9		NBL	11	11	0	11			0			0	0	11	12	12	12	11
21	10		EBR	1	1	0	1			0			0	0	1	1	1	1	1
21	11		EBT	2	2	0	2			0			0	0	2	2	2	2	2
21	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
21	13	total intersection		2717	2806	107	2913			14			0	14	2927	3027	3134	3147	2731
22	1	Garvey Ave (EB/WB) - Rosemead Blvd (NB/SB)	SBR	255	263	1	265			0			0	0	265	286	287	287	255
22	2		SBT	1609	1662	6	1668			0			0	0	1668	1802	1808	1808	1609
22	3		SBL	461	476	2	478			0			0	0	478	516	518	518	461
22	4		WBR	286	295	8	304			0			0	0	304	320	329	329	286
22	5	9/12/2012	WBT	911	941	1	941			0			0	0	941	1020	1021	1021	911
22	6		WBL	164	169	0	169			0			0	0	169	184	184	184	164
22	7		NBR	55	57	0	57			0			0	0	57	62	62	62	55
22	8		NBT	1404	1450	29	1479			0			0	0	1479	1572	1602	1602	1404
22	9		NBL	212	219	0	219			0			0	0	219	237	237	237	212
22	10		EBR	127	131	0	132			0			0	0	132	142	143	143	127
22	11		EBT	476	492	0	492			0			0	0	492	533	534	534	476
22	12		EBL	186	192	9	201			0			0	0	201	208	217	217	186
22	13	total intersection		6146	6348	57	6404			0			0	0	6404	6884	6940	6940	6146
23	1	Garvey Ave (EB/WB) - Santa Anita Ave (NB/SB)	SBR	265	274	9	283		2%	2			0	2	285	297	306	308	267
23	2		SBT	968	1000	10	1010		5%	6			0	6	1016	1084	1094	1100	974
23	3		SBL	89	92	8	100			0			0	0	100	100	108	108	89
23	4		WBR	143	148	14	162			0			0	0	162	160	174	174	143
23	5	9/12/2012	WBT	1146	1184	4	1188			0			0	0	1188	1284	1288	1288	1146
23	6		WBL	111	115	0	115			0			0	0	115	124	124	124	111
23	7		NBR	38	39	0	40			0			0	0	40	43	43	43	38
23	8		NBT	661	683	19	702	5%		8			0	8	710	740	760	767	669
23	9		NBL	64	66	2	68			0			0	0	68	72	73	73	64
23	10		EBR	75	77	0	78			0			0	0	78	84	84	84	75
23	11		EBT	492	508	4	512			0			0	0	512	551	555	555	492
23	12		EBL	246	254	15	269	2%		3			0	3	272	276	290	293	249
23	13	total intersection		4298	4439	85	4524			19			0	19	4544	4814	4899	4918	4317
24	1	Garvey Ave (EB/WB) - Peck Rd (NB/SB)	SBR	512	529	0	529			0			0	0	529	573	573	573	512
24	2		SBT	743	767	0	767		3%	4			0	4	771	832	832	836	747
24	3		SBL	34	35	0	36		1%	1			0	1	37	38	38	40	35
24	4		WBR	45	46	0	47	1%		2			0	2	48	50	50	52	47
24	5	9/12/2012	WBT	816	843	4	846			0			0	0	846	914	918	918	816
24	6		WBL	52	54	0	54			0			0	0	54	58	58	58	52
24	7		NBR	40	41	0	42			0			0	0	42	45	45	45	40
24	8		NBT	463	478	0	478	3%		5			0	5	483	519	519	523	468
24	9		NBL	110	114	0	114			0			0	0	114	123	123	123	110
24	10		EBR	79	82	0	82			0			0	0	82	88	88	88	79
24	11		EBT	370	382	4	387			0			0	0	387	414	419	419	370
24	12		EBL	142	147	0	147			0			0	0	147	159	159	159	142
24	13			3406	3518	9	3527			11			0	11	3538	3815	3824	3835	3417

EL MONTE WAL-MART PROJECT- AM PEAK-HOUR ASSIGNMENTS

								Project Assignment - Opening Year								HORIZON YEAR 2035			
				2012-2013 Exist. PCE graphics Volume	2016 E+G pces 1.0328 1.0246	Related Projects AM all	2016 No Project pce E+G+R graphics	Proj. Dist. 155 In	Proj. Dist. 122 Out	Proj. 277 Vols.	Pass By 34 In	Pass By 27 Out	Total Pass By 61	Total Project	graphics 2016 Total pce With-Project	2035 E+G pces 1.12 1.114	NO PROJECT 2035 E+G+R pces w/phf (CUM BACK)	2035 TOTAL WITH PROJECT pces w/phf	graphics existing with With-Project
No.		Intersection	Movement																
25	1	Garvey Ave (EB/WB) - Valley Blvd (NB/SB)	SBR	17	18	0	18			0			0	0	18	19	19	19	17
25	2		SBT	572	591	25	615		3%	4			0	4	619	641	665	669	576
25	3		SBL	93	96	0	96			0			0	0	96	104	104	104	93
25	4		WBR	241	249	0	249			0			0	0	249	270	270	270	241
25	5	9/12/2012	WBT	538	556	0	556			0			0	0	556	603	603	603	538
25	6		WBL	63	65	0	65			0			0	0	65	71	71	71	63
25	7		NBR	29	30	0	30			0			0	0	30	32	32	32	29
25	8		NBT	981	1013	26	1039	3%		5			0	5	1043	1099	1124	1129	986
25	9		NBL	276	285	4	289			0			0	0	289	309	313	313	276
25	10		EBR	257	265	5	270			0			0	0	270	288	293	293	257
25	11		EBT	183	189	0	189			0			0	0	189	205	205	205	183
25	12		EBL	30	31	0	31			0			0	0	31	34	34	34	30
25	13			3280	3388	59	3447			8			0	8	3455	3674	3733	3741	3288
26	1	Santa Anita Ave (NB/SB) - Ramona Blvd (EB/WB)	SBR	22	23	0	23			0			0	0	23	25	25	25	22
26	2		SBT	1217	1257	85	1342		11%	13			0	13	1355	1363	1448	1461	1230
26	3		SBL	71	73	3	76			0			0	0	76	80	82	82	71
26	4		WBR	98	101	13	114			0			0	0	114	110	123	123	98
26	5	9/13/2012	WBT	47	49	0	49			0			0	0	49	53	53	53	47
26	6		WBL	196	202	0	202			0			0	0	202	220	220	220	196
26	7		NBR	224	231	0	231			0			0	0	231	251	251	251	224
26	8		NBT	932	963	29	992	11%		17			0	17	1009	1044	1073	1090	949
26	9		NBL	43	44	0	44			0			0	0	44	48	48	48	43
26	10		EBR	50	52	0	52			0			0	0	52	56	56	56	50
26	11		EBT	25	26	0	26			0			0	0	26	28	28	28	25
26	12		EBL	24	25	0	25			0			0	0	25	27	27	27	24
26	13			2949	3046	130	3175			30			0	30	3206	3303	3432	3463	2979
27	1	Santa Anita Ave (NB/SB) - Brockway St/I-10 WB Ramps (EB/WB)	SBR	358	370	33	403			0			0	0	403	401	434	434	358
27	2		SBT	1090	1126	58	1184		11%	13			0	13	1197	1221	1279	1293	1103
27	3		SBL	0	0	0	0			0			0	0	0	0	0	0	0
27	4		WBR	350	361	0	361	3%		5			0	5	366	392	392	397	355
27	5	9/13/2012	WBT	202	209	8	217			0			0	0	217	226	234	234	202
27	6		WBL	444	459	0	459			0			0	0	459	497	497	497	444
27	7		NBR	0	0	0	0			0			0	0	0	0	0	0	0
27	8		NBT	908	938	56	993	8%		12			0	12	1006	1017	1073	1085	920
27	9		NBL	261	270	0	270			0			0	0	270	292	292	292	261
27	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
27	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
27	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
27	13			3613	3732	155	3887			30			0	30	3917	4047	4202	4232	3643
28	1	Santa Anita Ave (NB/SB) - Asher St/I-10 EB Ramps (EB/WB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
28	2		SBT	1202	1241	25	1267		8%	10			0	10	1276	1346	1371	1381	1212
28	3		SBL	313	323	33	356		3%	4			0	4	360	351	384	387	317
28	4		WBR	0	0	0	0			0			0	0	0	0	0	0	0
28	5	9/13/2012	WBT	0	0	0	0			0			0	0	0	0	0	0	0
28	6		WBL	0	0	0	0			0			0	0	0	0	0	0	0
28	7		NBR	295	305	0	305			0			0	0	305	330	330	330	295
28	8		NBT	753	778	48	825	8%		12			0	12	838	843	891	903	765
28	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
28	10		EBR	373	385	0	385			0			0	0	385	418	418	418	373
28	11		EBT	94	97	0	97			0			0	0	97	105	105	105	94
28	12		EBL	377	389	8	397			0			0	0	397	422	430	430	377
28	13			3407	3519	114	3633			26			0	26	3659	3816	3930	3956	3433
29	1	I-10 WB Off-Ramp - Brockway St/Granada Ave	SBR	0	0	0	0			0			0	0	0	0	0	0	0
29	2		SBT	0	0	0	0			0			0	0	0	0	0	0	0
29	3		SBL	0	0	0	0			0			0	0	0	0	0	0	0
29	4		WBR	0	0	0	0			0			0	0	0	0	0	0	0
29	5	9/13/2012	WBT	251	259	8	267			0			0	0	267	281	289	289	251
29	6		WBL	0	0	0	0			0			0	0	0	0	0	0	0
29	7		NBR	0	0	0	0			0			0	0	0	0	0	0	0
29	8		NBT	0	0	0	0			0			0	0	0	0	0	0	0
29	9		NBL	759	784	0	784	3%		5			0	5	789	850	850	855	764
29	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
29	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
29	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
29	13			1010	1043	8	1051			5			0	5	1056	1131	1139	1144	1015
30	1	Temple City Blvd (NB/SB) – Olney St/WB Ramps	SBR	61	63	0	63			0			0	0	63	68	68	68	61
30	2		SBT	687	710	27	737		8%	10			0	10	746	769	796	806	697
30	3		SBL	0	0	0	0			0			0	0	0	0	0	0	0
30	4		WBR	0	0	0	0			0			0	0	0	0	0	0	0
30	5	9/12/2012	WBT	0	0	0	0			0			0	0	0	0	0	0	0
30	6		WBL	0	0	0	0			0			0	0	0	0	0	0	0
30	7		NBR	0	0	0	0			0			0	0	0	0	0	0	0
30	8		NBT	940	971	101	1072			0			0	0	1072	1053	1154	1154	940
30	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
30	10		EBR	30	31	0	31			0			0	0	31	34	34	34	30
30	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
30	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
30	13			1718	1774	128	1902			10			0	10	1912	1924	2052	2062	1728

EL MONTE WAL-MART PROJECT- AM PEAK-HOUR ASSIGNMENTS

No.		Intersection	Movement	2012-2013 Exist. PCE graphics Volume	2016 E+G pces 1.0328 1.0246	Related Projects AM all	2016 No Project pce E+G+R graphics	Project Assignment - Opening Year: Proj. Dist. 155 In	Proj. Dist. 122 Out	Proj. Vols. 277	Pass By 34 In	Pass By 27 Out	Total Pass By 61	Total Project	graphics 2016 Total pce With-Project	HORIZON YEAR 2035: 2035 E+G pces 1.12 1.114	2035 NO PROJECT 2035 E+G+R pces w/phf (CUM BACK)	2035 TOTAL WITH PROJECT pces w/phf	graphics existing with With-Project
31	1	Baldwin Ave (NB/SB) – Flair Dr/I-10 EB Ramps (EB/WB)	SBR	800	826	0	826			0			0	0	826	896	896	896	800
31	2		SBT	737	761	27	788			0			0	0	788	825	852	852	737
31	3		SBL	0	0	0	0			0			0	0	0	0	0	0	0
31	4		WBR	0	0	0	0			0			0	0	0	0	0	0	0
31	5	9/12/2012	WBT	0	0	0	0			0			0	0	0	0	0	0	0
31	6		WBL	0	0	0	0			0			0	0	0	0	0	0	0
31	7		NBR	0	0	0	0			0			0	0	0	0	0	0	0
31	8		NBT	639	660	102	762	8%		12			0	12	774	716	817	830	651
31	9		NBL	53	55	0	55			0			0	0	55	59	59	59	53
31	10		EBR	76	78	0	78			0			0	0	78	85	85	85	76
31	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
31	12		EBL	34	35	0	35			0			0	0	35	38	38	38	34
31	13			2339	2416	129	2544			12			0	12	2557	2620	2748	2761	2351
32	1	Arden Dr (NB/SB)- Southerly Project Dvwy (EB/WB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
32	2		SBT	651	672	2	675		52%	63	-23%	87%	16	79	754	729	732	811	730
32	3		SBL	0	0	0	0	6%		9			0	9	9	0	0	9	9
32	4		WBR	0	0	0	0		13%	16		13%	4	20	20	0	0	20	20
32	5	9/13/2012	WBT	0	0	0	0			0			0	0	0	0	0	0	0
32	6		WBL	0	0	0	0		15%	18			0	18	18	0	0	18	18
32	7		NBR	0	0	0	0	50%		78	56%		19	97	97	0	0	97	97
32	8		NBT	403	416	4	420	17%		26	9%		3	29	449	451	455	484	432
32	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
32	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
32	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
32	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
32	13			1054	1089	6	1095			211			41	253	1348	1180	1187	1440	1307
33	1	Valley Cir (NB/SB) - Project Dvwy (EB/WB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
33	2		SBT	1	1	0	1			0			0	3	4	1	1	4	4
33	3		SBL	0	0	0	0			0			0	0	0	0	0	0	0
33	4		WBR	0	0	0	0			0			0	0	0	0	0	0	0
33	5	4/23/2013	WBT	0	0	0	0			0			0	0	0	0	0	0	0
33	6		WBL	0	0	2	2			0			0	0	2	0	2	2	0
33	7		NBR	0	0	4	4			0			0	0	4	0	4	4	0
33	8		NBT	15	15	0	15			0			0	4	19	17	17	21	19
33	9		NBL	0	0	0	0	5%		8			0	4	4	0	0	4	4
33	10		EBR	0	0	0	0		5%	6			0	3	3	0	0	3	3
33	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
33	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
33	13			16	16	0	22			14			0	14	36	18	24	38	30
34	1	Arden Dr (NB/SB) - Arden Way (EB/WB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
34	2		SBT	485	497	3	500	15%		23			0	23	523	540	543	567	508
34	3		SBL	2	2	0	2			0			0	0	2	2	2	2	2
34	4		WBR	15	15	0	15			0			0	0	15	17	17	17	15
34	5	6/18/2013	WBT	0	0	0	0			0			0	0	0	0	0	0	0
34	6		WBL	127	130	0	130	5%		8			0	8	138	141	142	150	135
34	7		NBR	54	55	0	55		5%	6			0	6	61	60	60	66	60
34	8		NBT	384	393	10	404		15%	18			0	18	422	428	438	457	402
34	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
34	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
34	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
34	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
34	13			1067	1093	14	1107			55			0	55	1162	1189	1202	1258	1122
35	1	Temple City Blvd (NB/SB) - Loftus Dr (EB/WB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
35	2		SBT	624	639	27	666			0			0	0	666	695	722	722	624
35	3		SBL	268	275	0	275			0			0	0	275	299	299	299	268
35	4		WBR	98	100	0	100			0			0	0	100	109	109	109	98
35	5	6/18/2013	WBT	0	0	0	0			0			0	0	0	0	0	0	0
35	6		WBL	159	163	0	163		8%	10			0	10	173	177	177	187	169
35	7		NBR	239	245	0	245			0			0	0	245	266	266	266	239
35	8		NBT	590	605	101	706			0			0	0	706	657	758	758	590
35	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
35	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
35	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
35	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
35	13			1978	2027	128	2155			10			0	10	2165	2203	2332	2341	1988
36	1	Temple City Blvd (NB/SB) - Marshall (EB/WB)	SBR	13	13	6	19		1%	1			0	1	21	14	21	22	14
36	2		SBT	733	751	17	768			0			0	0	768	817	833	833	733
36	3		SBL	65	67	3	69		1%	1			0	1	70	72	75	76	66
36	4		WBR	13	13	4	18	1%		2			0	2	19	14	19	20	15
36	5	6/18/2013	WBT	18	18	0	18			0			0	0	18	20	20	20	18
36	6		WBL	2	2	10	12			0			0	0	12	2	12	12	2
36	7		NBR	1	1	15	16			0			0	0	16	1	16	16	1
36	8		NBT	713	731	86	817			0			0	0	817	794	881	881	713
36	9		NBL	80	82	0	82			0			0	0	82	89	89	89	80
36	10		EBR	76	78	0	78			0			0	0	78	85	85	85	76
36	11		EBT	29	30	0	30			0			0	0	30	32	32	32	29
36	12		EBL	25	26	16	42	1%		2			0	2	43	28	44	46	27
36	13			1768	1811	158	1969			6			0	6	1975	1970	2127	2133	1774
37	1	Valley Boulevard (EB/NB)/Easy Street (NB/SB)	SBR	8	8	0	8			0			0	0	8	9	9	9	8
37	2		SBT	0	0	0	0			0			0	0	0	0	0	0	0
37	3		SBL	6	6	0	6			0			0	0	6	7	7	7	6
37	4		WBR	41	42	0	42			0			0	0	42	46	46	46	41
37	5	6/18/2013	WBT	1250	1281	31	1311		6%	7			0	7	1319	1393	1423	1430	1257
37	6		WBL	3	3	0	3			0			0	0	3	3	3	3	3
37	7		NBR	1	1	0	1			0			0	0	1	1	1	1	1
37	8		NBT	0	0	0	0			0			0	0	0	0	0	0	0
37	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
37	10		EBR	4	4	0	4			0			0	0	4	4	4	4	4
37	11		EBT	793	813	33	845	6%		9			0	9	855	883	916	925	802
37	12		EBL	15	15	0	15			0			0	0	15	17	17	17	15
37	13			2121	2173	63	2237			17			0	17	2253	2363	2426	2443	2138

EL MONTE WAL-MART PROJECT- PM PEAK-HOUR ASSIGNMENTS

No.		Intersection	Movement	2012-2013 Exist. PCE graphics Volume	2016 E+G pces 1.0328 1.0246	Related Projects PM all	2016 No Project pce E+G+R graphics	Proj. Dist. 280 In	Proj. Dist. 292 Out	Proj. 572 Vols.	Pass By 109 In	Pass By 113 Out	Total Pass By 222	Total Project	graphics 2016 Total pce With-Project	HORIZON YEAR 2035: 2035 E+G pces 1.12 1.114	HORIZON YEAR 2035: NO PROJECT 2035 E+G+R pces w/phf (CUM BACK)	HORIZON YEAR 2035: 2035 TOTAL WITH PROJECT pces w/phf	graphics existing with With-Project
1	1	Valley Blvd (EB/WB) – Arden Dr (SB/NB)	SBR	110	114	0	114		21%	61		28%	32	93	207	123	123	216	203
1	2		SBT	7	7	0	7			0			0	0	7	8	8	8	7
1	3		SBL	296	306	4	310		46%	134		41%	46	181	490	332	336	516	477
1	4		WBR	310	320	4	324	46%		129	28%		31	159	483	347	351	510	469
1	5	9/12/2012	WBT	734	758	38	796		2%	6	-28%		-31	-25	771	822	860	835	709
1	6		WBL	13	13	0	13			0			0	0	13	15	15	15	13
1	7		NBR	12	12	0	12			0			0	0	12	13	13	13	12
1	8		NBT	2	2	0	2			0			0	0	2	2	2	2	2
1	9		NBL	5	5	0	5			0			0	0	5	6	6	6	5
1	10		EBR	25	26	0	26			0			0	0	26	28	28	28	25
1	11		EBT	1060	1095	106	1201	2%		6	-41%		-45	-39	1162	1187	1293	1254	1021
1	12		EBL	115	119	0	119	21%		59	41%		45	103	222	129	129	232	218
1	13			2689	2777	151	2928			395			78	473	3401	3012	3163	3636	3162
2	1	Valley Blvd (EB/WB)– Valley Cir (SB/NB)	SBR	1	1	3	4		2%	6			0	6	10	1	4	10	7
2	2		SBT	0	0	0	0			0			0	0	0	0	0	0	0
2	3		SBL	5	5	3	8		3%	9			0	9	17	6	9	17	14
2	4		WBR	10	10	1	11	3%		8			0	8	20	11	12	21	18
2	5	4/3/2013	WBT	1164	1193	38	1231	46%		129			0	129	1360	1297	1335	1464	1293
2	6		WBL	0	0	0	0			0			0	0	0	0	0	0	0
2	7		NBR	0	0	0	0			0			0	0	0	0	0	0	0
2	8		NBT	0	0	0	0			0			0	0	0	0	0	0	0
2	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
2	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
2	11		EBT	1469	1505	109	1614		46%	134			0	134	1748	1636	1746	1880	1603
2	12		EBL	1	1	1	2	2%		6			0	6	8	1	2	8	7
2	13			2650	2715	155	2870			292			0	292	3162	2952	3107	3398	2942
3	1	Arden Dr (SB/NB) - Rose Ave(EB/WB)	SBR	41	42	0	42			0			0	0	42	46	46	46	41
3	2		SBT	367	379	4	383	6%		17	-15%		-16	0	384	411	415	416	367
3	3		SBL	2	2	0	2	20%		56	15%		16	72	74	2	2	75	74
3	4		WBR	10	10	0	10		13%	38			0	38	48	11	11	49	48
3	5	9/13/2012	WBT	0	0	0	0		2%	6			0	6	6	0	0	6	6
3	6		WBL	10	10	0	10		52%	152		84%	95	247	257	11	11	258	257
3	7		NBR	2	2	0	2	17%		48	35%		38	86	88	2	2	88	88
3	8		NBT	433	447	4	451		13%	38			0	38	489	485	489	527	471
3	9		NBL	2	2	0	2			0			0	0	2	2	2	2	2
3	10		EBR	53	55	0	55			0			0	0	55	59	59	59	53
3	11		EBT	0	0	0	0	2%		6			0	6	6	0	0	6	6
3	12		EBL	127	131	0	131			0			0	0	131	142	142	142	127
3	13			1047	1081	8	1089			360			133	493	1582	1173	1180	1673	1540
4	1	Valley Blvd (EB/WB)– Santa Anita Av (SB/NB)	SBR	133	137	2	139	4%		11			0	11	151	149	151	162	144
4	2		SBT	627	648	36	684			0			0	0	684	702	738	738	627
4	3		SBL	58	60	1	60			0			0	0	60	65	66	66	58
4	4		WBR	54	56	1	56			0			0	0	56	60	61	61	54
4	5	9/13/2012	WBT	467	482	6	488	34%		95			0	95	583	523	529	624	562
4	6		WBL	101	104	18	122			0			0	0	122	113	131	131	101
4	7		NBR	74	76	10	87			0			0	0	87	83	93	93	74
4	8		NBT	1024	1058	21	1078			0			0	0	1078	1147	1168	1168	1024
4	9		NBL	398	411	31	442	11%		31			0	31	473	446	477	508	429
4	10		EBR	5	5	85	90		11%	32			0	32	122	6	90	123	37
4	11		EBT	682	704	26	731		34%	99			0	99	830	764	790	889	781
4	12		EBL	215	222	2	224		4%	12			0	12	236	241	243	255	227
4	13			3838	3964	238	4202			280			0	280	4482	4299	4537	4817	4118
5	1	Valley Blvd (EB/WB) - Tyler Ave (SB/NB)	SBR	77	80	0	80	4%		11			0	11	91	86	86	98	88
5	2		SBT	286	295	0	296			0			0	0	296	320	321	321	286
5	3		SBL	95	98	0	98			0			0	0	98	106	106	106	95
5	4		WBR	68	70	0	70			0			0	0	70	76	76	76	68
5	5	9/13/2012	WBT	833	860	19	879	24%		67			0	67	946	933	951	1019	900
5	6		WBL	119	123	0	123			0			0	0	123	133	133	133	119
5	7		NBR	74	76	0	76			0			0	0	76	83	83	83	74
5	8		NBT	207	214	0	214			0			0	0	214	232	232	232	207
5	9		NBL	122	126	5	131	6%		17			0	17	148	137	142	159	139
5	10		EBR	119	123	3	126		6%	18			0	18	144	133	137	154	137
5	11		EBT	496	512	33	545		24%	70			0	70	615	556	588	658	566
5	12		EBL	55	57	0	57		4%	12			0	12	69	62	62	74	67
5	13			2551	2635	61	2695			194			0	194	2890	2857	2918	3112	2745
6	1	Valley Blvd (SB/NB) – Ramona Blvd (EB/WB)	SBR	7	7	0	7			0			0	0	7	8	8	8	7
6	2		SBT	621	641	12	653		11%	32			0	32	685	696	707	740	653
6	3		SBL	394	407	20	427		13%	38			0	38	465	441	462	500	432
6	4		WBR	197	203	4	207	13%		36			0	36	243	221	224	261	233
6	5	9/13/2012	WBT	232	240	1	241			0			0	0	241	260	261	261	232
6	6		WBL	32	33	1	34			0			0	0	34	36	37	37	32
6	7		NBR	56	58	0	58			0			0	0	58	63	63	63	56
6	8		NBT	436	450	6	456	11%		31			0	31	487	488	494	525	467
6	9		NBL	194	200	0	200			0			0	0	200	217	217	217	194
6	10		EBR	64	66	10	76			0			0	0	76	72	82	82	64
6	11		EBT	461	476	1	477			0			0	0	477	516	517	517	461
6	12		EBL	20	21	0	21			0			0	0	21	22	23	23	20
6	13			2714	2803	55	2858			137			0	137	2995	3040	3094	3232	2851

EL MONTE WAL-MART PROJECT- PM PEAK-HOUR ASSIGNMENTS

No.		Intersection	Movement	2012-2013 Exist. PCE graphics Volume	2016 E+G pces 1.0328 1.0246	Related Projects PM all	2016 No Project pce E+G+R graphics	Project Assignment - Opening Year: Proj. Dist. 280 In	Proj. Dist. 292 Out	Proj. 572 Vols.	Pass By 109 In	Pass By 113 Out	Total Pass 222 By	Total Project	graphics 2016 Total pce With-Project	HORIZON YEAR 2035: 2035 E+G pces 1.12 1.114	NO PROJECT 2035 E+G+R pces w/phf (CUM BACK)	2035 TOTAL WITH PROJECT pces w/phf	graphics existing with With-Project
7	1	Valley Blvd (EB/WB) – Peck Rd (SB/NB)	SBR	143	148	0	148			0			0	0	148	160	160	160	143
7	2		SBT	799	825	0	826			0			0	0	826	895	895	895	799
7	3		SBL	185	191	5	196			0			0	0	196	207	212	212	185
7	4		WBR	155	160	6	166			0			0	0	166	174	179	179	155
7	5	9/13/2012	WBT	819	846	16	862	7%		20			0	20	881	917	933	953	839
7	6		WBL	195	201	0	201			0			0	0	201	218	218	218	195
7	7		NBR	256	264	0	264			0			0	0	264	287	287	287	256
7	8		NBT	558	576	1	577			0			0	0	577	625	626	626	558
7	9		NBL	36	37	0	37	4%		11			0	11	48	40	40	52	47
7	10		EBR	328	339	0	339		4%	12			0	12	351	367	368	379	340
7	11		EBT	1219	1259	7	1265		7%	20			0	20	1286	1365	1372	1392	1239
7	12		EBL	116	120	0	120			0			0	0	120	130	130	130	116
7	13			4809	4967	34	5001			63			0	63	5064	5386	5420	5483	4872
8	1	Ramona Blvd (EB/WB)- Peck Rd (SB/NB)	SBR	114	117	5	122	4%		11			0	11	133	127	132	143	125
8	2		SBT	691	708	3	711			0			0	0	711	770	772	772	691
8	3		SBL	186	191	6	196			0			0	0	196	207	213	213	186
8	4		WBR	155	159	3	162			0			0	0	162	173	176	176	155
8	5	6/6/2013	WBT	326	334	7	341	9%		25			0	25	366	363	370	396	351
8	6		WBL	174	178	2	181			0			0	0	181	194	196	196	174
8	7		NBR	397	407	3	410			0			0	0	410	442	445	445	397
8	8		NBT	1004	1029	4	1032			0			0	0	1032	1118	1122	1122	1004
8	9		NBL	48	49	0	49			0			0	0	49	53	53	53	48
8	10		EBR	28	29	0	29			0			0	0	29	31	31	31	28
8	11		EBT	608	623	13	636		9%	26			0	26	662	677	690	716	634
8	12		EBL	161	165	7	172		4%	12			0	12	184	179	187	198	173
8	13			3892	3988	52	4040			74			0	74	4114	4336	4388	4462	3966
9	1	Valley Blvd (EB/WB) – Gibson Rd (SB/NB)	SBR	31	32	0	32			0			0	0	32	35	35	35	31
9	2		SBT	13	13	0	13			0			0	0	13	15	15	15	13
9	3		SBL	23	24	0	24			0			0	0	24	26	26	26	23
9	4		WBR	34	35	0	35			0			0	0	35	38	38	38	34
9	5	9/13/2012	WBT	762	787	35	822		18%	53			0	53	874	853	888	941	815
9	6		WBL	42	43	2	46		5%	15			0	15	60	47	49	64	57
9	7		NBR	53	55	4	58	5%		14			0	14	72	59	63	77	67
9	8		NBT	23	24	0	24			0			0	0	24	26	26	26	23
9	9		NBL	25	26	0	26			0			0	0	26	28	28	28	25
9	10		EBR	28	29	0	29			0			0	0	29	31	31	31	28
9	11		EBT	1195	1234	102	1336	18%		50			0	50	1386	1338	1440	1491	1245
9	12		EBL	16	17	0	17			0			0	0	17	18	18	18	16
9	13			2245	2319	142	2461			132			0	132	2592	2514	2657	2788	2377
10	1	Valley Blvd (EB/WB) – Baldwin Ave (SB/NB)	SBR	111	115	13	128			0			0	0	128	124	138	138	111
10	2		SBT	496	512	101	613			0			0	0	613	556	657	657	496
10	3		SBL	131	135	40	176	2%		6			0	6	181	147	187	193	137
10	4		WBR	133	137	9	146		2%	6			0	6	152	149	158	164	139
10	5	9/13/2012	WBT	552	570	23	593		11%	32			0	32	625	618	641	673	584
10	6		WBL	132	136	2	139		5%	15			0	15	153	148	150	165	147
10	7		NBR	181	187	4	191	5%		14			0	14	205	203	206	220	195
10	8		NBT	832	859	19	878			0			0	0	878	932	951	951	832
10	9		NBL	93	96	0	96			0			0	0	96	104	104	104	93
10	10		EBR	106	109	0	109			0			0	0	109	119	119	119	106
10	11		EBT	907	937	58	994	11%		31			0	31	1025	1016	1074	1104	938
10	12		EBL	110	114	6	119			0			0	0	119	123	129	129	110
10	13			3784	3908	276	4184			103			0	103	4287	4238	4514	4617	3887
11	1	Valley Blvd (EB/WB) – Temple City Blvd (SB/NB)	SBR	109	113	14	127			0			0	0	127	122	136	136	109
11	2		SBT	431	445	106	551			0			0	0	551	483	589	589	431
11	3		SBL	142	147	36	182	3%		8			0	8	191	159	195	203	150
11	4		WBR	103	106	8	115		3%	9			0	9	123	115	124	132	112
11	5	9/12/2012	WBT	534	552	22	573		6%	18			0	18	591	598	620	638	552
11	6		WBL	93	96	2	98		2%	6			0	6	104	104	106	112	99
11	7		NBR	70	72	4	76	2%		6			0	6	81	78	82	88	76
11	8		NBT	646	667	20	687			0			0	0	687	724	744	744	646
11	9		NBL	117	121	4	125			0			0	0	125	131	135	135	117
11	10		EBR	69	71	8	79			0			0	0	79	77	85	85	69
11	11		EBT	966	998	22	1019	6%		17			0	17	1036	1082	1104	1120	983
11	12		EBL	210	217	4	221			0			0	0	221	235	239	239	210
11	13			3490	3604	250	3855			63			0	63	3918	3909	4159	4222	3553
12	1	Valley Blvd (EB/WB)- Rio Hondo Ave (SB/NB)	SBR	18	19	1	20			0			0	0	20	20	21	21	18
12	2		SBT	9	9	0	9			0			0	0	9	10	10	10	9
12	3		SBL	26	27	3	30	1%		3			0	3	32	29	32	35	29
12	4		WBR	27	28	6	34		1%	3			0	3	36	30	36	39	30
12	5	9/12/2012	WBT	668	690	35	724		3%	9			0	9	733	748	783	791	677
12	6		WBL	82	85	0	85		2%	6			0	6	91	92	92	98	88
12	7		NBR	225	232	0	232	2%		6			0	6	238	252	252	258	231
12	8		NBT	43	44	0	44			0			0	0	44	48	48	48	43
12	9		NBL	150	155	4	159			0			0	0	159	168	172	172	150
12	10		EBR	104	107	8	116			0			0	0	116	116	125	125	104
12	11		EBT	962	994	31	1025	3%		8			0	8	1033	1077	1109	1117	970
12	12		EBL	25	26	3	28			0			0	0	28	28	31	31	25
12	13			2339	2416	91	2506			34			0	34	2541	2620	2710	2745	2373

EL MONTE WAL-MART PROJECT- PM PEAK-HOUR ASSIGNMENTS

No.		Intersection	Movement	2012-2013 Exist. PCE graphics Volume	2016 E+G pces 1.0328 1.0246	Related Projects PM all	2016 No Project pce E+G+R graphics	Project Assignment - Opening Year: Proj. 280 In	Dist. 292 Out	Proj. 572 Vols.	Pass By 109 In	Pass By 113 Out	Total Pass By 222	Total Project	graphics 2016 Total pce With-Project	HORIZON YEAR 2035: 2035 E+G pces 1.12 1.114	NO PROJECT 2035 E+G+R pces w/phf (CUM BACK)	2035 TOTAL WITH PROJECT pces w/phf	graphics existing with With-Project
13	1	Valley Blvd (EB/WB) - Mission Blvd (SB/NB)	SBR	16	17	0	17			0			0	0	17	18	18	18	16
13	2		SBT	0	0	0	0			0			0	0	0	0	0	0	0
13	3		SBL	418	432	16	447	1%		3			0	3	450	468	484	487	421
13	4		WBR	323	334	13	347		1%	3			0	3	350	362	375	378	326
13	5	9/12/2012	WBT	514	531	27	558		2%	6			0	6	564	576	603	608	520
13	6		WBL	0	0	0	0			0			0	0	0	0	0	0	0
13	7		NBR	0	0	0	0			0			0	0	0	0	0	0	0
13	8		NBT	0	0	0	0			0			0	0	0	0	0	0	0
13	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
13	10		EBR	1	1	0	1			0			0	0	1	1	1	1	1
13	11		EBT	680	702	26	729	2%		6			0	6	734	762	788	794	686
13	12		EBL	24	25	0	25			0			0	0	25	27	27	27	24
13	13			1976	2041	82	2123			17			0	17	2140	2213	2295	2312	1993
14	1	Valley Blvd (EB/WB) - Rosemead Blvd (NB/SB)	SBR	213	220	10	230			0			0	0	230	239	249	249	213
14	2		SBT	1184	1223	17	1240			0			0	0	1240	1326	1343	1343	1184
14	3		SBL	96	99	6	105			0			0	0	105	108	113	113	96
14	4		WBR	61	63	5	68			0			0	0	68	68	73	73	61
14	5	9/12/2012	WBT	431	445	17	463		1%	3			0	3	466	483	500	503	434
14	6		WBL	160	165	5	170			0			0	0	170	179	184	184	160
14	7		NBR	156	161	13	174			0			0	0	174	175	187	187	156
14	8		NBT	1363	1408	32	1439			0			0	0	1439	1527	1558	1558	1363
14	9		NBL	158	163	8	171			0			0	0	171	177	185	185	158
14	10		EBR	131	135	1	137			0			0	0	137	147	148	148	131
14	11		EBT	591	610	8	618	1%		3			0	3	621	662	670	673	594
14	12		EBL	261	270	8	277			0			0	0	277	292	300	300	261
14	13			4805	4963	130	5092			6			0	6	5098	5382	5511	5517	4811
15	1	Lower Azusa Rd (EB/WB) – Arden Dr (SB/NB)	SBR	38	39	2	41			0			0	0	41	43	44	44	38
15	2		SBT	79	82	2	83	6%		17			0	17	100	88	90	107	96
15	3		SBL	40	41	0	41			0			0	0	41	45	45	45	40
15	4		WBR	47	49	0	49			0			0	0	49	53	53	53	47
15	5	9/13/2012	WBT	661	683	17	699			0			0	0	699	740	757	757	661
15	6		WBL	79	82	0	82			0			0	0	82	88	88	88	79
15	7		NBR	64	66	0	66			0			0	0	66	72	72	72	64
15	8		NBT	126	130	1	132		6%	18			0	18	149	141	143	160	144
15	9		NBL	109	113	2	115		9%	26			0	26	141	122	124	151	135
15	10		EBR	133	137	9	147	9%		25			0	25	172	149	158	184	158
15	11		EBT	942	973	77	1049			0			0	0	1049	1055	1132	1132	942
15	12		EBL	47	49	9	58			0			0	0	58	53	62	62	47
15	13			2365	2443	119	2562			86			0	86	2647	2649	2768	2854	2451
16	1	Lower Azusa Rd (EB/WB)– Arden Way (SB/NB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
16	2		SBT	0	0	0	0			0			0	0	0	0	0	0	0
16	3		SBL	0	0	0	0			0			0	0	0	0	0	0	0
16	4		WBR	0	0	0	0			0			0	0	0	0	0	0	0
16	5	6/6/2013	WBT	744	762	17	779			0			0	0	779	833	850	850	744
16	6		WBL	76	78	0	78	5%		14			0	14	92	85	85	99	90
16	7		NBR	258	264	0	265		5%	15			0	15	279	289	289	304	273
16	8		NBT	0	0	0	0			0			0	0	0	0	0	0	0
16	9		NBL	10	10	0	10			0			0	0	10	11	11	11	10
16	10		EBR	24	25	0	25			0			0	0	25	27	27	27	24
16	11		EBT	1092	1119	77	1195			0			0	0	1195	1223	1300	1300	1092
16	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
16	13	total intersection		2204	2258	94	2352			29			0	29	2380	2468	2562	2591	2233
17	1	Lower Azusa Rd (EB/WB) – Santa Anita Ave (SB/NB)	SBR	106	109	4	114			0			0	0	114	119	123	123	106
17	2		SBT	951	982	15	997	1%		3			0	3	1000	1065	1080	1082	954
17	3		SBL	313	323	23	346			0			0	0	346	351	373	373	313
17	4		WBR	269	278	13	291			0			0	0	291	301	314	314	269
17	5	9/13/2012	WBT	597	617	5	621	2%		6			0	6	627	669	673	679	603
17	6		WBL	155	160	9	169	2%		6			0	6	175	174	183	188	161
17	7		NBR	198	204	5	210		2%	6			0	6	216	222	227	233	204
17	8		NBT	917	947	11	958		1%	3			0	3	961	1027	1038	1041	920
17	9		NBL	160	165	1	166			0			0	0	166	179	180	180	160
17	10		EBR	83	86	1	87			0			0	0	87	93	94	94	83
17	11		EBT	672	694	23	717		2%	6			0	6	723	753	776	782	678
17	12		EBL	53	55	23	78			0			0	0	78	59	82	82	53
17	13	total intersection		4474	4621	132	4753			29			0	29	4782	5011	5143	5172	4503
18	1	Lower Azusa Rd (EB/WB) - Peck Rd (SB/NB)	SBR	145	150	4	154			0			0	0	154	162	167	167	145
18	2		SBT	727	751	1	752			0			0	0	752	814	815	815	727
18	3		SBL	215	222	0	222			0			0	0	222	241	241	241	215
18	4		WBR	159	164	0	164			0			0	0	164	178	178	178	159
18	5	9/13/2012	WBT	601	621	14	634	2%		6			0	6	640	673	687	692	607
18	6		WBL	178	184	6	190	1%		3			0	3	193	199	205	208	181
18	7		NBR	94	97	3	100		1%	3			0	3	103	105	108	111	97
18	8		NBT	564	582	1	583			0			0	0	583	632	632	632	564
18	9		NBL	170	176	7	183			0			0	0	183	190	198	198	170
18	10		EBR	224	231	16	248			0			0	0	248	251	267	267	224
18	11		EBT	781	807	24	830		2%	6			0	6	836	875	898	904	787
18	12		EBL	250	258	7	265			0			0	0	265	280	287	287	250
18	13	total intersection		4108	4243	83	4325			17			0	17	4343	4601	4684	4701	4125

EL MONTE WAL-MART PROJECT- PM PEAK-HOUR ASSIGNMENTS

No.		Intersection	Movement	2012-2013 Exist. PCE graphics Volume	2016 E+G pces 1.0328 1.0246	Related Projects PM all	2016 No Project pce E+G+R graphics	Project Assignment - Opening Year: Proj. Dist. 280 In	292 Out	Proj. 572 Vols.	Pass By 109 In	Pass By 113 Out	Total Pass By 222	Total Project	graphics 2016 Total pce With-Project	HORIZON YEAR 2035: 2035 E+G pces 1.12 1.114	NO PROJECT 2035 E+G+R pces w/phf (CUM BACK)	2035 TOTAL WITH PROJECT pces w/phf	graphics existing with With-Project
19	1	Lower Azusa Rd (EB/WB) - Baldwin Ave (NB/SB)	SBR	131	135	0	135			0			0	0	135	147	147	147	131
19	2		SBT	492	508	4	513	1%		3			0	3	515	551	555	558	495
19	3		SBL	171	177	0	177	2%		6			0	6	182	192	192	197	177
19	4		WBR	148	153	0	153		2%	6			0	6	159	166	166	172	154
19	5	9/13/2012	WBT	613	633	14	647		7%	20			0	20	667	687	700	721	633
19	6		WBL	122	126	10	136			0			0	0	136	137	146	146	122
19	7		NBR	255	263	47	310			0			0	0	310	286	332	332	255
19	8		NBT	847	875	23	898		1%	3			0	3	901	949	972	975	850
19	9		NBL	80	83	0	83		1%	3			0	3	86	90	90	93	83
19	10		EBR	56	58	0	58	1%		3			0	3	61	63	63	66	59
19	11		EBT	724	748	51	799	7%		20			0	20	818	811	862	881	744
19	12		EBL	214	221	0	221			0			0	0	221	240	240	240	214
19	13	total intersection		3853	3979	149	4128			63			0	63	4191	4315	4464	4527	3916
20	1	Lower Azusa Rd (EB/WB) - Temple City Blvd (NB/SB)	SBR	46	47	2	49			0			0	0	49	51	53	53	46
20	2		SBT	496	508	4	513	2%		6			0	6	518	553	557	563	502
20	3		SBL	200	205	0	205			0			0	0	205	223	223	223	200
20	4		WBR	143	147	0	147			0			0	0	147	159	159	159	143
20	5	6/18/2013	WBT	488	500	9	509		6%	18			0	18	527	544	553	571	506
20	6		WBL	270	277	9	285			0			0	0	285	301	309	309	270
20	7		NBR	40	41	46	87			0			0	0	87	45	91	91	40
20	8		NBT	747	765	23	788		2%	6			0	6	794	832	855	861	753
20	9		NBL	85	87	24	111		1%	3			0	3	114	95	119	122	88
20	10		EBR	30	31	7	38	1%		3			0	3	40	33	40	43	33
20	11		EBT	738	756	11	767	6%		17			0	17	784	822	833	850	755
20	12		EBL	198	203	3	206			0			0	0	206	221	224	224	198
20	13	total intersection		3481	3567	139	3706			51			0	51	3758	3878	4017	4069	3532
21	1	Lower Azusa Rd (EB/WB) - Rosemead Blvd (NB/SB)	SBR	1	1	0	1			0			0	0	1	1	1	1	1
21	2		SBT	830	850	42	893			0			0	0	893	925	967	967	830
21	3		SBL	207	212	17	229	5%		14			0	14	243	231	248	262	221
21	4		WBR	111	114	27	141		5%	15			0	15	156	124	151	166	126
21	5	6/18/2013	WBT	0	0	0	0			0			0	0	0	0	0	0	0
21	6		WBL	366	375	11	386			0			0	0	386	408	418	418	366
21	7		NBR	651	667	10	677			0			0	0	677	725	735	735	651
21	8		NBT	815	835	41	877			0			0	0	877	908	949	949	815
21	9		NBL	11	11	0	11			0			0	0	11	12	12	12	11
21	10		EBR	4	4	0	4			0			0	0	4	4	4	4	4
21	11		EBT	7	7	0	7			0			0	0	7	8	8	8	7
21	12		EBL	3	3	0	3			0			0	0	3	3	3	3	3
21	13	total intersection		3006	3080	148	3228			29			0	29	3257	3349	3497	3526	3035
22	1	Garvey Ave (EB/WB) - Rosemead Blvd (NB/SB)	SBR	183	189	8	197			0			0	0	197	205	213	213	183
22	2		SBT	1676	1731	29	1760			0			0	0	1760	1877	1906	1906	1676
22	3		SBL	473	489	9	498			0			0	0	498	530	539	539	473
22	4		WBR	321	332	2	334			0			0	0	334	360	362	362	321
22	5	9/12/2012	WBT	440	454	1	455			0			0	0	455	493	493	493	440
22	6		WBL	156	161	0	161			0			0	0	161	175	175	175	156
22	7		NBR	121	125	1	126			0			0	0	126	136	136	136	121
22	8		NBT	1280	1322	7	1329			0			0	0	1329	1434	1441	1441	1280
22	9		NBL	266	275	0	275			0			0	0	275	298	298	298	266
22	10		EBR	96	99	0	100			0			0	0	100	108	108	108	96
22	11		EBT	696	719	1	719			0			0	0	719	780	780	780	696
22	12		EBL	184	190	2	192			0			0	0	192	206	208	208	184
22	13	total intersection		5892	6085	60	6145			0			0	0	6145	6599	6659	6659	5892
23	1	Garvey Ave (EB/WB) - Santa Anita Ave (NB/SB)	SBR	208	215	17	232		2%	6			0	6	238	233	250	256	214
23	2		SBT	991	1024	23	1046		5%	15			0	15	1061	1110	1133	1147	1006
23	3		SBL	98	101	17	119			0			0	0	119	110	127	127	98
23	4		WBR	61	63	8	71			0			0	0	71	68	76	76	61
23	5	9/12/2012	WBT	675	697	4	701			0			0	0	701	756	760	760	675
23	6		WBL	87	90	0	90			0			0	0	90	97	97	97	87
23	7		NBR	75	77	0	78			0			0	0	78	84	84	84	75
23	8		NBT	870	899	11	909	5%		14			0	14	923	974	985	999	884
23	9		NBL	57	59	0	59			0			0	0	59	64	64	64	57
23	10		EBR	76	78	2	80			0			0	0	80	85	87	87	76
23	11		EBT	1000	1033	5	1038			0			0	0	1038	1120	1125	1125	1000
23	12		EBL	273	282	10	292	2%		6			0	6	297	306	315	321	279
23	13	total intersection		4471	4618	97	4715			40			0	40	4755	5008	5105	5145	4511
24	1	Garvey Ave (EB/WB) - Peck Rd (NB/SB)	SBR	174	180	0	180			0			0	0	180	195	195	195	174
24	2		SBT	740	764	0	764		3%	9			0	9	773	829	829	838	749
24	3		SBL	63	65	1	66		1%	3			0	3	69	71	71	74	66
24	4		WBR	31	32	0	32	1%		3			0	3	35	35	35	38	34
24	5	9/12/2012	WBT	461	476	5	481			0			0	0	481	516	521	521	461
24	6		WBL	58	60	0	60			0			0	0	60	65	65	65	58
24	7		NBR	73	75	0	76			0			0	0	76	82	82	82	73
24	8		NBT	572	591	0	591	3%		8			0	8	599	641	641	649	580
24	9		NBL	132	136	0	136			0			0	0	136	148	148	148	132
24	10		EBR	121	125	0	125			0			0	0	125	136	136	136	121
24	11		EBT	796	822	4	826			0			0	0	826	892	896	896	796
24	12		EBL	260	269	0	269			0			0	0	269	291	291	291	260
24	13			3481	3595	11	3606			23			0	23	3629	3899	3909	3932	3504

EL MONTE WAL-MART PROJECT- PM PEAK-HOUR ASSIGNMENTS

No.		Intersection	Movement	2012-2013 Exist. PCE graphics Volume	2016 E+G pces 1.0328 1.0246	Related Projects PM all	2016 No Project pce E+G+R graphics	Project Assignment - Opening Year: Proj. Dist. 280 In	292 Out	Proj. 572 Vols.	Pass By 109 In	Pass By 113 Out	Total Pass By 222	Total Project	graphics 2016 Total pce With-Project	HORIZON YEAR 2035: 2035 E+G pces 1.12 1.114	NO PROJECT 2035 E+G+R (CUM BACK)	2035 TOTAL WITH PROJECT pces w/phf	graphics existing with With-Project
25	1	Garvey Ave (EB/WB) - Valley Blvd (NB/SB)	SBR	14	14	0	14			0			0	0	14	16	16	16	14
25	2		SBT	854	882	30	912		3%	9			0	9	921	956	986	995	863
25	3		SBL	162	167	0	167			0			0	0	167	181	181	181	162
25	4		WBR	145	150	0	150			0			0	0	150	162	162	162	145
25	5	9/12/2012	WBT	283	292	0	292			0			0	0	292	317	317	317	283
25	6		WBL	54	56	0	56			0			0	0	56	60	60	60	54
25	7		NBR	35	36	0	36			0			0	0	36	39	39	39	35
25	8		NBT	775	800	28	829	3%		8			0	8	837	868	896	905	783
25	9		NBL	200	207	6	212			0			0	0	212	224	230	230	200
25	10		EBR	359	371	5	375			0			0	0	375	402	407	407	359
25	11		EBT	642	663	0	663			0			0	0	663	719	719	719	642
25	12		EBL	31	32	0	32			0			0	0	32	35	35	35	31
25	13			3554	3671	68	3739			17			0	17	3756	3980	4049	4066	3571
26	1	Santa Anita Ave (NB/SB) - Ramona Blvd (EB/WB)	SBR	32	33	0	33			0			0	0	33	36	36	36	32
26	2		SBT	968	1000	61	1061		11%	32			0	32	1093	1084	1145	1177	1000
26	3		SBL	79	82	14	95			0			0	0	95	88	102	102	79
26	4		WBR	60	62	3	65			0			0	0	65	67	70	70	60
26	5	9/13/2012	WBT	25	26	0	26			0			0	0	26	28	28	28	25
26	6		WBL	134	138	0	138			0			0	0	138	150	150	150	134
26	7		NBR	230	238	0	238			0			0	0	238	258	258	258	230
26	8		NBT	1392	1438	91	1529	11%		31			0	31	1559	1559	1650	1681	1423
26	9		NBL	40	41	0	41			0			0	0	41	45	45	45	40
26	10		EBR	50	52	0	52			0			0	0	52	56	56	56	50
26	11		EBT	52	54	0	54			0			0	0	54	58	58	58	52
26	12		EBL	48	50	0	50			0			0	0	50	54	54	54	48
26	13			3110	3212	168	3380			63			0	63	3443	3483	3651	3714	3173
27	1	Santa Anita Ave (NB/SB) - Brockway St/I-10 WB Ramps (EB/WB)	SBR	294	304	20	324			0			0	0	324	329	350	350	294
27	2		SBT	890	919	77	996		11%	32			0	32	1029	997	1074	1106	922
27	3		SBL	0	0	0	0			0			0	0	0	0	0	0	0
27	4		WBR	262	271	36	306	3%		8			0	8	315	293	329	338	270
27	5	9/13/2012	WBT	147	152	0	152			0			0	0	152	165	165	165	147
27	6		WBL	287	296	0	296			0			0	0	296	321	321	321	287
27	7		NBR	0	0	0	0			0			0	0	0	0	0	0	0
27	8		NBT	1390	1436	62	1498	8%		22			0	22	1520	1557	1619	1641	1412
27	9		NBL	406	419	0	419			0			0	0	419	455	455	455	406
27	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
27	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
27	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
27	13			3676	3797	196	3992			63			0	63	4055	4117	4313	4376	3739
28	1	Santa Anita Ave (NB/SB) - Asher St/I-10 EB Ramps (EB/WB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
28	2		SBT	992	1025	57	1081		8%	23			0	23	1105	1111	1168	1191	1015
28	3		SBL	263	272	21	292		3%	9			0	9	301	295	315	324	272
28	4		WBR	0	0	0	0			0			0	0	0	0	0	0	0
28	5	9/13/2012	WBT	0	0	0	0			0			0	0	0	0	0	0	0
28	6		WBL	0	0	0	0			0			0	0	0	0	0	0	0
28	7		NBR	174	180	0	180			0			0	0	180	195	195	195	174
28	8		NBT	1212	1252	27	1278	8%		22			0	22	1301	1357	1384	1407	1234
28	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
28	10		EBR	435	449	0	449			0			0	0	449	487	487	487	435
28	11		EBT	143	148	0	148			0			0	0	148	160	160	160	143
28	12		EBL	597	617	36	652			0			0	0	652	669	704	704	597
28	13			3816	3941	140	4081			55			0	55	4135	4274	4413	4468	3871
29	1	I-10 WB Off-Ramp - Brockway St/Granada Ave	SBR	0	0	0	0			0			0	0	0	0	0	0	0
29	2		SBT	0	0	0	0			0			0	0	0	0	0	0	0
29	3		SBL	0	0	0	0			0			0	0	0	0	0	0	0
29	4		WBR	0	0	0	0			0			0	0	0	0	0	0	0
29	5	9/13/2012	WBT	210	217	36	253			0			0	0	253	235	271	271	210
29	6		WBL	0	0	0	0			0			0	0	0	0	0	0	0
29	7		NBR	0	0	0	0			0			0	0	0	0	0	0	0
29	8		NBT	0	0	0	0			0			0	0	0	0	0	0	0
29	9		NBL	461	476	0	476	3%		8			0	8	485	516	516	525	469
29	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
29	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
29	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
29	13			671	693	36	729			8			0	8	737	752	788	796	679
30	1	Temple City Blvd (NB/SB) – Olney St/WB Ramps	SBR	48	50	0	50			0			0	0	50	54	54	54	48
30	2		SBT	852	880	106	986		8%	23			0	23	1009	954	1060	1084	875
30	3		SBL	0	0	0	0			0			0	0	0	0	0	0	0
30	4		WBR	0	0	0	0			0			0	0	0	0	0	0	0
30	5	9/12/2012	WBT	0	0	0	0			0			0	0	0	0	0	0	0
30	6		WBL	0	0	0	0			0			0	0	0	0	0	0	0
30	7		NBR	0	0	0	0			0			0	0	0	0	0	0	0
30	8		NBT	893	922	32	954			0			0	0	954	1000	1032	1032	893
30	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
30	10		EBR	10	10	0	10			0			0	0	10	11	11	11	10
30	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
30	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
30	13			1803	1862	138	2000			23			0	23	2023	2019	2157	2181	1826

EL MONTE WAL-MART PROJECT- PM PEAK-HOUR ASSIGNMENTS

No.		Intersection	Movement	2012-2013 Exist. PCE graphics Volume	2016 E+G pces 1.0328 1.0246	Related Projects PM all	2016 No Project pce E+G+R graphics	Project Assignment - Opening Year: Proj. Dist. 280 In	Proj. Dist. 292 Out	Proj. 572 Vols.	Pass By 109 In	Pass By 113 Out	Total Pass 222 By	Total Project	graphics 2016 Total pce With-Project	HORIZON YEAR 2035: 2035 E+G pces 1.12 1.114	2035 NO PROJECT E+G+R pces w/phf (CUM BACK)	2035 TOTAL WITH PROJECT pces w/phf	graphics existing with With-Project
31	1	Baldwin Ave (NB/SB) – Flair Dr/I-10 EB Ramps (EB/WB)	SBR	159	164	0	164			0			0	0	164	178	178	178	159
31	2		SBT	445	460	106	565			0			0	0	565	498	604	604	445
31	3		SBL	0	0	0	0			0			0	0	0	0	0	0	0
31	4		WBR	0	0	0	0			0			0	0	0	0	0	0	0
31	5	9/12/2012	WBT	0	0	0	0			0			0	0	0	0	0	0	0
31	6		WBL	0	0	0	0			0			0	0	0	0	0	0	0
31	7		NBR	0	0	0	0			0			0	0	0	0	0	0	0
31	8		NBT	920	950	32	982	8%		22			0	22	1004	1030	1062	1085	942
31	9		NBL	26	27	0	27			0			0	0	27	29	29	29	26
31	10		EBR	391	404	0	404			0			0	0	404	438	438	438	391
31	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
31	12		EBL	207	214	0	214			0			0	0	214	232	232	232	207
31	13			2148	2218	138	2356			22			0	22	2378	2406	2543	2566	2170
32	1	Arden Dr (NB/SB)- Southerly Project Dvwy (EB/WB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
32	2		SBT	435	449	4	453		52%	152	-15%	84%	79	230	684	487	491	722	665
32	3		SBL	0	0	0	0	6%		17			0	17	17	0	0	17	17
32	4		WBR	0	0	0	0		13%	38		16%	18	56	56	0	0	56	56
32	5	9/13/2012	WBT	0	0	0	0			0			0	0	0	0	0	0	0
32	6		WBL	0	0	0	0		15%	44			0	44	44	0	0	44	44
32	7		NBR	0	0	0	0	50%		140	50%		55	195	195	0	0	195	195
32	8		NBT	417	431	4	434	17%		48	19%		21	68	503	467	471	539	485
32	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
32	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
32	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
32	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
32	13			852	880	8	888			438			172	610	1498	954	962	1572	1462
33	1	Valley Cir (NB/SB) - Project Dvwy (EB/WB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
33	2		SBT	8	8	0	8			0			0	7	15	9	9	16	15
33	3		SBL	0	0	0	0			0			0	0	0	0	0	0	0
33	4		WBR	0	0	0	0			0			0	0	0	0	0	0	0
33	5	4/23/2013	WBT	0	0	0	0			0			0	0	0	0	0	0	0
33	6		WBL	0	0	6	6			0			0	0	6	0	6	6	0
33	7		NBR	0	0	1	1			0			0	0	1	0	1	1	0
33	8		NBT	3	3	0	3			0			0	7	10	3	3	10	10
33	9		NBL	0	0	0	0	5%		14			0	7	7	0	0	7	7
33	10		EBR	0	0	0	0		5%	15			0	8	8	0	0	8	8
33	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
33	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
33	13			11	11	0	18			29			0	29	47	12	19	48	40
34	1	Arden Dr (NB/SB) - Arden Way (EB/WB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
34	2		SBT	417	427	11	439	15%		42			0	42	481	465	476	518	459
34	3		SBL	1	1	0	1			0			0	0	1	1	1	1	1
34	4		WBR	9	9	0	9			0			0	0	9	10	10	10	9
34	5	6/18/2013	WBT	0	0	0	0			0			0	0	0	0	0	0	0
34	6		WBL	71	73	0	73	5%		14			0	14	87	79	79	93	85
34	7		NBR	104	107	0	107		5%	15			0	15	121	116	116	131	119
34	8		NBT	616	631	4	635		15%	44			0	44	679	686	690	734	660
34	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
34	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
34	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
34	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
34	13			1218	1248	15	1263			114			0	114	1378	1357	1372	1487	1332
35	1	Temple City Blvd (NB/SB) - Loftus Dr (EB/WB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
35	2		SBT	596	611	106	717			0			0	0	717	664	770	770	596
35	3		SBL	220	225	0	225			0			0	0	225	245	245	245	220
35	4		WBR	155	159	0	159			0			0	0	159	173	173	173	155
35	5	6/18/2013	WBT	0	0	0	0			0			0	0	0	0	0	0	0
35	6		WBL	262	268	0	268		8%	23			0	23	292	292	292	315	285
35	7		NBR	150	154	0	154			0			0	0	154	167	167	167	150
35	8		NBT	752	770	32	802			0			0	0	802	838	869	869	752
35	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
35	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
35	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
35	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
35	13			2135	2188	138	2325			23			0	23	2348	2378	2516	2540	2158
36	1	Temple City Blvd (NB/SB) - Marshall (EB/WB)	SBR	8	8	18	27		1%	3			0	3	30	9	27	30	11
36	2		SBT	794	814	92	906			0			0	0	906	885	977	977	794
36	3		SBL	26	27	6	32		1%	3			0	3	35	29	35	38	29
36	4		WBR	4	4	1	5	1%		3			0	3	8	4	5	8	7
36	5	6/18/2013	WBT	12	12	0	12			0			0	0	12	13	13	13	12
36	6		WBL	5	5	14	19			0			0	0	19	6	19	19	5
36	7		NBR	2	2	16	18			0			0	0	18	2	18	18	2
36	8		NBT	903	925	17	943			0			0	0	943	1006	1023	1023	903
36	9		NBL	68	70	0	70			0			0	0	70	76	76	76	68
36	10		EBR	57	58	0	58			0			0	0	58	63	63	63	57
36	11		EBT	34	35	0	35			0			0	0	35	38	38	38	34
36	12		EBL	24	25	8	32	1%		3			0	3	35	27	35	37	27
36	13			1937	1985	172	2157			11			0	11	2168	2158	2330	2341	1948
37	1	Valley Boulevard (EB/NB)/Easy Street (NB/SB)	SBR	15	15	0	15			0			0	0	15	17	17	17	15
37	2		SBT	0	0	0	0			0			0	0	0	0	0	0	0
37	3		SBL	30	31	0	31			0			0	0	31	33	33	33	30
37	4		WBR	17	17	0	17			0			0	0	17	19	19	19	17
37	5	6/18/2013	WBT	781	800	40	841		11%	32			0	32	873	870	910	943	813
37	6		WBL	4	4	0	4			0			0	0	4	4	4	4	4
37	7		NBR	1	1	0	1			0			0	0	1	1	1	1	1
37	8		NBT	0	0	0	0			0			0	0	0	0	0	0	0
37	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
37	10		EBR	6	6	0	6			0			0	0	6	7	7	7	6
37	11		EBT	1113	1140	34	1174	11%		31			0	31	1205	1240	1274	1305	1144
37	12		EBL	16	16	0	16			0			0	0	16	18	18	18	16
37	13			1983	2032	74	2106			63			0	63	2169	2209	2284	2346	2046

EL MONTE WAL-MART PROJECT- SAT PEAK-HOUR ASSIGNMENTS

No.		Intersection	Movement	2012-2013 Exist. PCE graphics Volume	2016 E+G pces 1.0328 1.0246	Related Projects SAT all	2016 No Project pce E+G+R graphics	Project Assignment - Opening Year: Proj. Dist. 396 In	Proj. Dist. 396 Out	Proj. 792 Vols.	Pass By 118 In	Pass By 118 Out	Total Pass 236 By	Total Project	graphics 2016 Total pce With-Project	HORIZON YEAR 2035: 2035 E+G pces 1.12 1.114	NO PROJECT 2035 E+G+R pces w/phf (CUM BACK)	2035 TOTAL WITH PROJECT pces w/phf	graphics existing with With-Project
1	1	Valley Blvd (EB/WB) – Arden Dr (SB/NB)	SBR	97	100	0	100		21%	83		35%	41	124	225	109	109	233	221
1	2		SBT	6	6	0	6			0			0	0	6	7	7	7	6
1	3		SBL	204	211	4	214		46%	182		35%	41	223	438	228	232	456	427
1	4		WBR	150	155	3	158	46%		182	35%		41	223	381	168	171	394	373
1	5	9/12/2012	WBT	675	697	38	735		2%	8	-35%		-41	-33	701	756	794	760	642
1	6		WBL	15	15	0	15			0			0	0	15	17	17	17	15
1	7		NBR	6	6	0	6			0			0	0	6	7	7	7	6
1	8		NBT	4	4	0	4			0			0	0	4	4	4	4	4
1	9		NBL	29	30	0	30			0			0	0	30	32	32	32	29
1	10		EBR	22	23	0	23			0			0	0	23	25	25	25	22
1	11		EBT	666	688	40	728	2%		8	-35%		-41	-33	695	746	786	753	633
1	12		EBL	117	121	0	121	21%		83	35%		41	124	245	131	131	256	241
1	13			1991	2056	**84**	2141			546			83	629	2770	2230	2314	2943	2620
2	1	Valley Blvd (EB/WB)– Valley Cir (SB/NB)	SBR	0	0	1	1		2%	8			0	8	8	0	1	8	8
2	2		SBT	0	0	0	0			0			0	0	0	0	0	0	0
2	3		SBL	0	0	0	0		3%	12			0	12	12	0	0	12	12
2	4		WBR	1	1	1	2	3%		12			0	12	14	1	2	14	13
2	5	4/3/2013	WBT	843	864	40	904	46%		182			0	182	1086	939	979	1161	1025
2	6		WBL	0	0	0	0			0			0	0	0	0	0	0	0
2	7		NBR	0	0	0	0			0			0	0	0	0	0	0	0
2	8		NBT	0	0	0	0			0			0	0	0	0	0	0	0
2	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
2	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
2	11		EBT	771	790	43	833		46%	182			0	182	1015	859	902	1084	953
2	12		EBL	0	0	1	1	2%		8			0	8	9	0	1	9	8
2	13			1615	1655	**86**	1741			404			0	404	2145	1799	1885	2289	2019
3	1	Arden Dr (SB/NB) - Rose Ave(EB/WB)	SBR	21	22	0	22			0			0	0	22	24	24	24	21
3	2		SBT	266	275	4	278	6%		24	-16%		-19	5	283	298	301	306	271
3	3		SBL	0	0	0	0	20%		79	16%		19	98	98	0	0	98	98
3	4		WBR	0	0	0	0		13%	51			0	51	51	0	0	51	51
3	5	9/13/2012	WBT	0	0	0	0		2%	8			0	8	8	0	0	8	8
3	6		WBL	0	0	0	0		52%	206		86%	101	307	307	0	0	307	307
3	7		NBR	0	0	0	0	17%		67	35%		41	109	109	0	0	109	109
3	8		NBT	273	282	3	285		13%	51			0	51	336	306	309	360	324
3	9		NBL	4	4	0	4			0			0	0	4	4	5	5	4
3	10		EBR	32	33	0	33			0			0	0	33	36	36	36	32
3	11		EBT	0	0	0	0	2%		8			0	8	8	0	0	8	8
3	12		EBL	29	30	0	30			0			0	0	30	32	32	32	29
3	13			625	646	**7**	652			495			143	638	1290	700	707	1344	1263
4	1	Valley Blvd (EB/WB)– Santa Anita Av (SB/NB)	SBR	138	143	3	145	4%		16			0	16	161	155	157	173	154
4	2		SBT	591	610	31	641			0			0	0	641	662	693	693	591
4	3		SBL	40	41	0	42			0			0	0	42	45	45	45	40
4	4		WBR	43	44	0	45			0			0	0	45	48	49	49	43
4	5	9/13/2012	WBT	496	512	4	516	34%		135			0	135	651	556	559	694	631
4	6		WBL	77	80	15	95			0			0	0	95	86	101	101	77
4	7		NBR	49	51	13	64			0			0	0	64	55	68	68	49
4	8		NBT	564	582	28	610			0			0	0	610	632	660	660	564
4	9		NBL	265	274	35	308	11%		44			0	44	352	297	331	375	309
4	10		EBR	20	21	38	59		11%	44			0	44	102	22	61	104	64
4	11		EBT	451	466	4	470		34%	135			0	135	604	505	509	644	586
4	12		EBL	150	155	2	157		4%	16			0	16	173	168	170	186	166
4	13			2884	2979	**173**	3152			388			0	388	3540	3230	3403	3791	3272
5	1	Valley Blvd (EB/WB) - Tyler Ave (SB/NB)	SBR	64	66	0	66	4%		16			0	16	82	72	72	88	80
5	2		SBT	202	209	0	209			0			0	0	209	226	227	227	202
5	3		SBL	92	95	0	95			0			0	0	95	103	103	103	92
5	4		WBR	47	49	0	49			0			0	0	49	53	53	53	47
5	5	9/13/2012	WBT	556	574	14	589	24%		95			0	95	684	623	637	732	651
5	6		WBL	83	86	0	86			0			0	0	86	93	93	93	83
5	7		NBR	82	85	0	85			0			0	0	85	92	92	92	82
5	8		NBT	166	171	1	172			0			0	0	172	186	187	187	166
5	9		NBL	112	116	5	120	6%		24			0	24	144	125	130	154	136
5	10		EBR	122	126	4	130		6%	24			0	24	154	137	141	164	146
5	11		EBT	516	533	13	546		24%	95			0	95	641	578	591	686	611
5	12		EBL	55	57	0	57		4%	16			0	16	73	62	62	77	71
5	13			2097	2166	**37**	2203			269			0	269	2472	2349	2386	2655	2366
6	1	Valley Blvd (SB/NB) – Ramona Blvd (EB/WB)	SBR	6	6	0	6			0			0	0	6	7	7	7	6
6	2		SBT	387	400	4	404		11%	44			0	44	447	433	437	481	431
6	3		SBL	13	13	9	22		13%	51			0	51	74	15	23	75	64
6	4		WBR	12	12	2	15	13%		51			0	51	66	13	16	67	63
6	5	9/13/2012	WBT	496	512	1	513			0			0	0	513	556	556	556	496
6	6		WBL	297	307	1	307			0			0	0	307	333	333	333	297
6	7		NBR	150	155	0	155			0			0	0	155	168	168	168	150
6	8		NBT	237	245	4	249	11%		44			0	44	293	265	270	313	281
6	9		NBL	212	219	0	219			0			0	0	219	237	237	237	212
6	10		EBR	109	113	8	121			0			0	0	121	122	130	130	109
6	11		EBT	583	602	1	603			0			0	0	603	653	654	654	583
6	12		EBL	245	253	0	253			0			0	0	253	274	275	275	245
6	13			2747	2837	**30**	2867			190			0	190	3057	3077	3106	3297	2937

EL MONTE WAL-MART PROJECT- SAT PEAK-HOUR ASSIGNMENTS

No.		Intersection	Movement	2012-2013 Exist. PCE graphics Volume	2016 E+G pces 1.0328 1.0246	Related Projects SAT all	2016 No Project pce E+G+R graphics	Project Assignment - Opening Year: Proj. Dist. 396 In	396 Out	Proj. 792 Vols.	Pass By 118 In	Pass By 118 Out	Total Pass By 236	Total Project	graphics 2016 Total pce With-Project	HORIZON YEAR 2035: 2035 E+G pces 1.12 1.114	NO PROJECT 2035 E+G+R pces w/phf (CUM BACK)	2035 TOTAL WITH PROJECT pces w/phf	graphics existing with With-Project
7	1	Valley Blvd (EB/WB) – Peck Rd (SB/NB)	SBR	153	158	0	158			0			0	0	158	171	171	171	153
7	2		SBT	834	861	1	862			0			0	0	862	934	935	935	834
7	3		SBL	257	265	4	269			0			0	0	269	288	292	292	257
7	4		WBR	267	276	3	279			0			0	0	279	299	302	302	267
7	5	9/13/2012	WBT	518	535	6	541	7%		28			0	28	569	580	586	614	546
7	6		WBL	60	62	0	62			0			0	0	62	67	67	67	60
7	7		NBR	271	280	0	280			0			0	0	280	304	304	304	271
7	8		NBT	867	895	1	896			0			0	0	896	971	972	972	867
7	9		NBL	205	212	0	212	4%		16			0	16	228	230	230	246	221
7	10		EBR	105	108	0	108		4%	16			0	16	124	118	118	133	121
7	11		EBT	557	575	6	581		7%	28			0	28	609	624	629	657	585
7	12		EBL	154	159	0	159			0			0	0	159	172	172	172	154
7	13			4248	4387	**20**	4407			87			0	87	4494	4758	4777	4864	4335
8	1	Ramona Blvd (EB/WB)- Peck Rd (SB/NB)	SBR	372	381	4	385	4%		16			0	16	401	414	418	434	388
8	2		SBT	927	950	2	952			0			0	0	952	1033	1035	1035	927
8	3		SBL	66	68	4	72			0			0	0	72	74	78	78	66
8	4		WBR	63	65	5	70			0			0	0	70	70	76	76	63
8	5	6/6/2013	WBT	373	382	6	388	9%		36			0	36	424	416	421	457	409
8	6		WBL	152	156	2	158			0			0	0	158	169	171	171	152
8	7		NBR	114	117	2	118			0			0	0	118	127	129	129	114
8	8		NBT	847	868	2	870			0			0	0	870	944	946	946	847
8	9		NBL	163	167	0	167			0			0	0	167	182	182	182	163
8	10		EBR	209	214	0	214			0			0	0	214	233	233	233	209
8	11		EBT	376	385	5	390		9%	36			0	36	426	419	424	460	412
8	12		EBL	272	279	4	282		4%	16			0	16	298	303	307	322	288
8	13			3934	4031	**36**	4067			103			0	103	4170	4382	4418	4521	4037
9	1	Valley Blvd (EB/WB) – Gibson Rd (SB/NB)	SBR	37	38	0	38			0			0	0	38	41	41	41	37
9	2		SBT	21	22	0	22			0			0	0	22	24	24	24	21
9	3		SBL	28	29	0	29			0			0	0	29	31	31	31	28
9	4		WBR	26	27	0	27			0			0	0	27	29	29	29	26
9	5	9/13/2012	WBT	729	753	35	787		18%	71			0	71	859	816	851	922	800
9	6		WBL	31	32	3	35		5%	20			0	20	55	35	37	57	51
9	7		NBR	38	39	3	42	5%		20			0	20	62	43	46	65	58
9	8		NBT	8	8	0	8			0			0	0	8	9	9	9	8
9	9		NBL	17	18	0	18			0			0	0	18	19	19	19	17
9	10		EBR	27	28	0	28			0			0	0	28	30	30	30	27
9	11		EBT	736	760	37	797	18%		71			0	71	868	824	861	932	807
9	12		EBL	14	14	0	14			0			0	0	14	16	16	16	14
9	13			1712	1768	**77**	1845			182			0	182	2027	1917	1995	2177	1894
10	1	Valley Blvd (EB/WB) – Baldwin Ave (SB/NB)	SBR	136	140	6	147			0			0	0	147	152	159	159	136
10	2		SBT	576	595	12	607			0			0	0	607	645	657	657	576
10	3		SBL	118	122	7	129	2%		8			0	8	137	132	140	147	126
10	4		WBR	113	117	7	124		2%	8			0	8	131	127	133	141	121
10	5	9/13/2012	WBT	549	567	25	592		11%	44			0	44	636	615	640	683	593
10	6		WBL	140	145	3	147		5%	20			0	20	167	157	159	179	160
10	7		NBR	145	150	3	153	5%		20			0	20	173	162	166	185	165
10	8		NBT	667	689	11	700			0			0	0	700	747	758	758	667
10	9		NBL	58	60	0	60			0			0	0	60	65	65	65	58
10	10		EBR	111	115	0	115			0			0	0	115	124	124	124	111
10	11		EBT	540	558	26	584	11%		44			0	44	628	605	631	675	584
10	12		EBL	142	147	5	152			0			0	0	152	159	164	164	142
10	13			3295	3403	**106**	3509			143			0	143	3652	3690	3797	3939	3438
11	1	Valley Blvd (EB/WB) – Temple City Blvd (SB/NB)	SBR	118	122	2	124			0			0	0	124	132	134	134	118
11	2		SBT	469	484	12	497			0			0	0	497	525	538	538	469
11	3		SBL	112	116	7	123	3%		12			0	12	134	125	132	144	124
11	4		WBR	85	88	6	94		3%	12			0	12	106	95	102	113	97
11	5	9/12/2012	WBT	529	546	16	562		6%	24			0	24	586	592	609	632	553
11	6		WBL	94	97	3	100		2%	8			0	8	108	105	108	116	102
11	7		NBR	67	69	3	72	2%		8			0	8	80	75	78	86	75
11	8		NBT	340	351	12	363			0			0	0	363	381	393	393	340
11	9		NBL	91	94	7	101			0			0	0	101	102	109	109	91
11	10		EBR	52	54	6	59			0			0	0	59	58	64	64	52
11	11		EBT	707	730	19	749	6%		24			0	24	773	792	811	834	731
11	12		EBL	217	224	2	226			0			0	0	226	243	245	245	217
11	13			2881	2975	**94**	3070			87			0	87	3157	3227	3321	3408	2968
12	1	Valley Blvd (EB/WB)- Rio Hondo Ave (SB/NB)	SBR	18	19	2	20			0			0	0	20	20	22	22	18
12	2		SBT	7	7	0	7			0			0	0	7	8	8	8	7
12	3		SBL	19	20	2	22	1%		4			0	4	26	21	23	27	23
12	4		WBR	9	9	2	11		1%	4			0	4	15	10	12	16	13
12	5	9/12/2012	WBT	702	725	23	748		3%	12			0	12	760	786	809	821	714
12	6		WBL	69	71	0	71		2%	8			0	8	79	77	77	85	77
12	7		NBR	150	155	0	155	2%		8			0	8	163	168	168	176	158
12	8		NBT	18	19	0	19			0			0	0	19	20	20	20	18
12	9		NBL	85	88	7	95			0			0	0	95	95	102	102	85
12	10		EBR	80	83	6	88			0			0	0	88	90	95	95	80
12	11		EBT	782	808	24	832	3%		12			0	12	844	876	900	912	794
12	12		EBL	19	20	1	21			0			0	0	21	21	23	23	19
12	13			1958	2022	**67**	2089			48			0	48	2137	2193	2260	2307	2006

EL MONTE WAL-MART PROJECT- SAT PEAK-HOUR ASSIGNMENTS

No.		Intersection	Movement	2012-2013 Exist. PCE graphics Volume	2016 E+G pces 1.0328 1.0246	Related Projects SAT all	2016 No Project pce E+G+R graphics	Project Assignment - Opening Year: Proj. Dist. 396 In	396 Out	Proj. 792 Vols.	Pass By 118 In	Pass By 118 Out	Total Pass By 236	Total Project	graphics 2016 Total pce With-Project	HORIZON YEAR 2035: 2035 E+G pces 1.12 1.114	2035 NO PROJECT E+G+R pces w/phf (CUM BACK)	2035 TOTAL WITH PROJECT pces w/phf	graphics existing with With-Project
13	1	Valley Blvd (EB/WB) - Mission Blvd (SB/NB)	SBR	21	22	0	22			0			0	0	22	24	24	24	21
13	2		SBT	0	0	0	0			0			0	0	0	0	0	0	0
13	3		SBL	239	247	12	259	1%		4			0	4	263	268	280	284	243
13	4		WBR	212	219	14	233		1%	4			0	4	237	237	251	255	216
13	5	9/12/2012	WBT	586	605	18	623		2%	8			0	8	631	656	674	682	594
13	6		WBL	0	0	0	0			0			0	0	0	0	0	0	0
13	7		NBR	0	0	0	0			0			0	0	0	0	0	0	0
13	8		NBT	0	0	0	0			0			0	0	0	0	0	0	0
13	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
13	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
13	11		EBT	636	657	19	676	2%		8			0	8	684	712	732	740	644
13	12		EBL	16	17	0	17			0			0	0	17	18	18	18	16
13	13			1710	1766	**63**	1829			24			0	24	1853	1915	1978	2002	1734
14	1	Valley Blvd (EB/WB) - Rosemead Blvd (NB/SB)	SBR	252	260	11	271			0			0	0	271	282	293	293	252
14	2		SBT	1140	1177	14	1191			0			0	0	1191	1277	1291	1291	1140
14	3		SBL	75	77	7	84			0			0	0	84	84	91	91	75
14	4		WBR	75	77	7	84			0			0	0	84	84	91	91	75
14	5	9/12/2012	WBT	487	503	6	509		1%	4			0	4	513	545	551	555	491
14	6		WBL	164	169	5	174			0			0	0	174	184	189	189	164
14	7		NBR	142	147	6	152			0			0	0	152	159	165	165	142
14	8		NBT	1256	1297	17	1314			0			0	0	1314	1407	1423	1423	1256
14	9		NBL	242	250	1	251			0			0	0	251	271	272	272	242
14	10		EBR	141	146	1	147			0			0	0	147	158	159	159	141
14	11		EBT	548	566	7	573	1%		4			0	4	577	614	621	624	552
14	12		EBL	231	239	12	251			0			0	0	251	259	271	271	231
14	13			4753	4909	**93**	5001			8			0	8	5009	5323	5416	5424	4761
15	1	Lower Azusa Rd (EB/WB) – Arden Dr (SB/NB)	SBR	25	26	1	27			0			0	0	27	28	29	29	25
15	2		SBT	40	41	2	43	6%		24			0	24	67	45	46	70	64
15	3		SBL	34	35	0	35			0			0	0	35	38	38	38	34
15	4		WBR	34	35	0	35			0			0	0	35	38	38	38	34
15	5	9/13/2012	WBT	761	786	13	799			0			0	0	799	852	866	866	761
15	6		WBL	57	59	0	59			0			0	0	59	64	64	64	57
15	7		NBR	30	31	0	31			0			0	0	31	34	34	34	30
15	8		NBT	43	44	1	46		6%	24			0	24	70	48	50	73	67
15	9		NBL	74	76	1	78		9%	36			0	36	113	83	84	120	110
15	10		EBR	67	69	1	70	9%		36			0	36	106	75	76	112	103
15	11		EBT	808	835	15	850			0			0	0	850	905	920	920	808
15	12		EBL	22	23	1	24			0			0	0	24	25	26	26	22
15	13			1995	2060	**36**	2096			119			0	119	2215	2234	2270	2389	2114
16	1	Lower Azusa Rd (EB/WB)– Arden Way (SB/NB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
16	2		SBT	0	0	0	0			0			0	0	0	0	0	0	0
16	3		SBL	0	0	0	0			0			0	0	0	0	0	0	0
16	4		WBR	0	0	0	0			0			0	0	0	0	0	0	0
16	5	6/6/2013	WBT	749	767	13	781			0			0	0	781	834	848	848	749
16	6		WBL	57	58	0	59	5%		20			0	20	78	63	64	83	77
16	7		NBR	194	199	0	199		5%	20			0	20	219	216	216	236	214
16	8		NBT	0	0	0	0			0			0	0	0	0	0	0	0
16	9		NBL	21	22	0	22			0			0	0	22	23	23	23	21
16	10		EBR	36	37	0	37			0			0	0	37	40	40	40	36
16	11		EBT	830	850	15	866			0			0	0	866	925	940	940	830
16	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
16	13	total intersection		1887	1933	**29**	1962			40			0	40	2002	2102	2131	2170	1927
17	1	Lower Azusa Rd (EB/WB) – Santa Anita Ave (SB/NB)	SBR	131	135	3	138			0			0	0	138	147	149	149	131
17	2		SBT	653	674	12	686	1%		4			0	4	690	731	743	747	657
17	3		SBL	241	249	17	266			0			0	0	266	270	287	287	241
17	4		WBR	237	245	22	266			0			0	0	266	265	287	287	237
17	5	9/13/2012	WBT	581	600	3	603	2%		8			0	8	611	651	654	661	589
17	6		WBL	142	147	8	154	2%		8			0	8	162	159	167	175	150
17	7		NBR	136	140	7	147		2%	8			0	8	155	152	159	167	144
17	8		NBT	654	675	11	686		1%	4			0	4	690	732	743	747	658
17	9		NBL	217	224	4	228			0			0	0	228	243	247	247	217
17	10		EBR	145	150	2	152			0			0	0	152	162	164	164	145
17	11		EBT	608	628	3	631		2%	8			0	8	639	681	684	692	616
17	12		EBL	116	120	3	123			0			0	0	123	130	133	133	116
17	13	total intersection		3861	3988	**92**	4080			40			0	40	4119	4324	4416	4456	3901
18	1	Lower Azusa Rd (EB/WB) - Peck Rd (SB/NB)	SBR	143	148	4	151			0			0	0	151	160	164	164	143
18	2		SBT	547	565	1	566			0			0	0	566	613	613	613	547
18	3		SBL	104	107	0	107			0			0	0	107	116	116	116	104
18	4		WBR	68	70	0	70			0			0	0	70	76	76	76	68
18	5	9/13/2012	WBT	512	529	16	545	2%		8			0	8	553	573	590	598	520
18	6		WBL	173	179	5	183	1%		4			0	4	187	194	198	202	177
18	7		NBR	141	146	4	149		1%	4			0	4	153	158	162	166	145
18	8		NBT	672	694	1	695			0			0	0	695	753	753	753	672
18	9		NBL	241	249	12	260			0			0	0	260	270	281	281	241
18	10		EBR	186	192	9	201			0			0	0	201	208	217	217	186
18	11		EBT	522	539	13	553		2%	8			0	8	560	585	598	606	530
18	12		EBL	192	198	3	201			0			0	0	201	215	218	218	192
18	13	total intersection		3501	3616	**67**	3682			24			0	24	3706	3921	3988	4012	3525

EL MONTE WAL-MART PROJECT- SAT PEAK-HOUR ASSIGNMENTS

No.		Intersection	Movement	2012-2013 Exist. PCE graphics Volume	2016 E+G pces 1.0328 1.0246	Related Projects SAT all	2016 No Project pce E+G+R graphics	Project Assignment - Opening Year: Proj. Dist. 396 In	396 Out	Proj. 792 Vols.	Pass By 118 In	Pass By 118 Out	Total Pass 236 By	Total Project	graphics 2016 Total pce With-Project	HORIZON YEAR 2035: 2035 E+G pces 1.12 1.114	NO PROJECT 2035 E+G+R pces w/phf (CUM BACK)	2035 TOTAL WITH PROJECT pces w/phf	graphics existing with With-Project
19	1	Lower Azusa Rd (EB/WB) - Baldwin Ave (NB/SB)	SBR	171	177	0	177			0			0	0	177	192	192	192	171
19	2		SBT	573	592	3	594	1%		4			0	4	598	642	644	648	577
19	3		SBL	149	154	0	154	2%		8			0	8	162	167	167	175	157
19	4		WBR	150	155	0	155		2%	8			0	8	163	168	168	176	158
19	5	9/13/2012	WBT	573	592	12	604		7%	28			0	28	632	642	654	682	601
19	6		WBL	133	137	7	145			0			0	0	145	149	156	156	133
19	7		NBR	165	170	9	180			0			0	0	180	185	194	194	165
19	8		NBT	675	697	3	700		1%	4			0	4	704	756	759	763	679
19	9		NBL	84	87	0	87		1%	4			0	4	91	94	94	98	88
19	10		EBR	112	116	0	116	1%		4			0	4	120	125	125	129	116
19	11		EBT	590	609	12	621	7%		28			0	28	649	661	673	701	618
19	12		EBL	169	175	0	175			0			0	0	175	189	189	189	169
19	13	total intersection		3544	3660	**46**	3706			87			0	87	3794	3969	4016	4103	3631
20	1	Lower Azusa Rd (EB/WB) - Temple City Blvd (NB/SB)	SBR	73	75	3	78			0			0	0	78	81	84	84	73
20	2		SBT	616	631	3	634	2%		8			0	8	642	686	689	697	624
20	3		SBL	200	205	0	205			0			0	0	205	223	223	223	200
20	4		WBR	142	145	0	145			0			0	0	145	158	158	158	142
20	5	6/18/2013	WBT	518	531	14	545		6%	24			0	24	569	577	591	615	542
20	6		WBL	316	324	5	329			0			0	0	329	352	357	357	316
20	7		NBR	51	52	5	58			0			0	0	58	57	62	62	51
20	8		NBT	542	555	3	558		2%	8			0	8	566	604	607	614	550
20	9		NBL	47	48	4	52		1%	4			0	4	56	52	57	61	51
20	10		EBR	31	32	4	36	1%		4			0	4	40	35	39	43	35
20	11		EBT	450	461	13	474	6%		24			0	24	498	501	514	538	474
20	12		EBL	128	131	3	134			0			0	0	134	143	145	145	128
20	13	total intersection		3114	3191	**57**	3248			71			0	71	3319	3469	3526	3598	3185
21	1	Lower Azusa Rd (EB/WB) - Rosemead Blvd (NB/SB)	SBR	2	2	0	2			0			0	0	2	2	2	2	2
21	2		SBT	893	915	37	952			0			0	0	952	995	1032	1032	893
21	3		SBL	98	100	21	121	5%		20			0	20	141	109	130	150	118
21	4		WBR	87	89	23	112		5%	20			0	20	131	97	119	139	107
21	5	6/18/2013	WBT	0	0	0	0			0			0	0	0	0	0	0	0
21	6		WBL	439	450	2	452			0			0	0	452	489	491	491	439
21	7		NBR	486	498	2	500			0			0	0	500	541	543	543	486
21	8		NBT	885	907	44	951			0			0	0	951	986	1030	1030	885
21	9		NBL	21	22	0	22			0			0	0	22	23	23	23	21
21	10		EBR	3	3	0	3			0			0	0	3	3	3	3	3
21	11		EBT	2	2	0	2			0			0	0	2	2	2	2	2
21	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
21	13	total intersection		2916	2988	**129**	3117			40			0	40	3156	3248	3377	3417	2956
22	1	Garvey Ave (EB/WB) - Rosemead Blvd (NB/SB)	SBR	219	226	1	227			0			0	0	227	245	246	246	219
22	2		SBT	983	1015	7	1022			0			0	0	1022	1101	1108	1108	983
22	3		SBL	519	536	3	539			0			0	0	539	581	584	584	519
22	4		WBR	402	415	2	418			0			0	0	418	450	453	453	402
22	5	9/12/2012	WBT	469	484	1	485			0			0	0	485	525	526	526	469
22	6		WBL	207	214	0	214			0			0	0	214	232	232	232	207
22	7		NBR	167	172	0	173			0			0	0	173	187	187	187	167
22	8		NBT	1129	1166	9	1175			0			0	0	1175	1264	1273	1273	1129
22	9		NBL	294	304	0	304			0			0	0	304	329	329	329	294
22	10		EBR	135	139	0	140			0			0	0	140	151	152	152	135
22	11		EBT	549	567	1	568			0			0	0	568	615	615	615	549
22	12		EBL	249	257	1	259			0			0	0	259	279	280	280	249
22	13	total intersection		5322	5497	**25**	5522			0			0	0	5522	5961	5986	5986	5322
23	1	Garvey Ave (EB/WB) - Santa Anita Ave (NB/SB)	SBR	238	246	6	252		2%	8			0	8	260	267	272	280	246
23	2		SBT	412	426	7	433		5%	20			0	20	453	461	469	489	432
23	3		SBL	105	108	6	114			0			0	0	114	118	124	124	105
23	4		WBR	106	109	6	116			0			0	0	116	119	125	125	106
23	5	9/12/2012	WBT	608	628	2	630			0			0	0	630	681	683	683	608
23	6		WBL	88	91	0	91			0			0	0	91	99	99	99	88
23	7		NBR	67	69	0	70			0			0	0	70	75	75	75	67
23	8		NBT	381	393	8	402	5%		20			0	20	422	427	435	455	401
23	9		NBL	75	77	0	78			0			0	0	78	84	84	84	75
23	10		EBR	101	104	0	105			0			0	0	105	113	113	113	101
23	11		EBT	789	815	3	818			0			0	0	818	884	886	886	789
23	12		EBL	259	267	6	274	2%		8			0	8	282	290	296	304	267
23	13	total intersection		3229	3335	**46**	3381			55			0	55	3436	3616	3662	3718	3284
24	1	Garvey Ave (EB/WB) - Peck Rd (NB/SB)	SBR	199	206	0	206			0			0	0	206	223	223	223	199
24	2		SBT	518	535	0	535		3%	12			0	12	547	580	580	592	530
24	3		SBL	68	70	0	71		1%	4			0	4	75	76	76	80	72
24	4		WBR	47	49	0	49	1%		4			0	4	53	53	53	57	51
24	5	9/12/2012	WBT	476	492	3	494			0			0	0	494	533	536	536	476
24	6		WBL	63	65	0	65			0			0	0	65	71	71	71	63
24	7		NBR	84	87	0	87			0			0	0	87	94	94	94	84
24	8		NBT	489	505	0	505	3%		12			0	12	517	548	548	560	501
24	9		NBL	140	145	0	145			0			0	0	145	157	157	157	140
24	10		EBR	101	104	0	104			0			0	0	104	113	113	113	101
24	11		EBT	611	631	3	634			0			0	0	634	684	688	688	611
24	12		EBL	210	217	0	217			0			0	0	217	235	235	235	210
24	13			3006	3105	**7**	3112			32			0	32	3143	3367	3374	3405	3038

EL MONTE WAL-MART PROJECT- SAT PEAK-HOUR ASSIGNMENTS

								Project Assignment - Opening Year							HORIZON YEAR 2035			
No.		Intersection	Movement	2012-2013 Exist. PCE graphics Volume	2016 E+G pces 1.0328 1.0246	Related Projects SAT all	2016 No Project pce E+G+R graphics	Proj. Dist. 396 In	Proj. Dist. 396 Out	Proj. 792 Vols.	Pass By 118 In	Pass By 118 Out	Total Pass 236 By	Total Project	graphics 2016 Total pce With-Project	2035 E+G pces 1.12 1.114	2035 NO PROJECT E+G+R pces w/phf (CUM BACK)	2035 TOTAL WITH PROJECT pces w/phf	graphics existing with With-Project
25	1	Garvey Ave (EB/WB) - Valley Blvd (NB/SB)	SBR	40	41	0	41			0			0	0	41	45	45	45	40
25	2		SBT	549	567	19	586		3%	12			0	12	597	615	633	645	561
25	3		SBL	135	139	0	139			0			0	0	139	151	151	151	135
25	4		WBR	187	193	0	193			0			0	0	193	209	209	209	187
25	5	9/12/2012	WBT	264	273	0	273			0			0	0	273	296	296	296	264
25	6		WBL	72	74	0	74			0			0	0	74	81	81	81	72
25	7		NBR	41	42	0	42			0			0	0	42	46	46	46	41
25	8		NBT	629	650	17	667	3%		12			0	12	678	704	721	733	641
25	9		NBL	225	232	3	236			0			0	0	236	252	255	255	225
25	10		EBR	300	310	4	314			0			0	0	314	336	340	340	300
25	11		EBT	312	322	0	322			0			0	0	322	349	349	349	312
25	12		EBL	46	48	0	48			0			0	0	48	52	52	52	46
25	13			2800	2892	**42**	2934			24			0	24	2958	3136	3178	3202	2824
26	1	Santa Anita Ave (NB/SB) - Ramona Blvd (EB/WB)	SBR	13	13	0	13			0			0	0	13	15	15	15	13
26	2		SBT	921	951	67	1018		11%	44			0	44	1062	1032	1099	1142	965
26	3		SBL	32	33	2	35			0			0	0	35	36	37	37	32
26	4		WBR	62	64	2	66			0			0	0	66	69	71	71	62
26	5	9/13/2012	WBT	20	21	0	21			0			0	0	21	22	22	22	20
26	6		WBL	164	169	0	169			0			0	0	169	184	184	184	164
26	7		NBR	129	133	0	133			0			0	0	133	144	144	144	129
26	8		NBT	921	951	77	1028	11%		44			0	44	1072	1032	1108	1152	965
26	9		NBL	31	32	0	32			0			0	0	32	35	35	35	31
26	10		EBR	33	34	0	34			0			0	0	34	37	37	37	33
26	11		EBT	18	19	0	19			0			0	0	19	20	20	20	18
26	12		EBL	11	11	0	11			0			0	0	11	12	12	12	11
26	13			2355	2432	**147**	2579			87			0	87	2666	2638	2785	2872	2442
27	1	Santa Anita Ave (NB/SB) - Brockway St/I-10 WB Ramps (EB/WB)	SBR	395	408	26	434			0			0	0	434	442	469	469	395
27	2		SBT	741	765	45	810		11%	44			0	44	854	830	875	919	785
27	3		SBL	0	0	0	0			0			0	0	0	0	0	0	0
27	4		WBR	208	215	30	245	3%		12			0	12	257	233	263	275	220
27	5	9/13/2012	WBT	96	99	0	99			0			0	0	99	108	108	108	96
27	6		WBL	290	300	0	300			0			0	0	300	325	325	325	290
27	7		NBR	0	0	0	0			0			0	0	0	0	0	0	0
27	8		NBT	874	903	51	953	8%		32			0	32	985	979	1030	1061	906
27	9		NBL	262	271	0	271			0			0	0	271	293	293	293	262
27	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
27	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
27	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
27	13			2866	2960	**152**	3112			87			0	87	3200	3210	3362	3449	2953
28	1	Santa Anita Ave (NB/SB) - Asher St/I-10 EB Ramps (EB/WB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
28	2		SBT	717	741	19	759		8%	32			0	32	791	803	822	853	749
28	3		SBL	239	247	26	273		3%	12			0	12	285	268	294	306	251
28	4		WBR	0	0	0	0			0			0	0	0	0	0	0	0
28	5	9/13/2012	WBT	0	0	0	0			0			0	0	0	0	0	0	0
28	6		WBL	0	0	0	0			0			0	0	0	0	0	0	0
28	7		NBR	271	280	0	280			0			0	0	280	304	304	304	271
28	8		NBT	727	751	20	771	8%		32			0	32	803	814	835	866	759
28	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
28	10		EBR	229	237	0	237			0			0	0	237	256	256	256	229
28	11		EBT	85	88	0	88			0			0	0	88	95	95	95	85
28	12		EBL	416	430	30	460			0			0	0	460	466	496	496	416
28	13			2684	2772	**96**	2868			75			0	75	2943	3006	3102	3177	2759
29	1	I-10 WB Off-Ramp - Brockway St/Granada Ave (WB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
29	2		SBT	0	0	0	0			0			0	0	0	0	0	0	0
29	3		SBL	0	0	0	0			0			0	0	0	0	0	0	0
29	4		WBR	0	0	0	0			0			0	0	0	0	0	0	0
29	5	9/13/2012	WBT	139	144	30	174			0			0	0	174	156	186	186	139
29	6		WBL	0	0	0	0			0			0	0	0	0	0	0	0
29	7		NBR	0	0	0	0			0			0	0	0	0	0	0	0
29	8		NBT	0	0	0	0			0			0	0	0	0	0	0	0
29	9		NBL	460	475	0	475	3%		12			0	12	487	515	515	527	472
29	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
29	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
29	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
29	13			599	619	**30**	649			12			0	12	661	671	701	713	611
30	1	Temple City Blvd (NB/SB) – Olney St/WB Ramps (EB/WB)	SBR	17	18	0	18			0			0	0	18	19	19	19	17
30	2		SBT	831	858	26	884		8%	32			0	32	916	931	956	988	863
30	3		SBL	0	0	0	0			0			0	0	0	0	0	0	0
30	4		WBR	0	0	0	0			0			0	0	0	0	0	0	0
30	5	9/12/2012	WBT	0	0	0	0			0			0	0	0	0	0	0	0
30	6		WBL	0	0	0	0			0			0	0	0	0	0	0	0
30	7		NBR	0	0	0	0			0			0	0	0	0	0	0	0
30	8		NBT	505	522	29	551			0			0	0	551	566	595	595	505
30	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
30	10		EBR	25	26	0	26			0			0	0	26	28	28	28	25
30	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
30	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
30	13			1378	1423	**55**	1478			32			0	32	1510	1543	1598	1630	1410

EL MONTE WAL-MART PROJECT- SAT PEAK-HOUR ASSIGNMENTS

								Project Assignment - Opening Year							HORIZON YEAR 2035			
No.		Intersection	Movement	2012-2013 Exist. PCE graphics Volume	2016 E+G pces 1.0328 1.0246	Related Projects SAT all	2016 No Project pce E+G+R graphics	Proj. Dist. 396 In	Proj. Dist. 396 Out	Proj. 792 Vols.	Pass By 118 In	Pass By 118 Out	Total Pass 236 By	Total Project	graphics 2016 Total pce With-Project	2035 E+G pces 1.12 1.114	NO PROJECT 2035 E+G+R pces w/phf (CUM BACK)	2035 TOTAL WITH PROJECT pces w/phf	graphics existing with With-Project
31	1	Baldwin Ave (NB/SB) – Flair Dr/I-10 EB Ramps (EB/WB)	SBR	133	137	0	137			0			0	0	137	149	149	149	133
31	2		SBT	575	594	26	619			0			0	0	619	644	670	670	575
31	3		SBL	0	0	0	0			0			0	0	0	0	0	0	0
31	4		WBR	0	0	0	0			0			0	0	0	0	0	0	0
31	5	9/12/2012	WBT	0	0	0	0			0			0	0	0	0	0	0	0
31	6		WBL	0	0	0	0			0			0	0	0	0	0	0	0
31	7		NBR	0	0	0	0			0			0	0	0	0	0	0	0
31	8		NBT	802	828	29	858	8%		32			0	32	889	898	928	959	834
31	9		NBL	65	67	0	67			0			0	0	67	73	73	73	65
31	10		EBR	108	112	0	112			0			0	0	112	121	121	121	108
31	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
31	12		EBL	87	90	0	90			0			0	0	90	97	97	97	87
31	13			1770	1828	**55**	1883			32			0	32	1915	1982	2037	2069	1802
32	1	Arden Dr (NB/SB)- Southerly Project Dvwy (EB/WB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
32	2		SBT	297	307	4	310		52%	206	-16%	86%	83	289	599	333	336	625	586
32	3		SBL	0	0	0	0	6%		24			0	24	24	0	0	24	24
32	4		WBR	0	0	0	0		13%	51		14%	17	68	68	0	0	68	68
32	5	9/13/2012	WBT	0	0	0	0			0			0	0	0	0	0	0	0
32	6		WBL	0	0	0	0		15%	59			0	59	59	0	0	59	59
32	7		NBR	0	0	0	0	50%		198	49%		58	256	256	0	0	256	256
32	8		NBT	278	287	3	290	17%		67	21%		25	92	382	311	314	406	370
32	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
32	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
32	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
32	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
32	13			575	594	**7**	600			606			182	788	1388	644	651	1438	1363
33	1	Valley Cir (NB/SB) - Project Dvwy (EB/WB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
33	2		SBT	0	0	0	0			0			0	10	10	0	0	10	10
33	3		SBL	0	0	0	0			0			0	0	0	0	0	0	0
33	4		WBR	0	0	0	0			0			0	0	0	0	0	0	0
33	5	4/23/2013	WBT	0	0	0	0			0			0	0	0	0	0	0	0
33	6		WBL	0	0	1	1			0			0	0	1	0	1	1	0
33	7		NBR	0	0	1	1			0			0	0	1	0	1	1	0
33	8		NBT	1	1	0	1			0			0	10	11	1	1	11	11
33	9		NBL	0	0	0	0	5%		20			0	10	10	0	0	10	10
33	10		EBR	0	0	0	0		5%	20			0	10	10	0	0	10	10
33	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
33	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
33	13			1	1	**0**	3			40			0	40	43	1	3	43	41
34	1	Arden Dr (NB/SB) - Arden Way (EB/WB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
34	2		SBT	267	274	3	276	15%		59			0	59	336	297	300	360	326
34	3		SBL	3	3	0	3			0			0	0	3	3	3	3	3
34	4		WBR	11	11	0	11			0			0	0	11	12	12	12	11
34	5	6/18/2013	WBT	0	0	0	0			0			0	0	0	0	0	0	0
34	6		WBL	61	63	0	63	5%		20			0	20	82	68	68	88	81
34	7		NBR	116	119	0	119		5%	20			0	20	139	129	129	149	136
34	8		NBT	311	319	3	321		15%	59			0	59	381	346	349	408	370
34	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
34	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
34	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
34	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
34	13			769	788	**6**	793			158			0	158	952	857	862	1021	927
35	1	Temple City Blvd (NB/SB) - Loftus Dr (EB/WB)	SBR	0	0	0	0			0			0	0	0	0	0	0	0
35	2		SBT	635	651	26	676			0			0	0	676	707	733	733	635
35	3		SBL	233	239	0	239			0			0	0	239	260	260	260	233
35	4		WBR	97	99	0	99			0			0	0	99	108	108	108	97
35	5	6/18/2013	WBT	0	0	0	0			0			0	0	0	0	0	0	0
35	6		WBL	161	165	0	165		8%	32			0	32	197	179	179	211	193
35	7		NBR	118	121	0	121			0			0	0	121	131	131	131	118
35	8		NBT	456	467	29	497			0			0	0	497	508	537	537	456
35	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
35	10		EBR	0	0	0	0			0			0	0	0	0	0	0	0
35	11		EBT	0	0	0	0			0			0	0	0	0	0	0	0
35	12		EBL	0	0	0	0			0			0	0	0	0	0	0	0
35	13			1700	1742	**55**	1797			32			0	32	1828	1894	1949	1980	
36	1	Temple City Blvd (NB/SB) - Marshall (EB/WB)	SBR	8	8	8	16		1%	4			0	4	20	9	17	21	12
36	2		SBT	745	763	11	774			0			0	0	774	830	841	841	745
36	3		SBL	31	32	2	34		1%	4			0	4	38	35	36	40	35
36	4		WBR	6	6	1	7	1%		4			0	4	11	7	7	11	10
36	5	6/18/2013	WBT	2	2	0	2			0			0	0	2	2	2	2	2
36	6		WBL	4	4	15	19			0			0	0	19	4	19	19	4
36	7		NBR	3	3	20	24			0			0	0	24	3	24	24	3
36	8		NBT	498	510	10	521			0			0	0	521	555	565	565	498
36	9		NBL	34	35	0	35			0			0	0	35	38	38	38	34
36	10		EBR	61	63	0	63			0			0	0	63	68	68	68	61
36	11		EBT	22	23	0	23			0			0	0	23	25	25	25	22
36	12		EBL	23	24	10	33	1%		4			0	4	37	26	35	39	27
36	13			1437	1472	**76**	1549			16			0	16	1565	1601	1677	1693	1453
37	1	Valley Boulevard (EB/NB)/Easy Street (NB/SB)	SBR	17	17	0	17			0			0	0	17	19	19	19	17
37	2		SBT	0	0	0	0			0			0	0	0	0	0	0	0
37	3		SBL	26	27	0	27			0			0	0	27	29	29	29	26
37	4		WBR	17	17	0	17			0			0	0	17	19	19	19	17
37	5	6/18/2013	WBT	718	736	25	760		11%	44			0	44	804	800	825	868	762
37	6		WBL	13	13	0	13			0			0	0	13	14	14	14	13
37	7		NBR	3	3	0	3			0			0	0	3	3	3	3	3
37	8		NBT	0	0	0	0			0			0	0	0	0	0	0	0
37	9		NBL	0	0	0	0			0			0	0	0	0	0	0	0
37	10		EBR	10	10	0	10			0			0	0	10	11	11	11	10
37	11		EBT	953	976	26	1002			44			0	44	1046	1062	1088	1132	997
37	12		EBL	17	17	0	17			0			0	0	17	19	19	19	17
37	13			1774	1818	**51**	1869			87			0	87	1956	1976	2027	2115	1861