APPENDIX I

Traffic Impact Analysis

TRAFFIC IMPACT ANALYSIS

DUARTE ROAD APARTMENTS

CITY OF MONROVIA, COUNTY OF LOS ANGELES, CALIFORNIA

This Traffic Impact Analysis has been prepared under the supervision of
Donson H. Liu, T.E.

Signed _____

LSA

September 2017

TRAFFIC IMPACT ANALYSIS

DUARTE ROAD APARTMENTS

CITY OF MONROVIA, COUNTY OF LOS ANGELES, CALIFORNIA

Submitted to:

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Project No. RIG1701

LSA

September 2017

EXECUTIVE SUMMARY

LSA has prepared the following Traffic Impact Analysis (TIA) to identify the traffic impacts as a result of the development of 296 apartment dwelling units (DU) on four parcels: 225 W. Duarte Road, 205 W. Duarte Road, 1725 Peck Road, and 1726 S. Magnolia Boulevard in the City of Monrovia (City). The existing sites include approximately 32,192 square feet (sf) of industrial use, 18,700 sf of vacant warehouse use, and 13,260 sf of fitness club use. The proposed project will replace the existing structures and construct 296 apartment DUs. Access to the project site will be provided via a full-access driveway on the north leg of Peck Road/Duarte Road.

This study focuses on the daily, a.m. peak-hour, and p.m. peak-hour levels of service (LOS) at eight intersections. Project impacts were determined based on analysis of the following scenarios:

1. Existing condition;
2. Existing plus project condition;
3. Cumulative Year (2019) condition; and
4. Cumulative Year (2019) plus project condition.

Based on the results of this TIA, the proposed project can be implemented without creating significant impacts to the study area intersections' performance. Evaluation of intersection LOS shows that the addition of project traffic to existing year and cumulative year traffic volumes would not significantly affect the study area intersections according to the City's General Plan Circulation Element (adopted by the City on January 15, 2008, and amended on November 6, 2012). No mitigation measures are required to address project-related impacts.

LSA has observed traffic operations for the Santa Fe Middle School, which exists south of the project site, across Duarte Road. Various traffic signal and school operational changes have been recently implemented for the adjacent, existing circulation system in the school area, and those changes have improved mobility. Based on the observations, LSA anticipates no conflicts between the school and the future residential project.

The proposed project incorporates design features to accommodate pedestrian circulation on site. Pedestrian traffic is afforded safe travel via sidewalks throughout the site that connect to the public street system.

Transit facilities are accessible to and from the project site. LA Metro bus stops are provided at the northeast and southwest corners of Magnolia Avenue/Duarte Road, and the southeast corner of Myrtle Avenue/Duarte Road. The Metro Gold Line Station is directly north of the project site. A pedestrian access connecting the proposed project site and the train station will be constructed, promoting mobility choice. As part of a related project, the project applicant will also construct a kiss-and-drop cul-de-sac, past the entrance to the parking structure, which will be accessible to the general public, not restricted to the project's residents. This will provide an easier alternative to use the Metro Gold Line Station from commuters who live south of Duarte Road. In the vicinity of the project site, on-street (Class III) bicycle lanes are proposed by the City along Magnolia Avenue.

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DUARTE ROAD APARTMENTS TRAFFIC IMPACT ANALYSIS

INTRODUCTION

LSA has prepared this Traffic Impact Analysis (TIA) to identify the traffic impacts as a result of the development of 296 apartment dwelling units (DU) on four parcels: 225 W. Duarte Road, 205 W. Duarte Road, 1725 Peck Road, and 1726 S. Magnolia Boulevard in the City of Monrovia (City). This TIA for the Duarte Road Apartments Project (project) was prepared in accordance with the applicable sections in the City's General Plan Circulation Element (adopted by the City on January 15, 2008, and amended on November 6, 2012), and discussion with the City traffic engineer.

PROJECT SITE

Figure 1 shows the project site location. The proposed project includes demolition of the existing structures (approximately 32,192 square feet (sf) of industrial use, 18,700 sf of vacant warehouse use, and 13,260 sf of fitness club use) and construction of 296 apartment DUs. The project site is bounded by the Metro Gold Line Station to the north, Duarte Road to the south, an existing animal hospital and Magnolia Avenue to the west, and a recycling company to the east. Access to the project site will be provided via a full-access driveway on the north leg of Peck Road/Duarte Road. The full-access driveway will have one inbound lane and two outbound lanes (one shared through-right lane, and one left-turn-only lane). Figure 2 is a site plan of the project. A pedestrian access connecting the proposed project site and the train station will be constructed to promote mobility choice. This access will be located on the northeast of the project site, via an easement taken from the adjacent property. As part of a related project, a kiss-and-drop cul-de-sac will be constructed past the entrance to the parking structure, which will be accessible to the general public rather than restricted to the project's residents. This will provide an easier alternative to use the Metro Gold Line Station for commuters who live south of Duarte Road. The parking structure will have 54 parking spaces available to the general public.

Study Area Boundary

As illustrated on Figure 1, the study area includes the following intersections in the City:

1. Mayflower Avenue/Duarte Road;
2. Magnolia Avenue/Duarte Road;
3. Peck Road-Project Driveway/Duarte Road;
4. Myrtle Avenue/Duarte Road;
5. California Avenue/Duarte Road;
6. Myrtle Avenue/Evergreen Avenue-I-210 Eastbound (EB) Ramps;
7. Myrtle Avenue/Central Avenue-I-210 Westbound (WB) Ramps; and
8. Myrtle Avenue/Huntington Drive.

PERFORMANCE CRITERIA

The intersection capacity utilization (ICU) methodology was used to determine the peak-hour operations at signalized intersections within the study area. The ICU methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums these critical

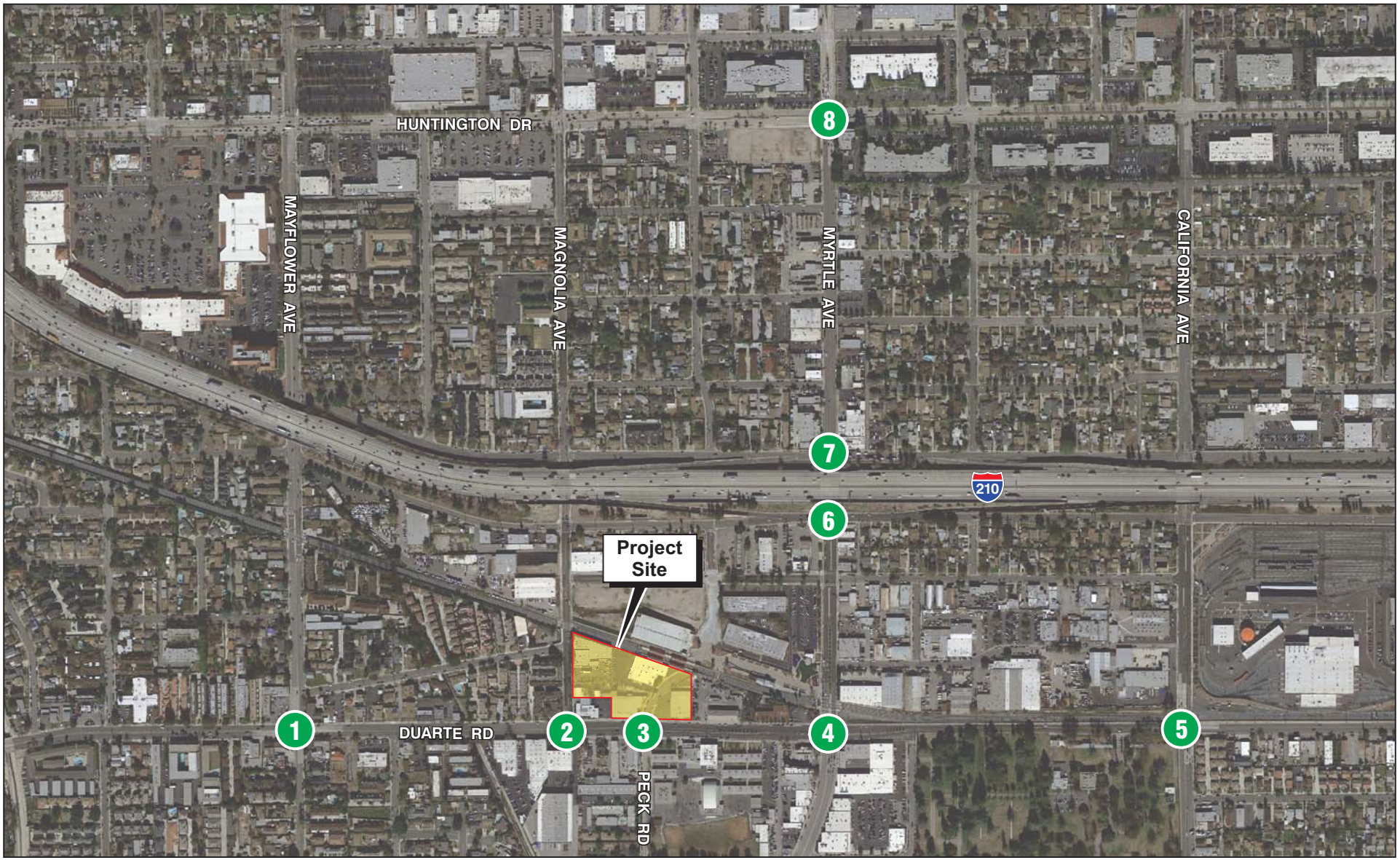


FIGURE 1

LSA

LEGEND

- Project Site
- # - Study Area Intersection

N

0 350 700

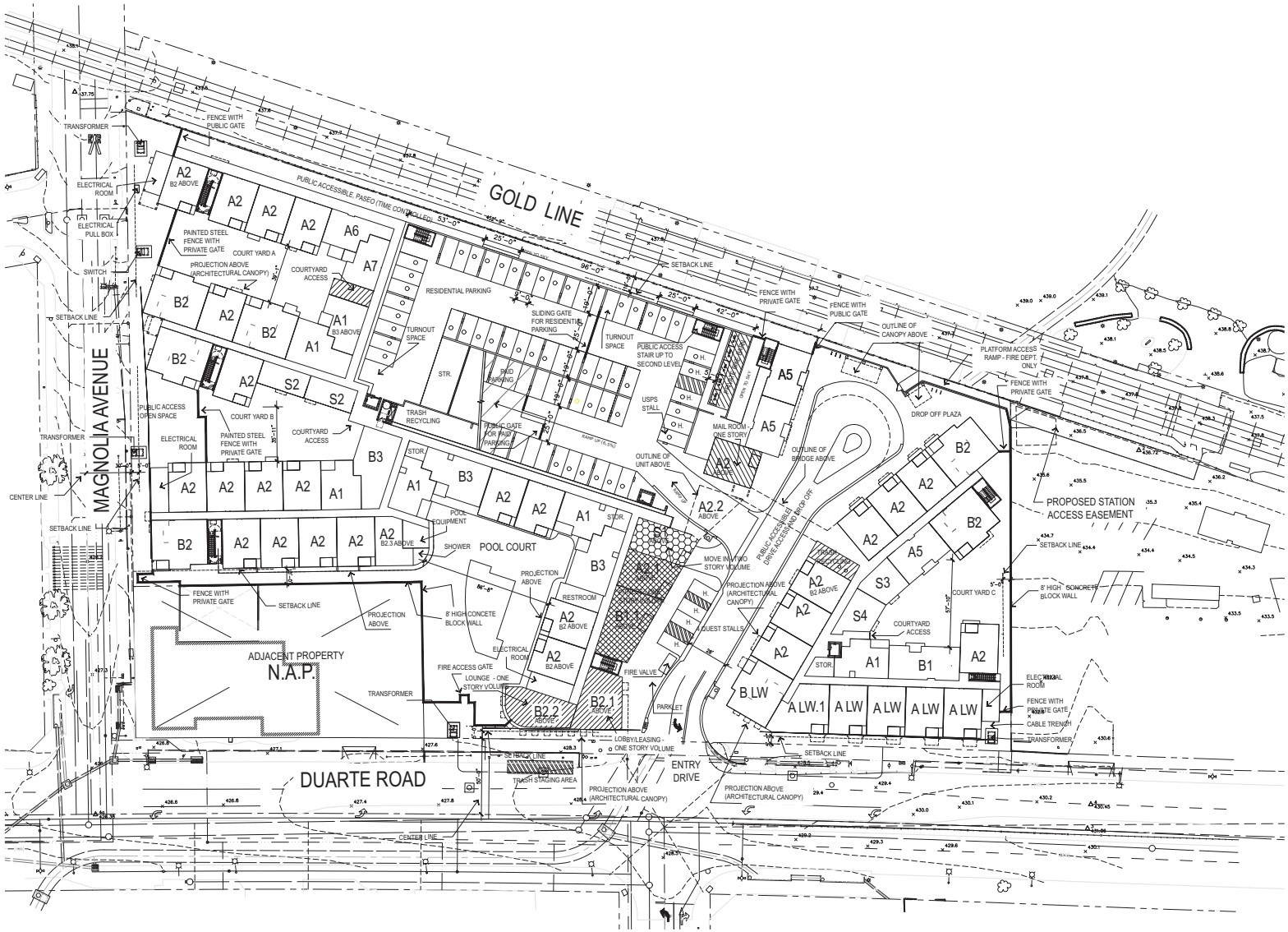
FEET

SOURCE: Google Earth

Duarte Road Apartments

Project Location and Study Area Intersections

I:\RIG1701\G\Location.cdr (4/7/2017)



LSA

FIGURE 2

0 70 140
FEET

SOURCE: Architects Orange

Duarte Road Apartments

Site Plan

I:\RIG1701\G\Site Plan.cdr (9/26/2017)

conflicting v/c ratios for each intersection approach, and determines the overall ICU. The resulting ICU is expressed in terms of LOS, where LOS A represents free-flow activity and LOS F represents overcapacity operation. Parameters set by the City for ICU calculations, including lane capacity, right-turn treatment, and clearance interval, are included in the analysis. According to the City's General Plan Circulation Element, LOS at an intersection is considered to be unsatisfactory when the ICU exceeds 0.90 (LOS D) within the City, except at locations where LOS E or F conditions currently exist. The relationship of ICU to LOS is demonstrated in the following table.

Levels of Service	ICU
A	0.00–0.60
B	0.61–0.70
C	0.71–0.80
D	0.81–0.90
E	0.91–1.00
F	> 1.00

ICU = Intersection Capacity Utilization

Based on discussion with the City traffic engineer, a significant project impact occurs when the incremental impact of the development results in an increase of 0.04 or greater for intersections operating at LOS C, 0.03 or greater for intersections operating at LOS D, 0.02 or greater for intersections operating at LOS E, or 0.01 or greater for intersections operating at LOS F. Project mitigation will be required back to acceptable levels, or baseline, if the baseline is greater than 0.90.

In addition to the ICU methodology of calculating signalized intersection LOS, the *Highway Capacity Manual* (HCM 2010) methodology was used to determine queue lengths at the eastbound left-turn lane into the project site.

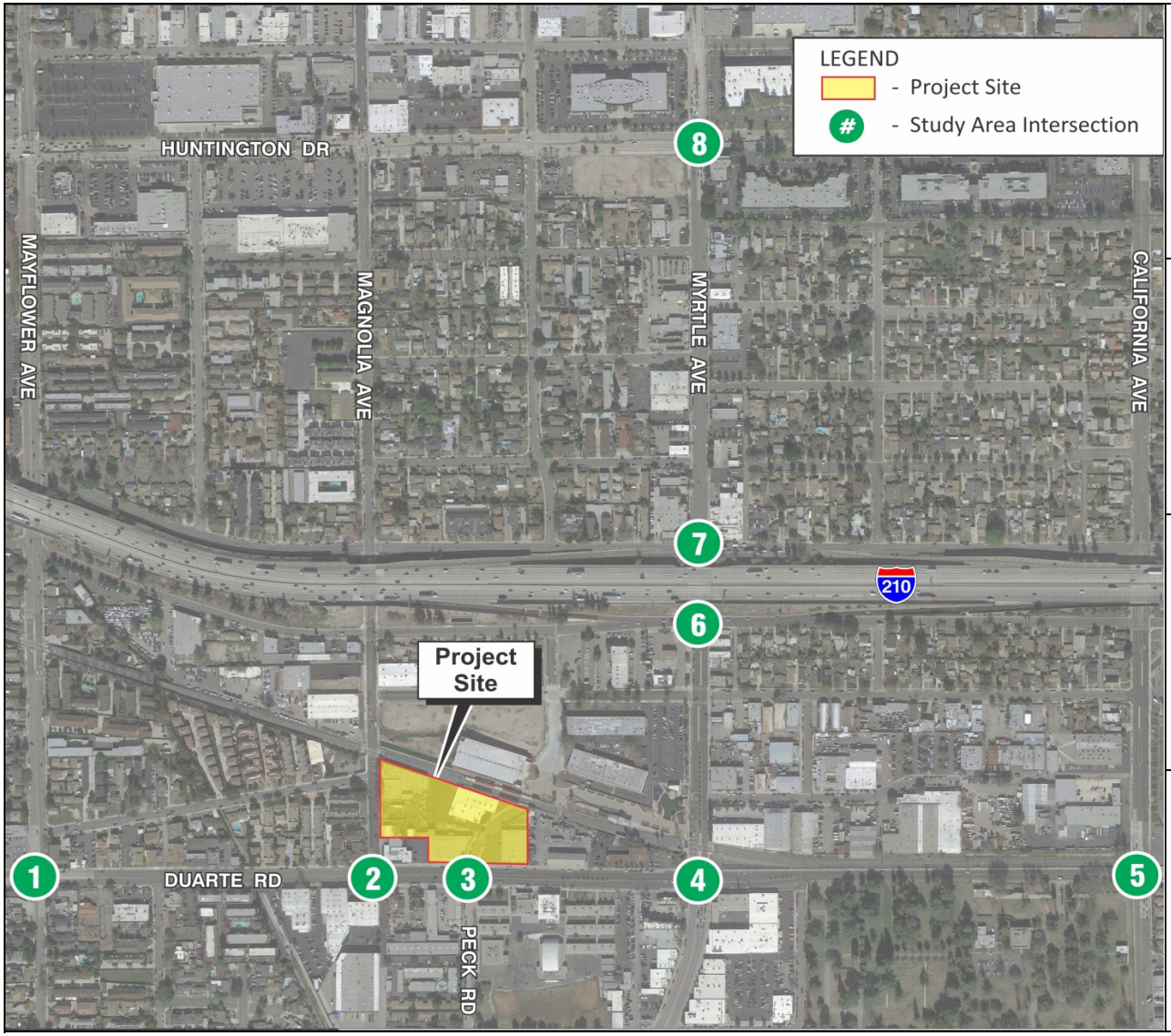
EXISTING (2017) CONDITIONS

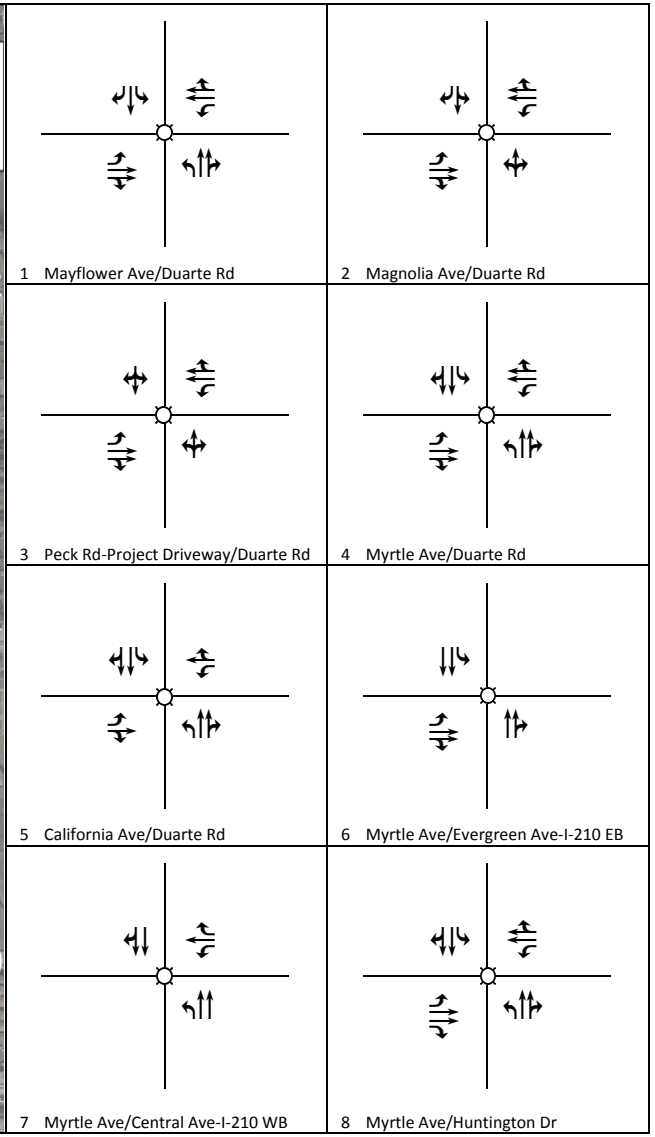
Existing Site Uses

The existing site currently includes approximately 32,192 sf of industrial use, 18,700 sf of vacant warehouse use, and 13,260 sf of fitness club use. These uses will be demolished to accommodate the proposed development of 296 apartment DUs. The project site is bounded by the Metro Gold Line Station to the north, Duarte Road to the south, an existing animal hospital and Magnolia Avenue to the west, and a recycling company to the east.

Existing Baseline Traffic Volumes and LOS

Peak-hour intersection turn volumes for the study area intersections were obtained from the City (City Count, LLC.) and National Data & Surveying Services. All counts utilized in this traffic study were conducted within the last 12 months for a Tuesday, Wednesday, and Thursday. Figure 3 illustrates existing lane configurations. Figure 4 presents the existing a.m. and p.m. peak-hour turn-movement volumes for the study area intersections. Appendix A provides the existing count data.





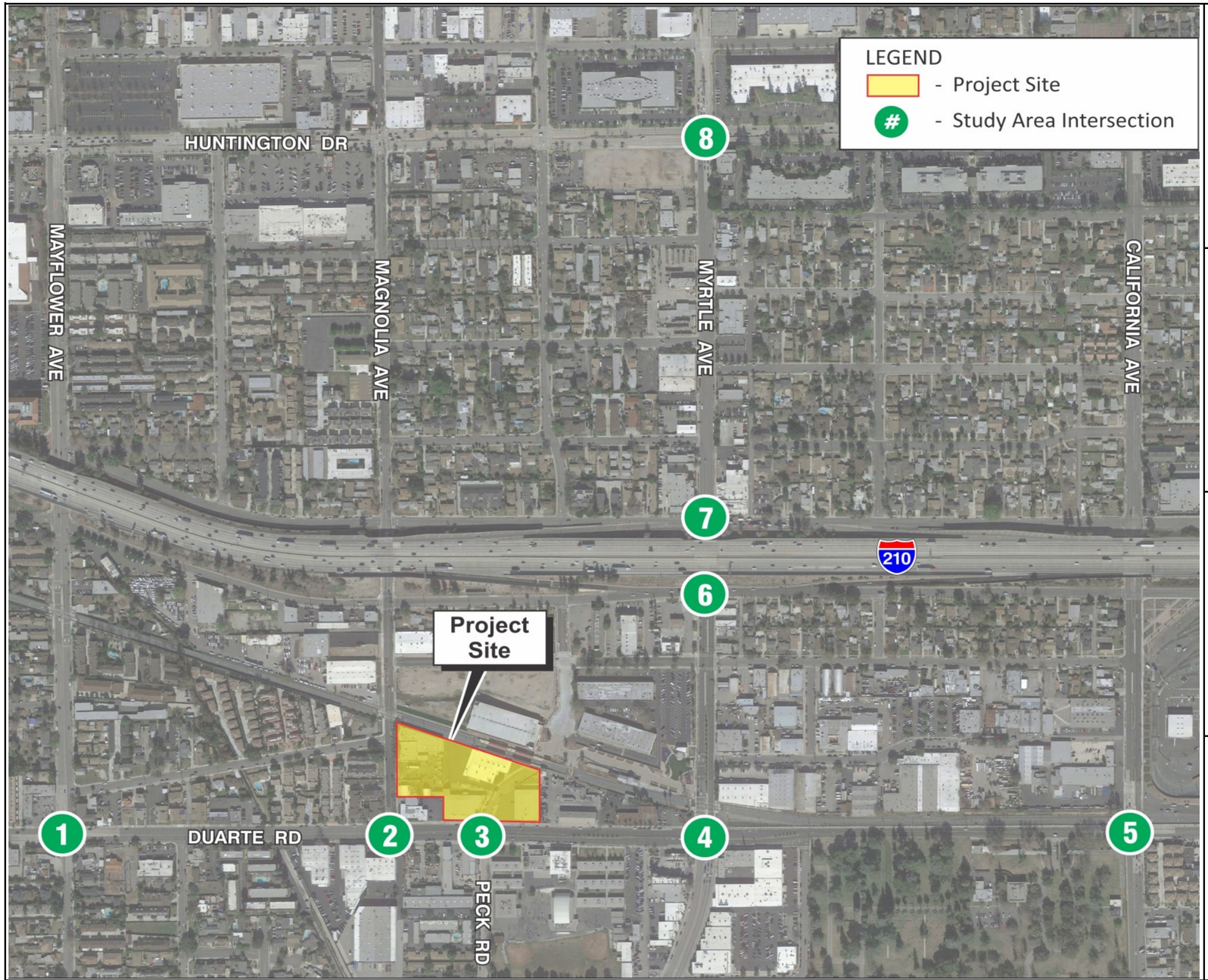
LSA

Legend
Signal

FIGURE 3

Duarte Road Apartments
Existing Geometrics

P:\RIG1701\figures\Figure 3 - Existing Geometrics.xls 7/24/2017



1 Mayflower Ave/Duarte Rd

189 / 246 ↰	172 / 317 ↑	92 / 149 ↱
209 / 212 ↰	459 / 764 →	29 / 47 ↴

↱ 176 / 120		
← 631 / 505		
↰ 25 / 37		
94 / 38 ↰	444 / 229 ↑	36 / 34 ↱

2 Magnolia Ave/Duarte Rd

114 / 184 ↰	5 / 1 ↑	192 / 190 ↱
174 / 247 ↰	430 / 704 →	3 / 0 ↴

↱ 210 / 135		
← 708 / 518		
↰ 6 / 2		
2 / 6 ↰	2 / 4 ↑	3 / 4 ↱

3 Peck Rd-Project Driveway/Duarte Rd

11 / 9 ↰	2 / 9 ↑	4 / 8 ↱
3 / 14 ↰	518 / 651 →	98 / 249 ↴

↱ 5 / 6		
← 534 / 443		
↰ 10 / 22		
379 / 202 ↰	4 / 3 ↑	97 / 55 ↱

4 Myrtle Ave/Duarte Rd

153 / 161 ↰	515 / 608 ↑	31 / 43 ↱
120 / 143 ↰	283 / 463 →	113 / 263 ↴

↱ 28 / 28		
← 281 / 308		
↰ 54 / 65		
128 / 92 ↰	444 / 427 ↑	47 / 45 ↱

5 California Ave/Duarte Rd

80 / 40 ↰	152 / 302 ↑	23 / 77 ↱
119 / 50 ↰	208 / 425 →	23 / 51 ↴

↱ 36 / 33		
← 234 / 213		
↰ 42 / 59		
72 / 39 ↰	411 / 330 ↑	60 / 124 ↱

6 Myrtle Ave/Evergreen Ave-I-210 EB

	439 / 583 ↑	243 / 308 ↱
340 / 155 ↰	438 / 803 →	259 / 191 ↴

472 / 520 ↑		144 / 185 ↱

7 Myrtle Ave/Central Ave-I-210 WB

	78 / 197 ↰	466 / 680 ↑
231 / 285 ↰	590 / 387 ↑	

↱ 323 / 283		
← 558 / 499		
↰ 218 / 199		

8 Myrtle Ave/Huntington Dr

27 / 58 ↰	286 / 533 ↑	36 / 124 ↱
41 / 77 ↰	385 / 925 →	110 / 150 ↴

↱ 73 / 51		
← 1182 / 685		
↰ 111 / 137		
194 / 139 ↰	551 / 360 ↑	106 / 137 ↱

LSA

xxx / yyy AM / PM Volume

FIGURE 4

Duarte Road Apartments
Existing Peak-Hour Volumes

P:\RIG1701\figures\Figure 4 - Existing Peak-Hour Volumes.xls (4/12/2017)

Table A summarizes the results of the existing a.m. and p.m. peak-hour LOS analysis for the eight study area intersections. As previously discussed, the ICU methodology was used to determine the LOS at signalized study area intersections. As shown in Table A, all study area intersections currently operate at satisfactory LOS with the exception of Myrtle Avenue/Central Avenue – I-210 WB Ramps, which operates at LOS E in the p.m. peak hour.

Table A: Existing LOS Summary

	Intersection	Baseline			
		A.M. Peak Hour		P.M. Peak Hour	
		ICU	LOS	ICU	LOS
1	Mayflower Avenue / Duarte Road	0.763	C	0.697	B
2	Magnolia Avenue / Duarte Road	0.702	C	0.604	B
3	Peck Road-Project Driveway / Duarte Road	0.714	C	0.585	A
4	Myrtle Avenue / Duarte Road	0.708	C	0.789	C
5	California Avenue / Duarte Road	0.559	A	0.631	B
6	Myrtle Avenue / Evergreen Road - I-210 EB Ramps	0.716	C	0.871	D
7	Myrtle Avenue / Central Avenue - I-210 WB Ramps	0.817	D	0.918	E
8	Myrtle Avenue / Huntington Drive	0.782	C	0.768	C

I-210 = Interstate 210
EB = eastbound
WB = westbound
ICU = Intersection Capacity Utilization
= exceeds City's level of service (LOS) criteria

PROPOSED PROJECT TRAFFIC

Trip Generation

Trip generation calculations for the proposed project were based on the daily and peak-hour trip rates taken from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual (9th Edition, 2012). The proposed project includes the demolition of existing buildings and construction of an apartment development. Based on discussion with the City traffic engineer, vehicle trip generation has been reduced by 25 percent for trip credits based on transit use. The trip credits based on transit use accounts for the project site's proximity to the Metro Gold Line Station, as well as three bus stations at Magnolia Avenue/Duarte Road and Myrtle Avenue/Duarte Road. Table B presents project trip generation.

As Table B indicates, the existing land uses generate approximately 551 trips per day, including approximately 44 trips in the a.m. peak hour (33 inbound and 11 outbound) and approximately 66 trips in the p.m. peak hour (24 inbound and 42 outbound). The proposed project trips with transit credits will result in a project trip generation of approximately 1,476 trips per day, including approximately 114 trips in the a.m. peak hour (23 inbound and 91 outbound) and approximately 139 trips in the p.m. peak hour (90 inbound and 49 outbound). The total net new trip generation will add approximately 925 trips per day, including approximately 70 trips in the a.m. peak hour (-10 inbound and 80 outbound) and approximately 73 trips in the p.m. peak hour (66 inbound and 7 outbound).

Table B: Trip Generation Summary

Land Use	Size	Unit	ADT	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates[1]									
Apartment		DU	6.65	0.10	0.41	0.51	0.40	0.22	0.62
General Light Industrial		TSF	6.97	0.81	0.11	0.92	0.12	0.85	0.97
Health/Fitness Club[2]		TSF	24.70	0.53	0.53	1.06	1.51	1.14	2.65
Project Trip Generation									
Apartment	296	DU	1,968	30	121	151	119	65	184
Trip Credits for transit (25%)			*492*	*7*	*30*	*37*	*29*	*16*	*45*
		Subtotal	***1,476***	***23***	***91***	***114***	***90***	***49***	***139***
Existing Trip Generation									
General Light Industrial	32.192	TSF	224	26	4	30	4	27	31
Health/Fitness Club	13.260	TSF	327	7	7	14	20	15	35
Subtotal			***551***	***33***	***11***	***44***	***24***	***42***	***66***
Trip Generation Comparison			**925**	**(10)**	**80**	**70**	**66**	**7**	**73**

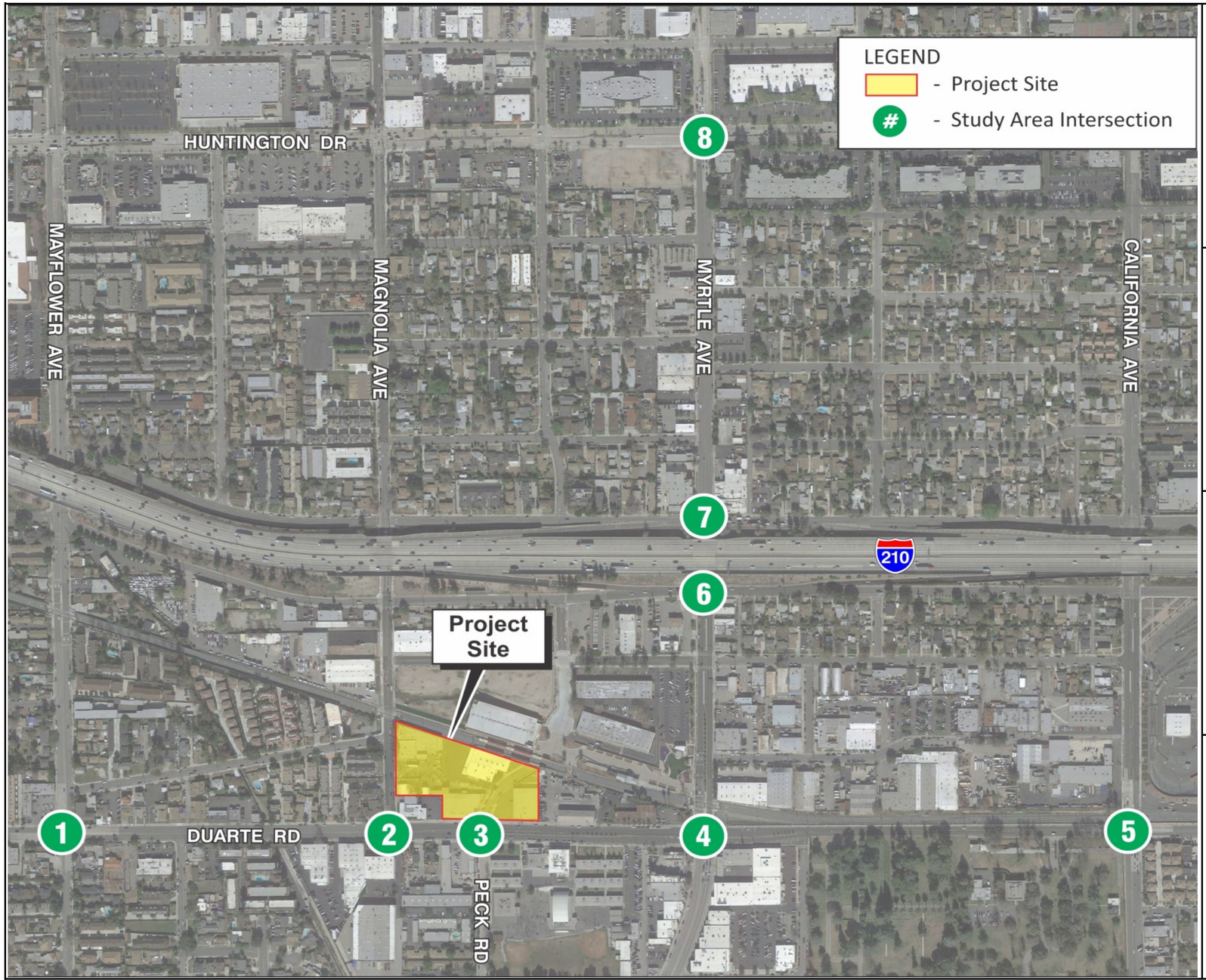
[1] Trip rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 9th Edition (2012).
[2] Based on local observations from City Staff, the trip generation rate has been adjusted by 25 percent.
Land Use Code (220) - Apartment
Land Use Code (110) - General Light Industrial
Land Use Code (492) - Health/Fitness Club
ADT = average daily traffic
DU = dwelling unit
TSF = thousand square feet

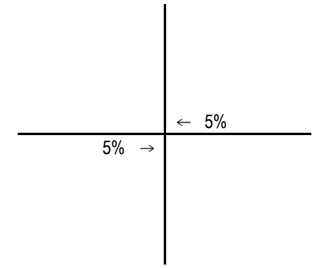
Trip Distribution and Assignment

Trip distribution for the proposed project was based on the project's location in relation to local and regional transportation facilities and origins/destinations, along with local observations from the City Traffic Engineer. Due to the project's proximity to the Santa Fe Middle School, located south of the project, most project traffic will be anticipated to turn southbound-right out of the project site, to avoid school traffic. Project traffic traveling toward the project site will likely come in from the eastern direction, as school traffic will have nominal effect on traffic on the opposite lane of travel. More details on school traffic will be discussed later in the report. Figure 5 shows the trip distribution for the proposed project. Figure 6 displays the resulting project trip assignment for study area intersections. The turning movement counts into and out of Peck Road-Project Driveway/Duarte Road include the full volume of project trip generation without taking any credits for the existing on-site land uses.

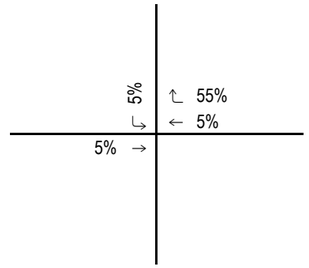
Related Project Trip Assignment

In addition to this project, the applicant will construct a kiss-and-drop cul-de-sac, located past the entrance to the parking structure, that will have connected access to the Metro Gold Line Station from the south. This walkway will be accessible to the general public rather than restricted to the project's residents. This will provide an easier alternative to use the Metro Gold Line Station for commuters who live south of Duarte Road. Also, 54 parking spaces will be available to the general public utilizing the southern project access to the Metro Gold Line Station.

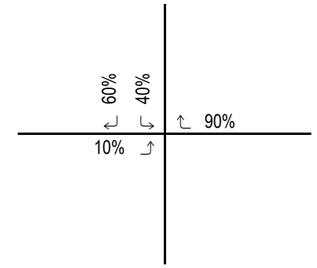




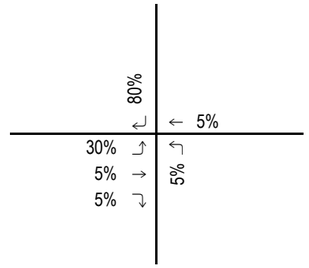
1 Mayflower Ave/Duarte Rd



2 Magnolia Ave/Duarte Rd

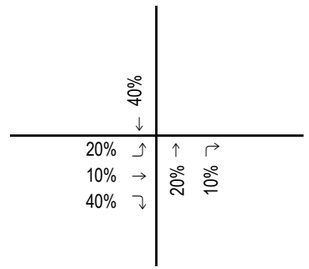


3 Peck Rd-Project Driveway/Duarte Rd

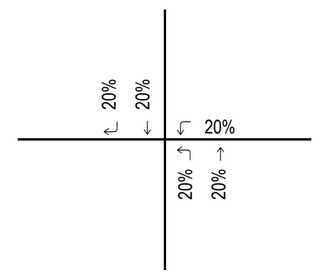


4 Myrtle Ave/Duarte Rd

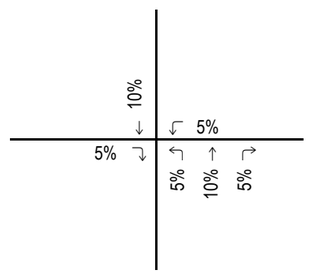
5 California Ave/Duarte Rd



6 Myrtle Ave/Evergreen Ave-I-210 EB



7 Myrtle Ave/Central Ave-I-210 WB



8 Myrtle Ave/Huntington Dr

LSA

xxx Project Trip Distribution Percentage

FIGURE 5

Duarte Road Apartments
Project Trip Distribution

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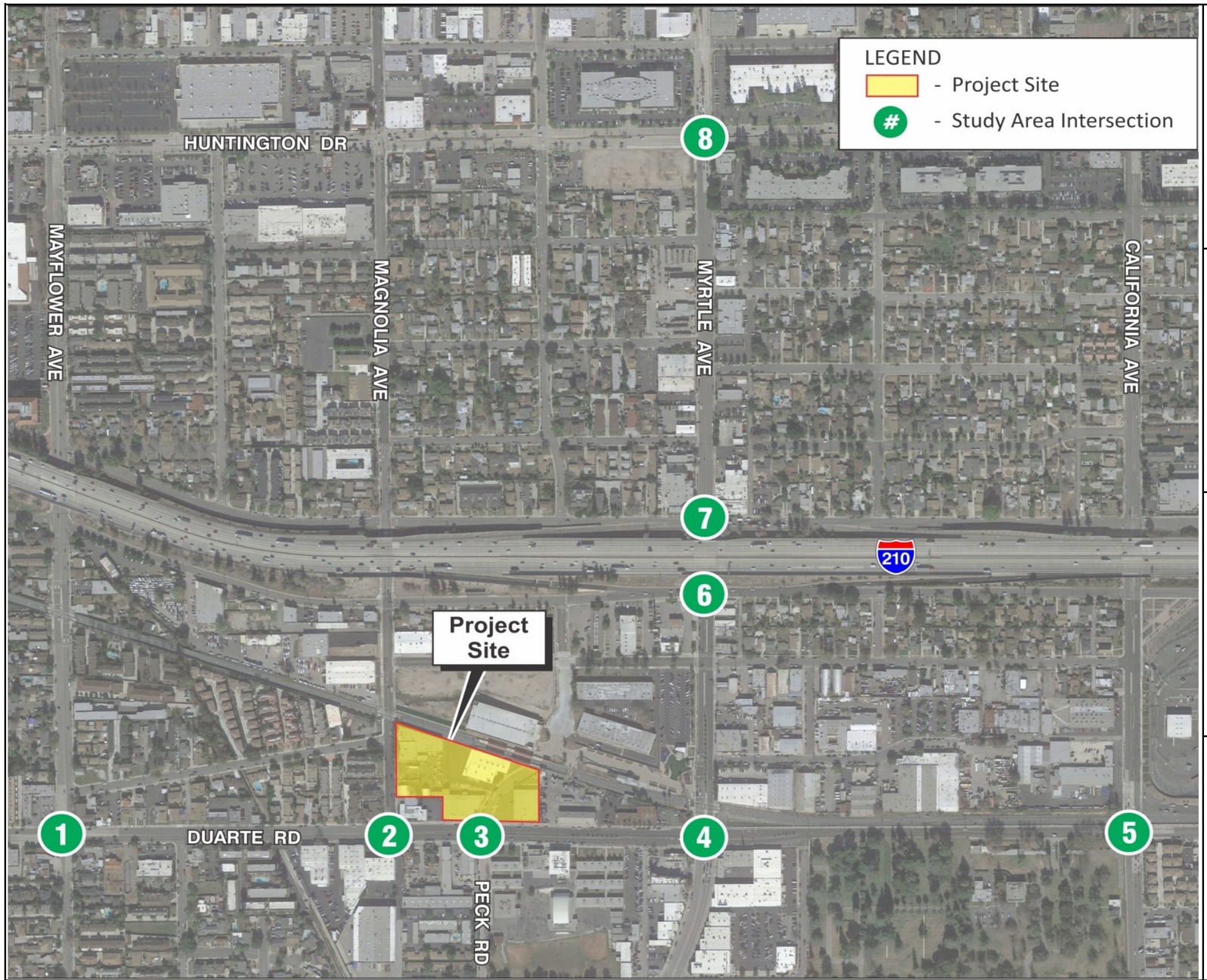
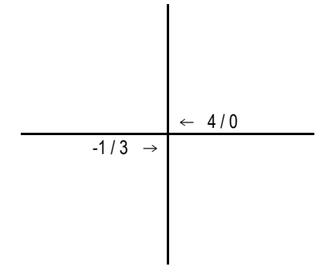
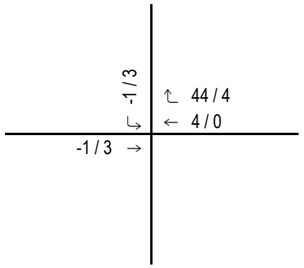
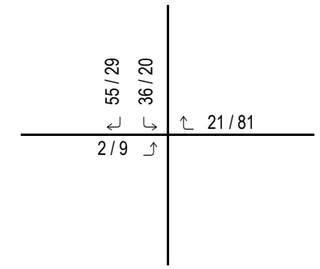




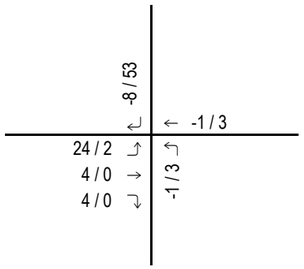
1 Mayflower Ave/Duarte Rd



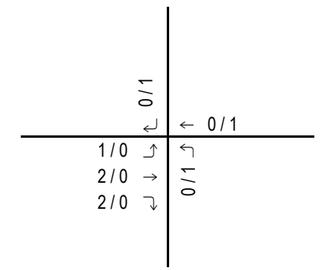
2 Magnolia Ave/Duarte Rd



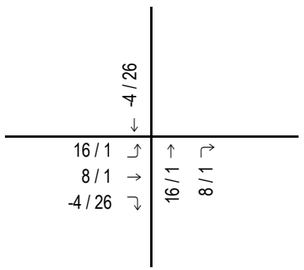
3 Peck Rd-Project Driveway/Duarte Rd



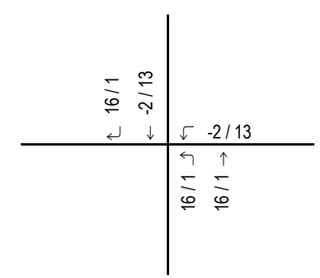
4 Myrtle Ave/Duarte Rd



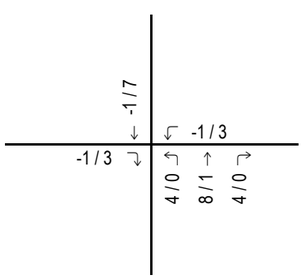
5 California Ave/Duarte Rd



6 Myrtle Ave/Evergreen Ave-I-210 EB



7 Myrtle Ave/Central Ave-I-210 WB



8 Myrtle Ave/Huntington Dr

LSA

XXX / YYY AM / PM Volume

FIGURE 6

Duarte Road Apartments
Project Trip Assignment

P:\RIG1701\figures\Figure 6 - Project Trip Assignment.xls (8/1/2017)

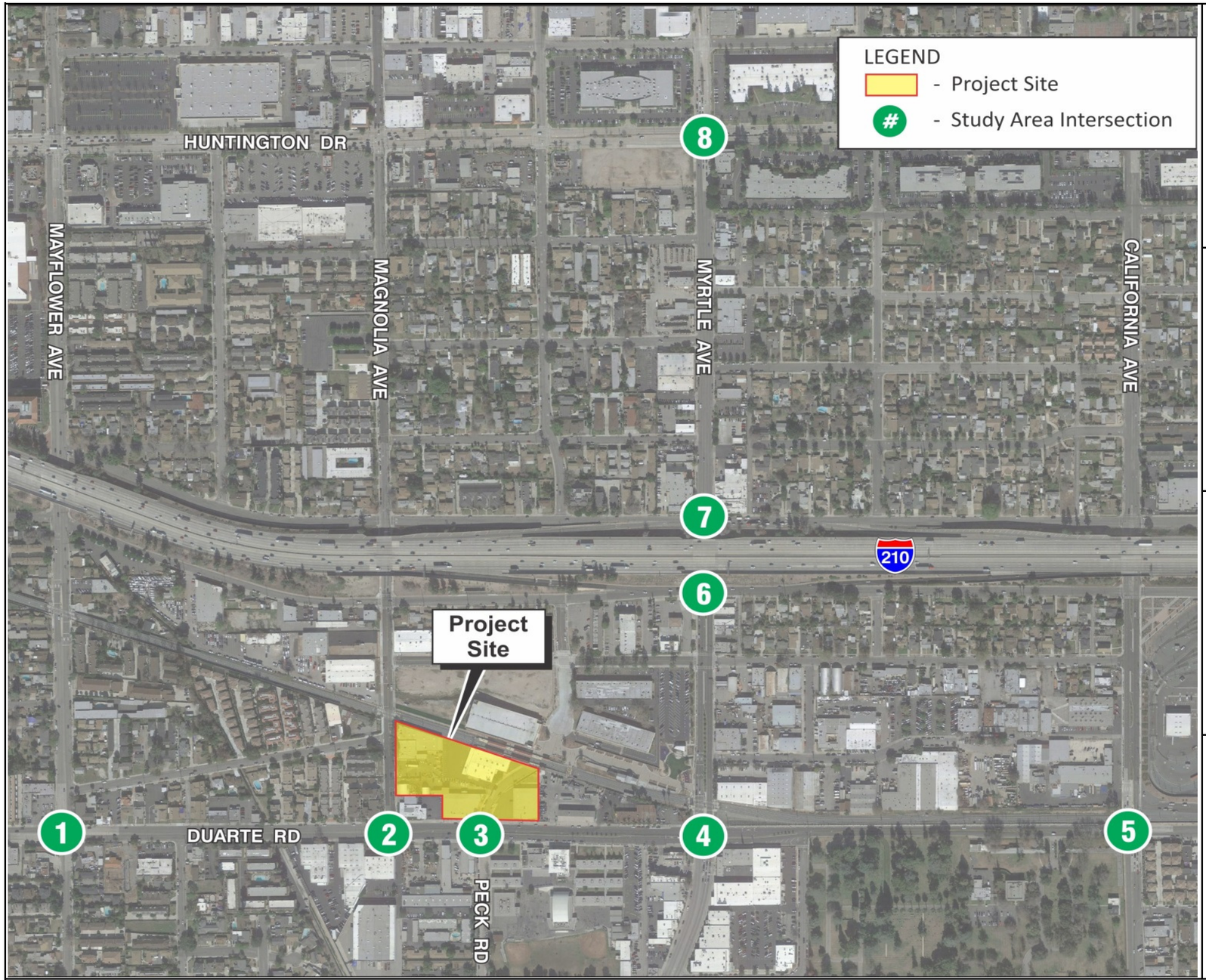
In order to forecast how many existing Gold Line users would use this new access, LSA conducted a survey at the Metro Gold Line Station cul-de-sac on Primrose Avenue, recording the number of Gold Line patrons, whether the patrons were picking up/dropping off a passenger or parking at the Gold Line parking structure, and the direction from which patrons arrived. The observations were made on July 19, 2017, during the a.m. and p.m. peak periods (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). LSA observed a portion of the patrons were utilizing the free parking spots along Pomona Avenue, Primrose Avenue, and Evergreen Avenue, as well as the two free parking lots at the northeast corner of Primrose Avenue/Pomona Avenue and at the southwest parking lot at Myrtle Avenue/Pomona Avenue. All pedestrian patrons are considered as single-occupancy vehicle trips and added to the trip assignment. For the purposes of this analysis, 50 percent of the observed patrons travel to the Metro Gold Line Station from south of the station and 50 percent travel from north of the station. Those thought to have originated from the south are reassigned to the project's kiss-and-drop zone or parking structure as a more convenient alternative. LSA's observations at the existing Gold Line Station entrance are included in Appendix A.

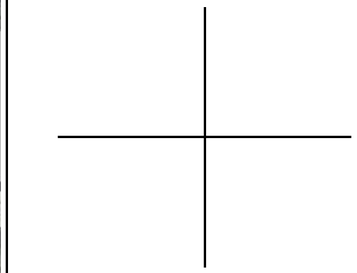
The intersection of Myrtle Avenue/Duarte Road is affected by the Gold Line gate crossing, which blocks Myrtle Avenue whenever a light rail train passes. With the addition of an alternate access to the Metro Gold Line Station, the southern Gold Line patrons will be able to travel to the station without having to pass through the light rail gate crossings that intersect Myrtle Avenue. The resulting trip assignment at the study intersections for the related project is provided on Figure 7.

Existing Baseline and Plus Project Traffic Volumes and LOS

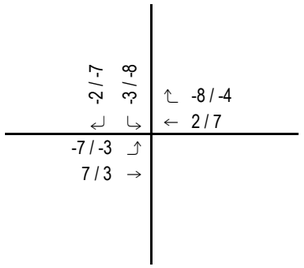
To demonstrate the effect that the project would have on the study area intersections in the existing condition, an existing plus project LOS analysis was prepared. This analysis assumes that the existing land uses are demolished and a proposed project of 296 apartment DUs is added to the existing condition. Additionally, rerouted Gold Line traffic, as illustrated on Figure 7, were added to the existing condition. Figure 8 displays the existing plus project peak-hour volumes for the study area intersections.

The existing and plus project ICU worksheets are provided in Appendix B. A summary of existing and plus project intersection LOS is presented in Table C, which indicates all study area intersections currently operate at satisfactory LOS, with the exception of Myrtle Avenue/Central Avenue – I-210 WB Ramps during the p.m. peak hour. With addition of the project in the existing setting, all study area intersections would continue to operate at satisfactory LOS, with the exception of the previously stated intersection. The increase in ICU does not exceed the threshold of significance at any of the intersections; therefore, the project can be implemented in an existing setting with no significant peak-hour intersection impacts.

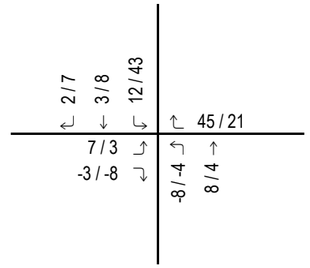




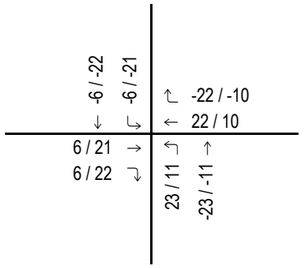
1 Mayflower Ave/Duarte Rd



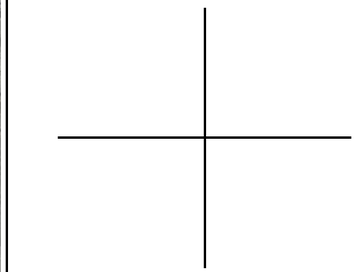
2 Magnolia Ave/Duarte Rd



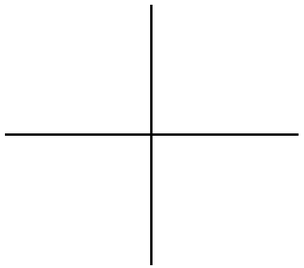
3 Peck Rd-Project Driveway/Duarte Rd



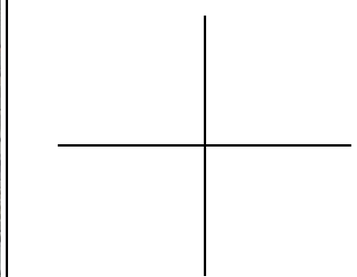
4 Myrtle Ave/Duarte Rd



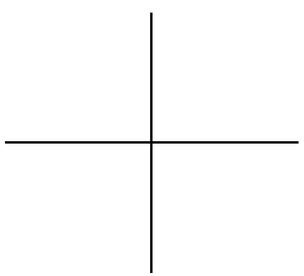
5 California Ave/Duarte Rd



6 Myrtle Ave/Evergreen Ave-I-210 EB



7 Myrtle Ave/Central Ave-I-210 WB



8 Myrtle Ave/Huntington Dr

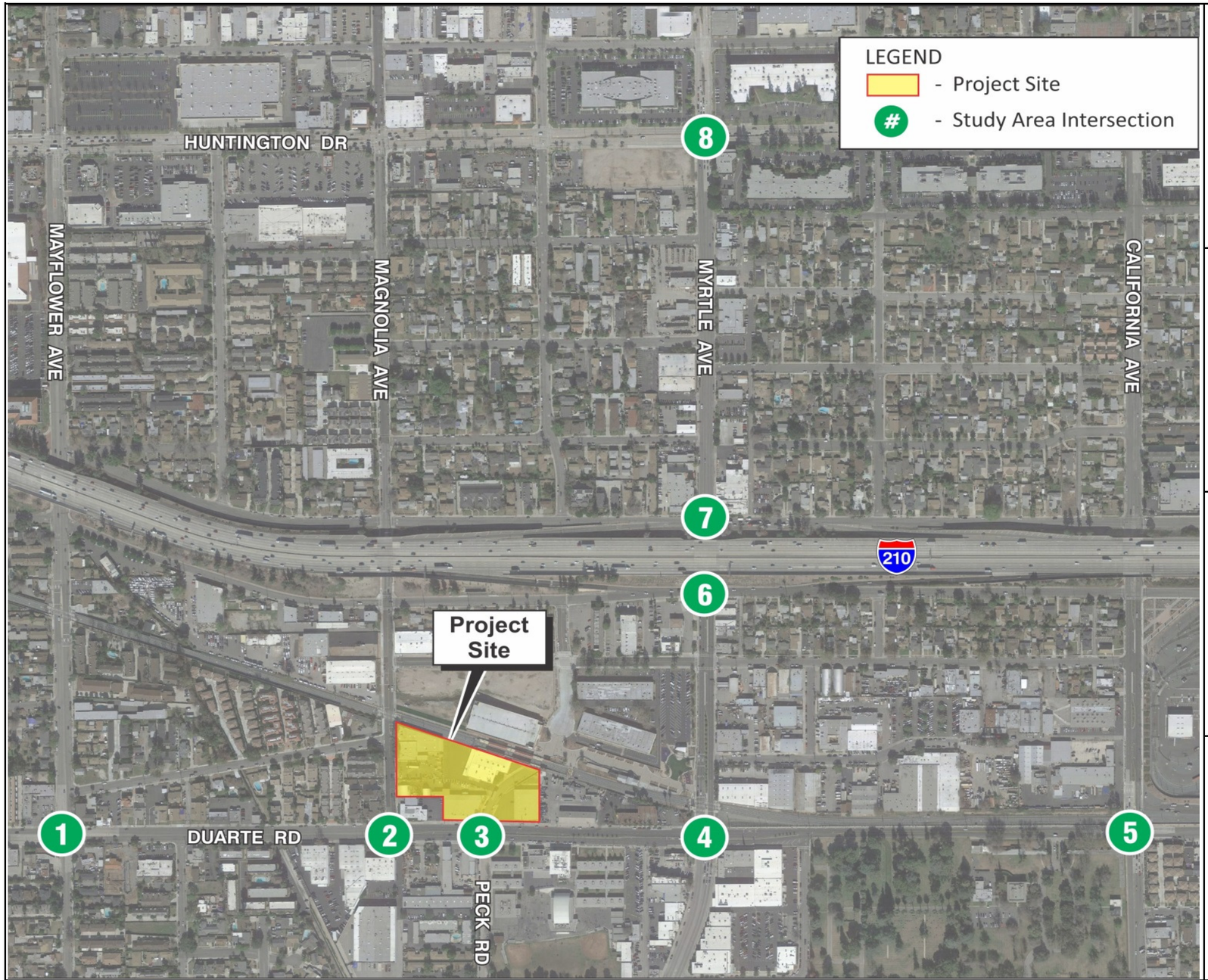
LSA

XXX / YYY AM / PM Volume

FIGURE 7

Duarte Road Apartments
Related Project Trip Assignment

P:\RIG1701\figures\Figure 7 - Related Project Trip Assignment.xls (8/4/2017)



1 Mayflower Ave/Duarte Rd

189 / 246 ↰	172 / 317 ↓	92 / 149 ↳
209 / 212 ↰	458 / 767 →	29 / 47 ↳

↱ 176 / 120		
← 635 / 505		
↰ 25 / 37		
↰ 94 / 38	↑ 444 / 229	↱ 36 / 34

2 Magnolia Ave/Duarte Rd

112 / 177 ↰	5 / 1 ↓	188 / 185 ↳
167 / 244 ↰	436 / 710 →	3 / 0 ↳

↱ 246 / 135		
← 714 / 525		
↰ 6 / 2		
↰ 2 / 6	↑ 2 / 4	↱ 3 / 4

3 Peck Rd-Project Driveway/Duarte Rd

57 / 36 ↰	3 / 8 ↓	48 / 63 ↳
9 / 12 ↰	518 / 651 →	95 / 241 ↳

↱ 66 / 102		
← 534 / 443		
↰ 10 / 22		
↰ 371 / 198	↑ 8 / 4	↱ 97 / 55

4 Myrtle Ave/Duarte Rd

145 / 214 ↰	509 / 586 ↓	25 / 22 ↳
144 / 145 ↰	293 / 484 →	123 / 285 ↳

↱ 6 / 18		
← 302 / 321		
↰ 54 / 65		
↰ 150 / 106	↑ 421 / 416	↱ 47 / 45

5 California Ave/Duarte Rd

80 / 41 ↰	152 / 302 ↓	23 / 77 ↳
120 / 50 ↰	210 / 425 →	25 / 51 ↳

↱ 36 / 33		
← 234 / 214		
↰ 42 / 59		
↰ 72 / 40	↑ 411 / 330	↱ 60 / 124

6 Myrtle Ave/Evergreen Ave-I-210 EB

	435 / 609 ↓	243 / 308 ↳
356 / 156 ↰	446 / 804 →	255 / 217 ↳

↑ 488 / 521		↱ 152 / 186

7 Myrtle Ave/Central Ave-I-210 WB

94 / 198 ↰	464 / 693 ↓	
247 / 286 ↰		606 / 388 ↑

↱ 323 / 283		
← 558 / 499		
↰ 216 / 212		

8 Myrtle Ave/Huntington Dr

27 / 58 ↰	285 / 540 ↓	36 / 124 ↳
41 / 77 ↰	385 / 925 →	109 / 153 ↳

↱ 73 / 51		
← 1182 / 685		
↰ 110 / 140		
↰ 198 / 139	↑ 559 / 361	↱ 110 / 137

LSA

xxx / yyy AM / PM Volume

FIGURE 8

Duarte Road Apartments

Existing Plus Project Peak-Hour Volumes

P:\RIG1701\figures\Figure 8 - Existing Plus Project Peak-Hour Volumes.xls (8/4/2017)

Table C: Existing Baseline and Existing Plus Project LOS Summary

	Intersection	Baseline				Plus Project				Peak-Hour Δ ICU		Significant Impact?
		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour				
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM	
1	Mayflower Avenue / Duarte Road	0.763	C	0.697	B	0.765	C	0.697	B	0.002	0.000	No
2	Magnolia Avenue / Duarte Road	0.702	C	0.604	B	0.709	C	0.601	B	0.007	(0.003)	No
3	Peck Road-Project Driveway / Duarte Road	0.714	C	0.585	A	0.738	C	0.616	B	0.024	0.031	No
4	Myrtle Avenue / Duarte Road	0.708	C	0.789	C	0.735	C	0.823	D	0.027	0.034	No
5	California Avenue / Duarte Road	0.559	A	0.631	B	0.560	A	0.631	B	0.001	0.000	No
6	Myrtle Avenue / Evergreen Road - I-210 EB Ramps	0.716	C	0.871	D	0.730	C	0.881	D	0.014	0.010	No
7	Myrtle Avenue / Central Avenue - I-210 WB Ramps	0.817	D	0.918	E	0.832	D	0.923	E	0.015	0.005	No
8	Myrtle Avenue / Huntington Drive	0.782	C	0.768	C	0.786	C	0.772	C	0.004	0.004	No

Δ = change
I-210 = Interstate 210
EB = eastbound
WB = westbound
ICU = Intersection Capacity Utilization
= exceeds City's level of service (LOS) criteria

CUMULATIVE (2019) CONDITIONS

To present a cumulative (2019) traffic condition, a regional ambient growth rate was determined and traffic volumes for the cumulative projects in the vicinity were developed, which were added to the existing traffic counts.

To reflect regional growth in the study area, a growth rate of 0.05 percent per year (total of 1.0 percent) was added to the existing traffic volumes. A list of cumulative projects was provided by the City of Monrovia Planning Division (Appendix C). Significant projects located near the proposed project were analyzed as cumulative projects and are illustrated on Figure 9. The cumulative projects and their respective trip generations are shown in Table D.

FIGURE 9

LSA

LEGEND

- Project Site

Cumulative Projects:

1 - Residential Apartment Development

2 - The Lumber Yard - An Artisan Food Village

0 170 340

FEET

SOURCE: Google Earth

Duarte Road Apartments

Cumulative Project Locations

I:\RIG1701\G\Cumulative Projects.cdr (4/11/2017)

Table D: Cumulative Project Trip Generation Summary

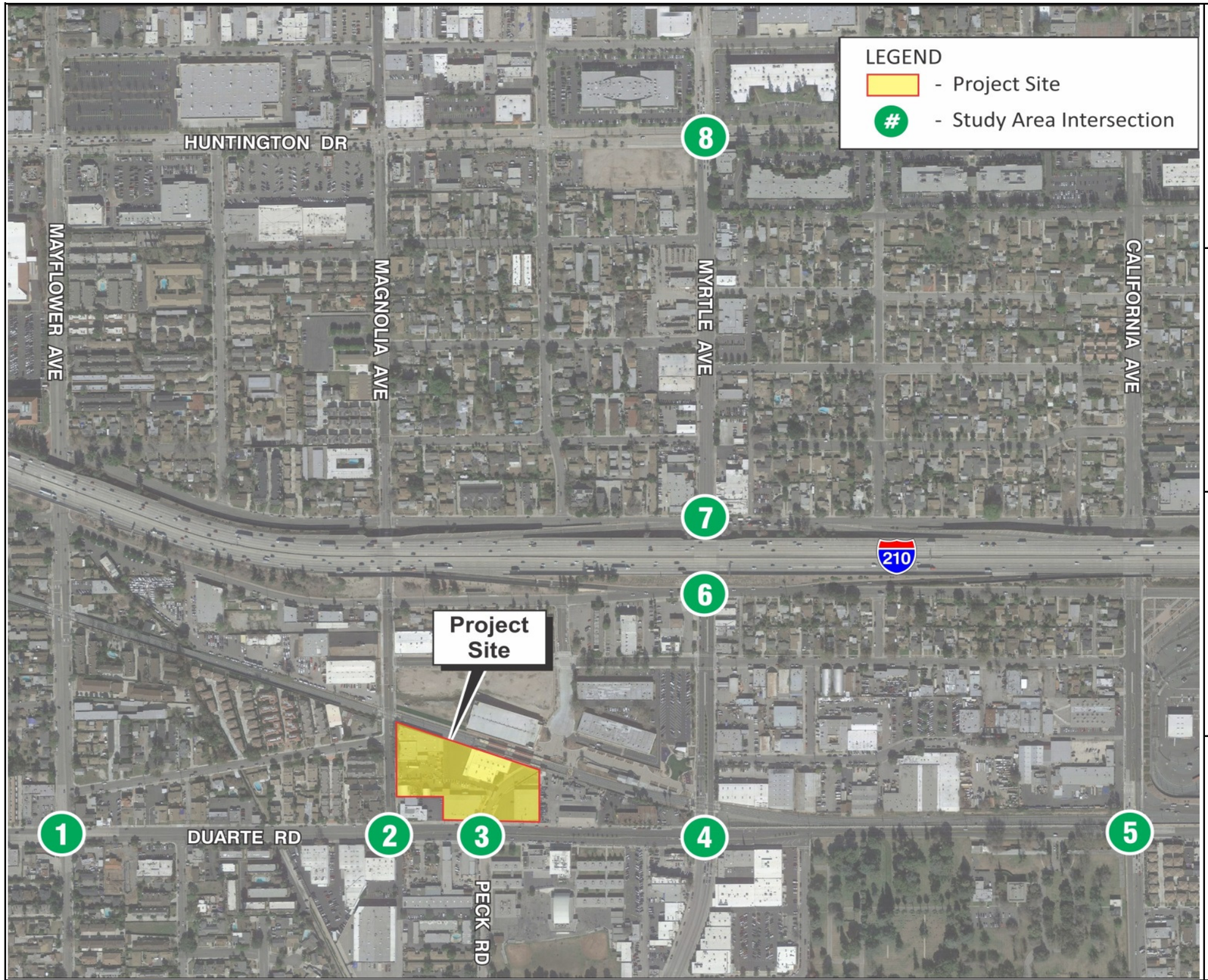
Land Use	Size	Unit	ADT	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates[1]									
Apartment		DU	6.65	0.10	0.41	0.51	0.40	0.22	0.62
High-Turnover Restaurant		TSF	127.15	5.95	4.86	10.81	5.91	3.94	9.85
Coffee/Donut Shop without Drive-Through Window[2]		TSF	818.58	52.72	50.66	103.38	22.88	22.87	45.75
Shopping Center		TSF	42.70	0.60	0.36	0.96	1.78	1.93	3.71
Cumulative Trip Generation									
Apartment	261	DU	1,736	26	107	133	104	57	162
High-Turnover Restaurant	12.617	TSF	1,604	75	61	136	75	50	124
Coffee/Donut Shop without Drive-Through Window	2.165	TSF	1,772	114	110	224	50	50	99
Shopping Center	2.675	TSF	114	2	1	3	5	5	10
Trip Credits (25%)[3]			*1,307*	*54*	*70*	*124*	*59*	*41*	*99*
Trip Generation			**3,919**	**163**	**209**	**372**	**175**	**121**	**296**

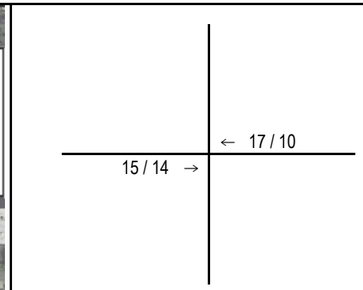
[1] Trip rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 9th Edition (2012).
[2] ADT for Coffee/Donut Shop without Drive-Through Window is not available. The ADT was taken from the related land use 937 - Coffee/Donut Shop with Drive-Through Window.
[3] Trip credits are taken for transit use.

Land Use Code (220) - Apartment
Land Use Code (932) - High-Turnover (Sit-Down) Restaurant
Land Use Code (936) - Coffee/Donut Shop without Drive-Through Window
Land Use Code (820) - Shopping Center
ADT = average daily traffic
DU = dwelling unit
TSF = thousand square feet

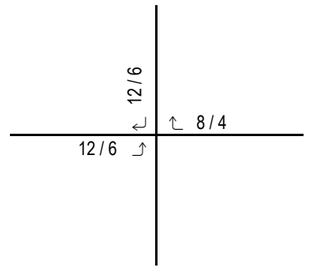
The cumulative project trip distribution was determined based on each project's land use. The residential development utilized the same regional trip distribution as the proposed project, due to its close proximity and similar land use type. The Artisan Food Village (The Lumber Yard) regional trip distribution was distributed 15 percent to the north, 10 percent to the south, 45 percent to the west, and 30 percent to the east, favoring local routes. A 25 percent trip credit was taken for transit use. The resulting trip assignment at the study intersections for the cumulative projects is provided on Figure 10.

The cumulative future condition results from adding ambient growth and cumulative project traffic and related project traffic to existing traffic volumes. The resulting cumulative (2019) peak-hour traffic volumes are shown on Figure 11. The cumulative plus project peak-hour traffic volumes are shown on Figure 12.

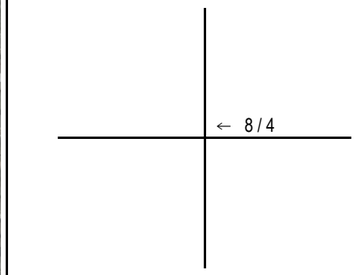




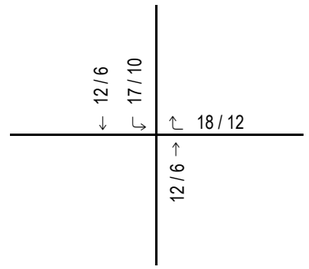
1 Mayflower Ave/Duarte Rd



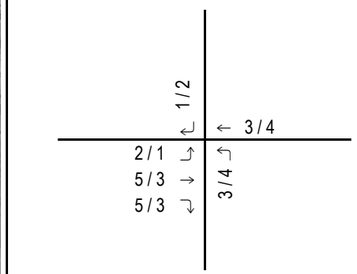
2 Magnolia Ave/Duarte Rd



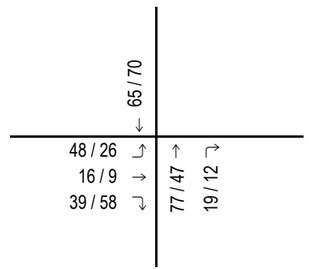
3 Peck Rd-Project Driveway/Duarte Rd



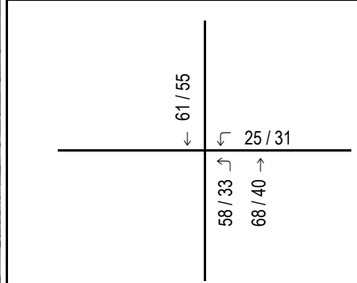
4 Myrtle Ave/Duarte Rd



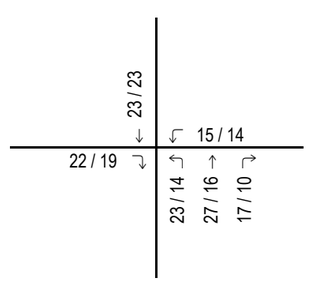
5 California Ave/Duarte Rd



6 Myrtle Ave/Evergreen Ave-I-210 EB



7 Myrtle Ave/Central Ave-I-210 WB



8 Myrtle Ave/Huntington Dr

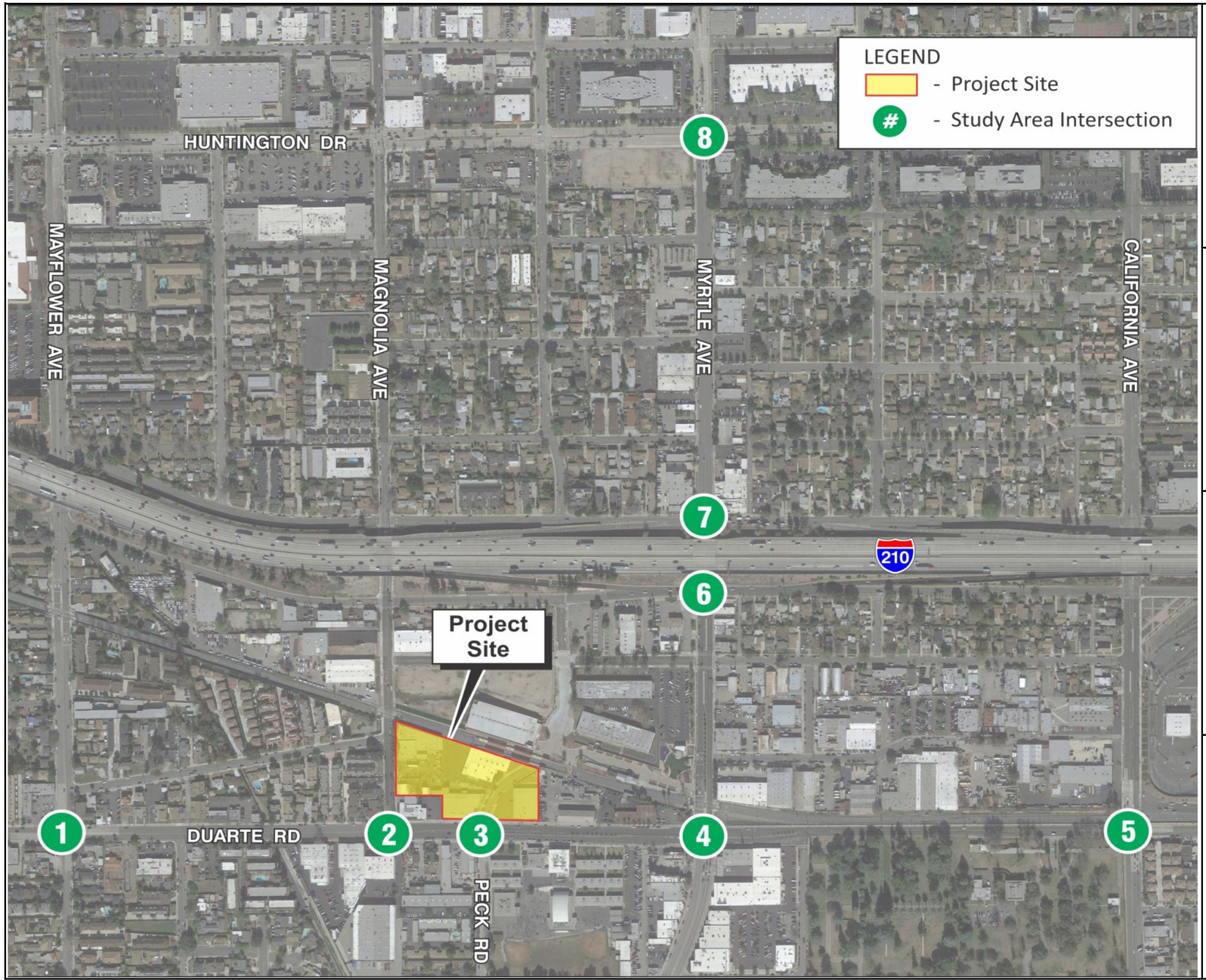
LSA

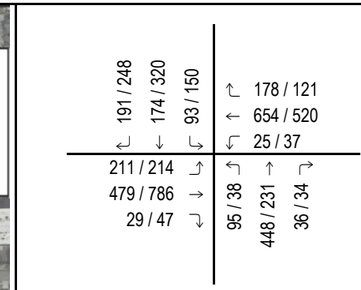
XXX / YYY AM / PM Volume

FIGURE 10

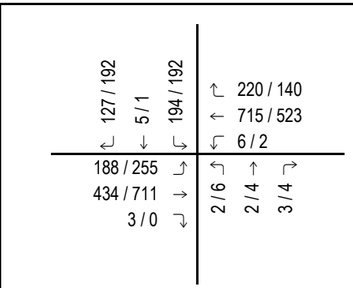
Duarte Road Apartments
Cumulative Project Trip Assignment

P:\RIG1701\figures\Figure 10 - Cumulative Project Trip Assignment.xls (8/4/2017)

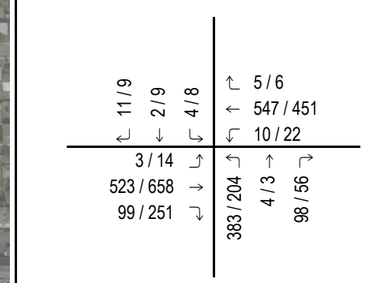




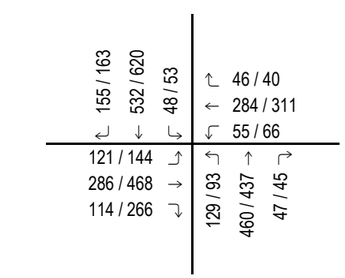
1 Mayflower Ave/Duarte Rd



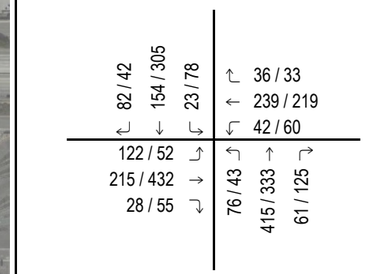
2 Magnolia Ave/Duarte Rd



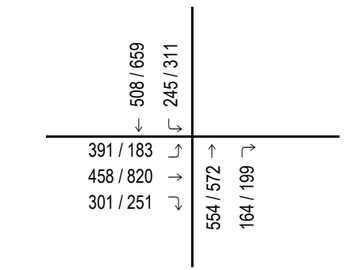
3 Peck Rd-Project Driveway/Duarte Rd



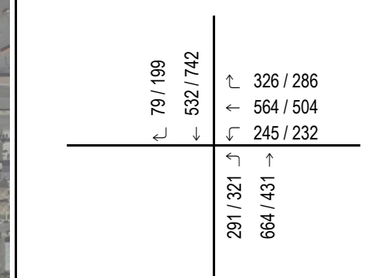
4 Myrtle Ave/Duarte Rd



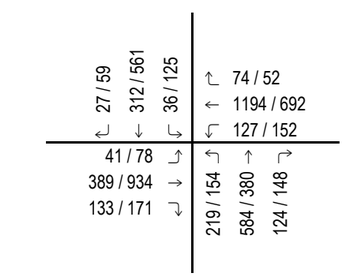
5 California Ave/Duarte Rd



6 Myrtle Ave/Evergreen Ave-I-210 EB



7 Myrtle Ave/Central Ave-I-210 WB



8 Myrtle Ave/Huntington Dr

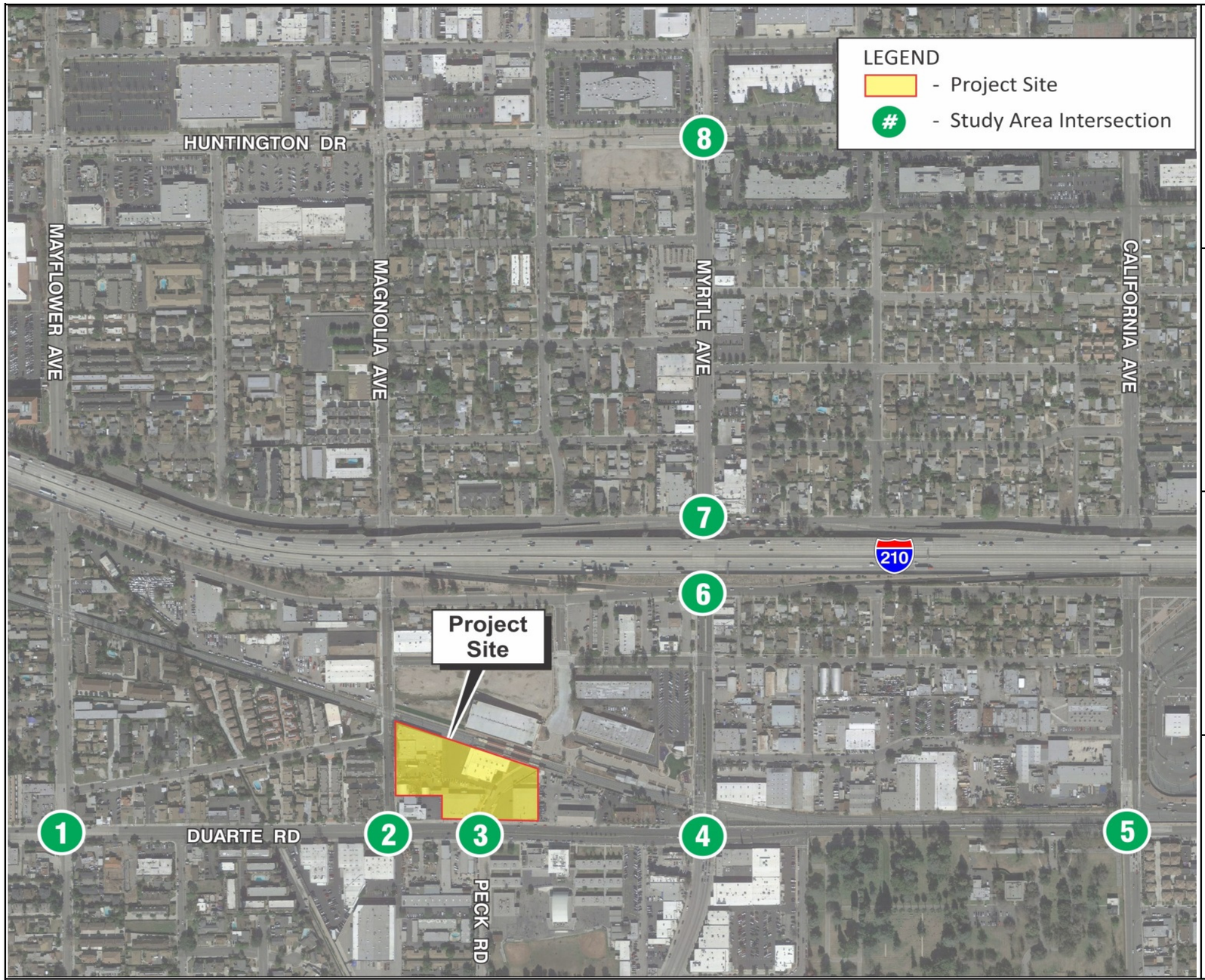
LSA

XXX / YYY AM / PM Volume

FIGURE 11

Duarte Road Apartments
Cumulative Peak-Hour Volumes

P:\RIG1701\figures\Figure 11 - Cumulative Peak-Hour Volumes.xls (8/4/2017)



1 Mayflower Ave/Duarte Rd

191 / 248 ↰	174 / 320 ↓	93 / 150 ↳
211 / 214 ↰	478 / 789 →	29 / 47 ↳

↱ 178 / 121		
← 658 / 520		
↰ 25 / 37		
↰ 95 / 38	↑ 448 / 231	↱ 36 / 34

2 Magnolia Ave/Duarte Rd

125 / 185 ↰	5 / 1 ↓	190 / 187 ↳
181 / 252 ↰	440 / 717 →	3 / 0 ↳

↱ 256 / 140		
← 721 / 530		
↰ 6 / 2		
↰ 2 / 6	↑ 2 / 4	↱ 3 / 4

3 Peck Rd-Project Driveway/Duarte Rd

57 / 36 ↰	3 / 8 ↓	48 / 63 ↳
9 / 12 ↰	523 / 658 →	96 / 243 ↳

↱ 66 / 102		
← 547 / 451		
↰ 10 / 22		
↰ 375 / 200	↑ 8 / 4	↱ 98 / 56

4 Myrtle Ave/Duarte Rd

147 / 216 ↰	526 / 598 ↓	42 / 32 ↳
145 / 146 ↰	296 / 489 →	124 / 288 ↳

↱ 24 / 30		
← 305 / 324		
↰ 55 / 66		
↰ 151 / 107	↑ 437 / 426	↱ 47 / 45

5 California Ave/Duarte Rd

82 / 43 ↰	154 / 305 ↓	23 / 78 ↳
123 / 52 ↰	217 / 432 →	30 / 55 ↳

↱ 36 / 33		
← 239 / 220		
↰ 42 / 60		
↰ 76 / 44	↑ 415 / 333	↱ 61 / 125

6 Myrtle Ave/Evergreen Ave-I-210 EB

	504 / 685 ↓	245 / 311 ↳
407 / 184 ↰	466 / 821 →	297 / 277 ↳

↑ 570 / 573		↱ 172 / 200

7 Myrtle Ave/Central Ave-I-210 WB

95 / 200 ↰	530 / 755 ↓	
307 / 322 ↰	680 / 432 ↑	

↱ 326 / 286		
← 564 / 504		
↰ 243 / 245		

8 Myrtle Ave/Huntington Dr

27 / 59 ↰	311 / 568 ↓	36 / 125 ↳
41 / 78 ↰	389 / 934 →	132 / 174 ↳

↱ 74 / 52		
← 1194 / 692		
↰ 126 / 155		
↰ 223 / 154	↑ 592 / 381	↱ 128 / 148

LSA

FIGURE 12

XXX / YYY AM / PM Volume

Duarte Road Apartments

Cumulative Plus Project Peak-Hour Volumes

P:\RIG1701\figures\Figure 12 - Cumulative Plus Project Peak-Hour Volumes.xls (8/4/2017)

An analysis of future LOS was prepared for the study area intersections. This analysis assumes existing intersection geometrics, with the proposed two-lane full-access driveway at Peck Road-Project Driveway/Duarte Road. The results are shown in Table E. The ICU worksheets are provided in Appendix B. As Table E indicates, all study area intersections will operate at satisfactory LOS, with the exception of Myrtle Avenue/Evergreen Avenue – I-210 EB Ramps during the p.m. peak hour and Myrtle Avenue/Central Avenue – I-210 WB Ramps during the a.m. and p.m. peak hours. However, the increase in ICU will not exceed the threshold of significance for any of the intersections. Therefore, the project can be implemented in a cumulative year setting with no significant peak-hour intersection impacts.

Table E: Cumulative Baseline and Cumulative Plus Project LOS Summary

		Baseline				Plus Project						
		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		Peak-Hour Δ ICU		Significant Impact?
	Intersection	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM	
1	Mayflower Avenue / Duarte Road	0.776	C	0.706	C	0.777	C	0.706	C	0.001	0.000	No
2	Magnolia Avenue / Duarte Road	0.720	C	0.614	B	0.727	C	0.611	B	0.007	(0.003)	No
3	Peck Road-Project Driveway / Duarte Road	0.720	C	0.590	A	0.750	C	0.621	B	0.030	0.031	No
4	Myrtle Avenue / Duarte Road	0.723	C	0.798	C	0.750	C	0.831	D	0.027	0.033	No
5	California Avenue / Duarte Road	0.566	A	0.640	B	0.567	A	0.640	B	0.001	0.000	No
6	Myrtle Avenue / Evergreen Road - I-210 EB Ramps	0.782	C	0.921	E	0.801	D	0.931	E	0.019	0.010	No
7	Myrtle Avenue / Central Avenue - I-210 WB Ramps	0.884	D	0.967	E	0.900	D	0.972	E	0.016	0.005	No
8	Myrtle Avenue / Huntington Drive	0.803	D	0.799	C	0.805	D	0.803	D	0.002	0.004	No

Δ = change
I-210 = Interstate 210
EB = eastbound
WB = westbound
ICU = Intersection Capacity Utilization
= exceeds City's level of service (LOS) criteria

SPECIAL ISSUES

Vehicle Miles Traveled Analysis

Vehicle miles traveled (VMT) for the project has been estimated in this TIA. VMT is a measure of the number of miles traveled by vehicles within a specified region for a specific time period. The purpose of this disclosure is to provide an alternative to LOS that may be used to evaluate transportation impacts in the future. Based on California Emission Estimator Model (CalEEMod), the VMT calculations for apartment land use are presented in Table F. The City of Monrovia has not yet adopted specific criteria for VMT analysis; therefore, the estimated VMT is provided for disclosure purposes only.

Table F: Project VMT Analysis

	ADT Multiplier	Distribution Percentage	ADT	Total
Project VMT				
Apartment Use				
Home to Work	14.7	40.2%	1,968	11,630
Home to Shopping	5.9	19.2%		2,229
Home to Other	8.7	40.6%		6,951
			Total Project VMT	**20,810**
Project with Transit Credits VMT				
Apartment Use				
Home to Work	14.7	40.2%	1,476	8,722
Home to Shopping	5.9	19.2%		1,672
Home to Other	8.7	40.6%		5,214
			Total Project with Transit Credits VMT	**15,608**
			VMT Comparison (Project Use - Project Use with Transit Credits)	**5,202**

Source: California Emission Estimator Model
ADT = Average Daily Trips
VMT = Vehicle Miles Traveled

Access Analysis

Access to the Duarte Road Apartments project site will be provided via the north leg of Peck Road/Duarte Road. The proposed project will convert the north leg of Peck Road/Duarte Road into a full-access driveway with access to a kiss and ride cul–de-sac. The proposed project will widen the existing southbound drive aisle to two outbound lanes. The inbound drive aisle will have one lane of travel. As stated previously, the intersection of Peck Road-Project Driveway/Duarte Road will operate at satisfactory LOS during the a.m. and p.m. peak-hour periods in both the existing plus project and cumulative plus project scenarios. The inbound drive aisle will be approximately 225 feet long, measured between the back of the striped crossing aisle of the driveway and the entrance to the parking structure. The inbound drive aisle will be able to accommodate the inbound demand at the project site. The outbound drive aisle will have guest parking stalls, but these will not affect the inbound volumes, or cause queues to back out onto Duarte Road.

The HCM 2010 methodology was used to analyze whether potential left-turn queues for project trips would be accommodated within the existing eastbound-left turn-pocket length. The purpose of the turn-pocket length is to allow the turning vehicle to exit the through movement and decelerate into the turn pocket without impacts to the through movement. The existing eastbound left-turn pocket length at Peck Road/Duarte Road is approximately 170 feet with a 50-foot taper. Table G presents the results of the queuing analysis for the existing plus project and cumulative plus project scenarios. The queuing analysis worksheets are provided in Appendix D.

Table G: Queuing Analysis

Intersection		Movement	Existing Storage Length	Existing Plus Project 95th Percentile Queue		Cumulative Plus Project 95th Percentile Queue		Exceeds Storage Length?
				A.M. Peak Hour	P.M. Peak Hour	A.M. Peak Hour	P.M. Peak Hour	
3	Peck Road-Project Driveway / Duarte Road	EBL	170	< 25 ft	< 25 ft	< 25 ft	< 25 ft	No

EBL = Eastbound left
Average vehicle length = 25 ft

As shown in Table G, the projected eastbound-left queues at Peck Road/Duarte Road will be well within the boundary of the existing turn-pocket length. Therefore, project vehicles will be able to enter the project site without impacts to the eastbound-through movement.

School Operational Analysis

Traffic conditions in the vicinity of the school have been affected by the opening of the Metro Gold Line Station to the north. Rail line gate down times adversely affected operations at the intersection of Myrtle Avenue/Duarte Road. When the gate is down, the all-red phase is called at the intersection, stopping all traffic movements passing through the northern leg of the intersection. Once the gate arm is up, the intersection is recalled. This recall started with the northbound and southbound movements and proceeded to the eastbound and westbound movements. During the morning commute period, there were occurrences where the gate would go down, the train would pass, the gate would rise, the signal timing would be recalled, and the gate would go down again before the signal cycle was completed. This meant that many times the eastbound movements, and in particular the eastbound left-turn movement, would skip through two or more cycles. As this movement included commuter traffic as well as school-related traffic, the total volume of left turns queued backed out of the turn lane and into the through lane. This congested an already backed-up intersection approach.

As a result, and to ameliorate the impact, the City retimed the traffic signal to start with the eastbound leg after a recall, clearing the eastbound left turn and through movement at the start of the cycle. In addition, the school made changes to the drop-off/pick-up area. The school striped a lane inside the parking area and included curb-adjacent drop-off/pick-up. This removed vehicles from the arterial street and metered the traffic flow back onto Duarte Road. These two actions did much to address the specific issue of the rail gate and the traffic signal.

The changed condition is reflected in the existing setting analyzed in the traffic study. LSA made observations of school activity in this existing condition and drew conclusions about the effect of the residential project on school operations. LSA observed traffic conditions for morning drop-off (7:00 a.m. to 8:00 a.m.) and afternoon pick-up (2:30 p.m. to 3:30 p.m.) on March 30, 2017, to identify behaviors and movements of pedestrians and vehicles adjacent to the project site attributable to the school. Santa Fe Middle School starts its classes at 7:55 a.m. and ends them at 2:48 p.m. Duarte Road between the project site and the school is a four-lane roadway (two lanes in each direction) with parking on both sides of the street. Duarte Road has a fenced median between

Peck Road and Myrtle Avenue to prevent jay-walking in the middle of the street. A school crossing guard is situated at the southeast corner of Peck Road/Duarte Road to assist students crossing the street. Figure 13 illustrates the layout of the school traffic operations.

During the morning drop-off period, the majority of parents drop off students along the eastbound loading zones of Duarte Road or along the northbound direction of Peck Road. Parents come at all times between 7:00 a.m. to 8:00 a.m. No students were dropped off along the westbound travel lanes on Duarte Road. There were three observed time periods when school traffic (eastbound-through) queued back onto the intersection of Peck Road/Duarte Road and blocked off the northbound lane along Peck Road, starting at 7:45 a.m. However, the queues at this intersection were all resolved within approximately 30 seconds or less of delay. During the school drop-off period, vehicles are traveling at low speeds and safely merge into the through lanes or into the loading zone.

During the afternoon pick-up period, the majority of parents pick up students along the eastbound loading zones of Duarte Road or along the northbound direction of Peck Road. Parents wait in the loading area for their children and then leave right away. No students were picked up along the westbound travel lanes on Duarte Road. There were two observed time periods when school traffic (eastbound-through) queued back onto the intersection of Peck Road/Duarte Road and blocked off the northbound lane along Peck Road, starting at 3:00 p.m. However, the queues at this intersection were all resolved within approximately 30 seconds or less of delay. As in the morning drop-off period, vehicles are traveling at low speeds and safely merge into the through lanes or into the loading zone.

Based on LSA's observations of Santa Fe Middle School's traffic operations, due to the improvements that were implemented following the opening of the Metro Gold Line Station, school traffic and project traffic are not anticipated to negatively affect one another. The only point of interaction for the two traffic operations will be at the intersection of Peck Road-Project Driveway/ Duarte Road, as there is a fenced median between the two sites across Duarte Road. The intersection of Peck Road-Project Driveway/Duarte Road is signalized with right-of-way for all movements with striped crosswalks at each leg. The p.m. peak hour of project traffic will not be affected by school operations, as it is not within the same time period. Although additional project vehicles will travel along Duarte Road, the eastbound leg at the intersection of Myrtle Avenue/ Duarte Road will continue to operate under satisfactory conditions.

LSA

N

0 100 200
FEET

SOURCE: Google Earth

LEGEND

- School Bus Drop-off/Pick-up
- School Crossing Guard
- Student Loading Zone
- Fenced Median
- Available On-Street Parking
- No Parking Zone
- School Drop-Off/Pick-Up Zone

FIGURE 13

Duarte Road Apartments
School Traffic Operations

I:\RIG1701\G\School Traffic Operations.cdr (8/1/2017)

Alternative Mobility Modes

The proposed project incorporates design features to accommodate pedestrian circulation on site. Pedestrian traffic is afforded safe travel via sidewalks throughout the site that connect to the public right-of-way.

Transit facilities are accessible to and from the project site. LA Metro bus stops are provided at the northeast and southwest corners of Magnolia Avenue/Duarte Road (Routes 264 and 267), and the southeast corner of Myrtle Avenue/Duarte Road (Routes 264, 267, 270, and 494). The LA Metro bus routes provide transportation to the Cities of Altadena, El Monte, Duarte, San Dimas, and Glendora. The Metro Gold Line Station is located north of the project and will have a newly constructed entry point via Peck Road. The entry point will be connected from a pedestrian access on site and will lead to the southern platform of the Metro Gold Line Station. The Metro Gold Line will provide transportation from Azusa to East Los Angeles via Downtown Los Angeles. Figure 14 presents the locations of the transit stations near the project site. Each of the transit facilities described above will be within a quarter mile of the project site.

In the vicinity of the project site, on-street (Class III) bicycle routes are proposed by the City along Magnolia Avenue.

REQUIRED MITIGATION MEASURES AND/OR RECOMMENDATIONS

Based on the results of this analysis, the development of the Duarte Road Apartments Project can be implemented without significant impacts to the surrounding study area intersections in the existing or cumulative year horizons. The addition of project traffic to study area intersections does not exceed City thresholds for performance and is therefore not considered significant. Mitigation is not required.

FIGURE 14

LSA

LEGEND

- Project Site
- Metro Gold Line Station
- Metro Bus Stop

N

0 170 340

FEET

SOURCE: Google Earth

Duarte Road Apartments

Transit Locations

I:\RIG1701\G\Transit Locations.cdr (4/14/2017)

APPENDIX A

EXISTING COUNTS

ITM Peak Hour Summary

Prepared by:

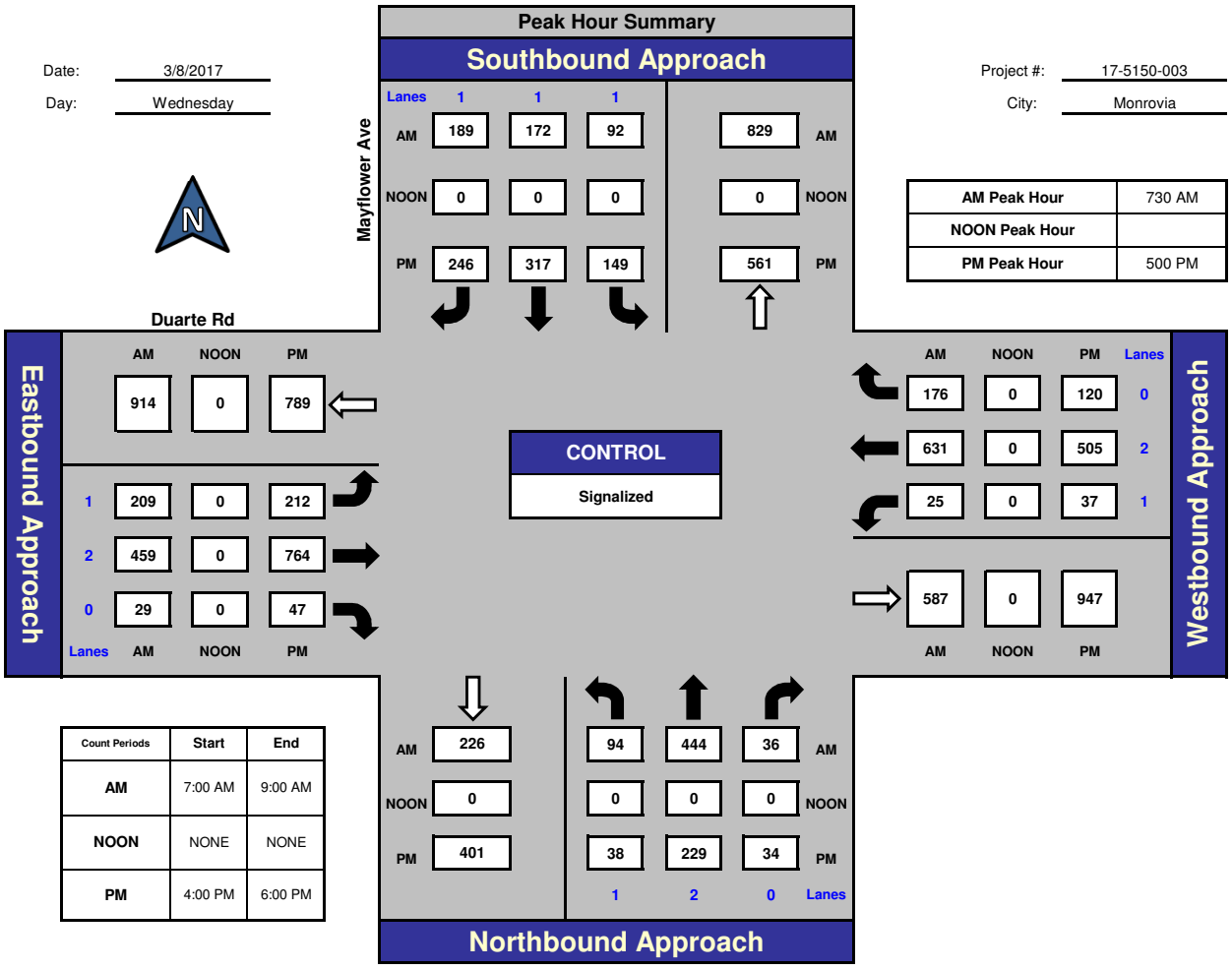
National Data & Surveying Services

Mayflower Ave and Duarte Rd , Monrovia

Date: 3/8/2017
Day: Wednesday

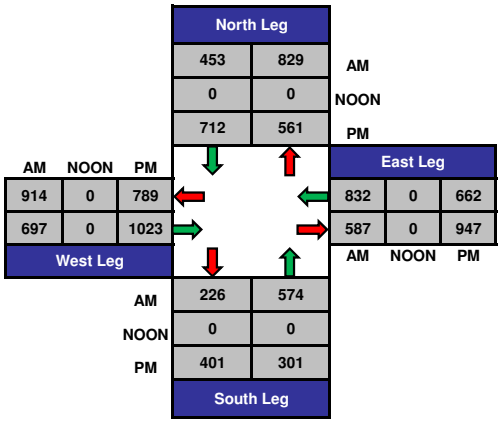
Project #: 17-5150-003
City: Monrovia

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



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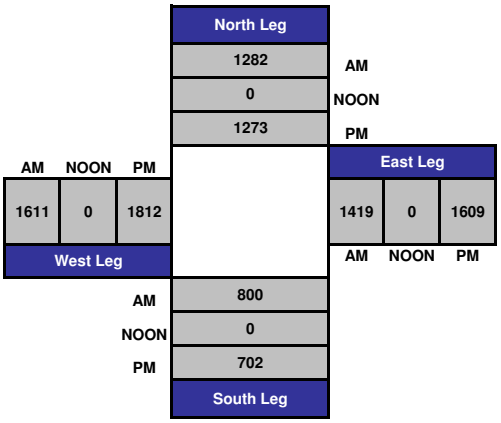


ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Magnolia Ave and Duarte Rd , Monrovia

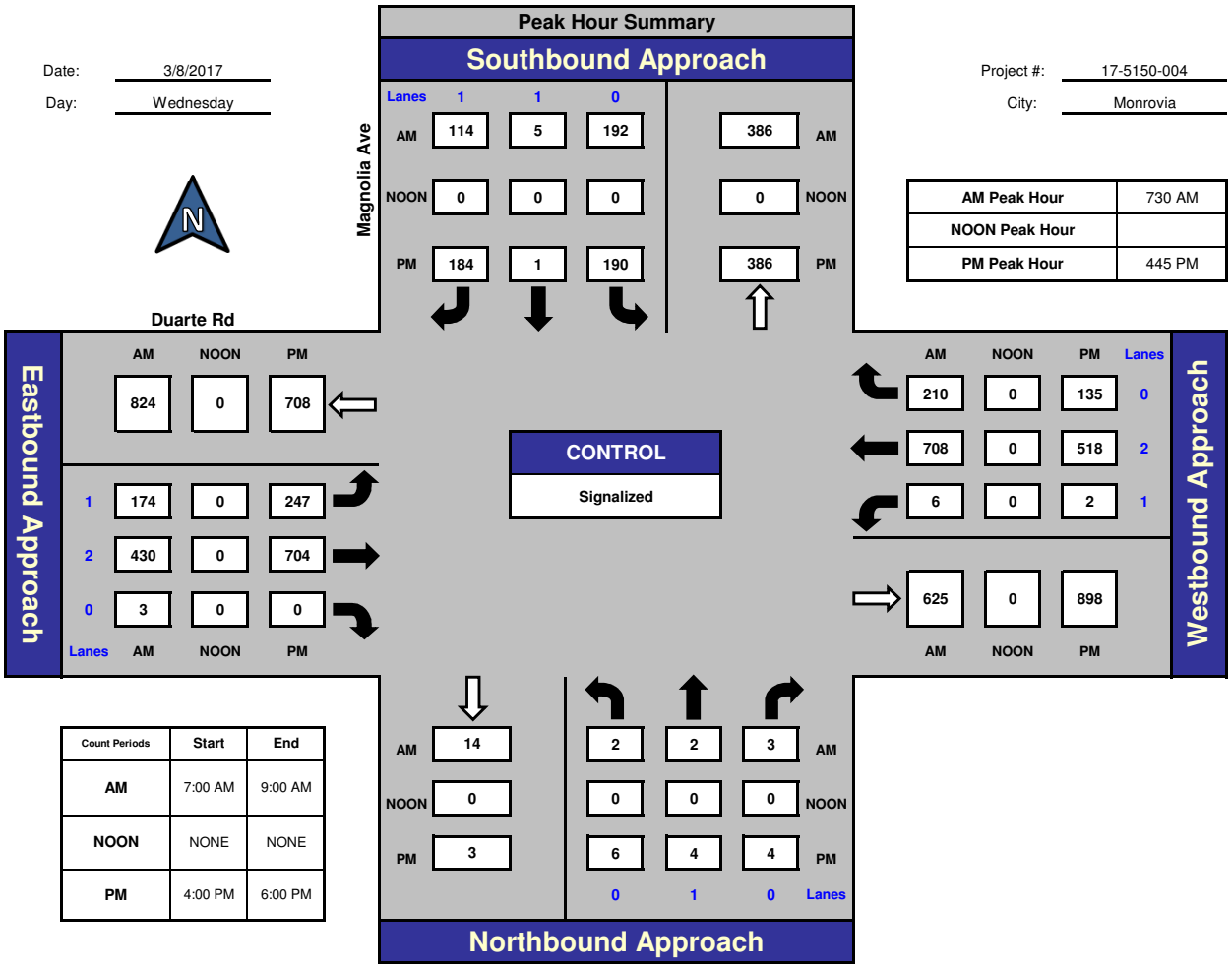
Date: 3/8/2017

Day: Wednesday

Project #: 17-5150-004

City: Monrovia

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM



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PM	4:00 PM	6:00 PM

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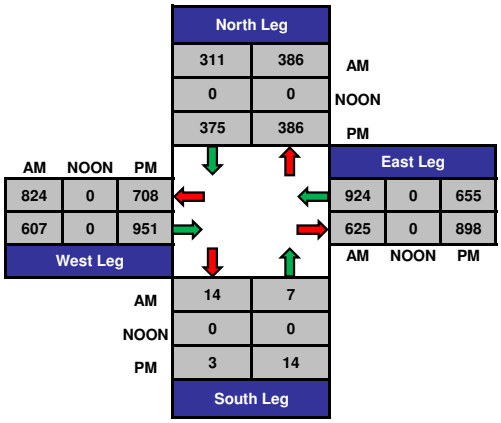

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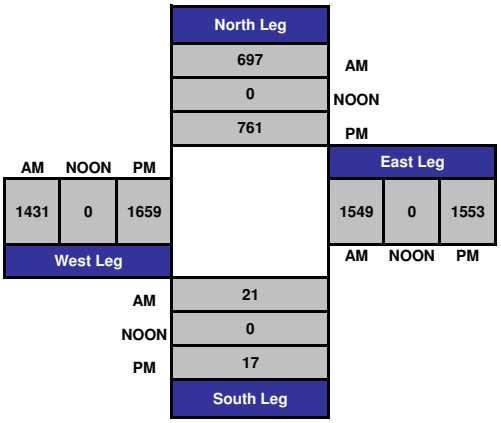


ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Peck Rd and Duarte Rd , Monrovia

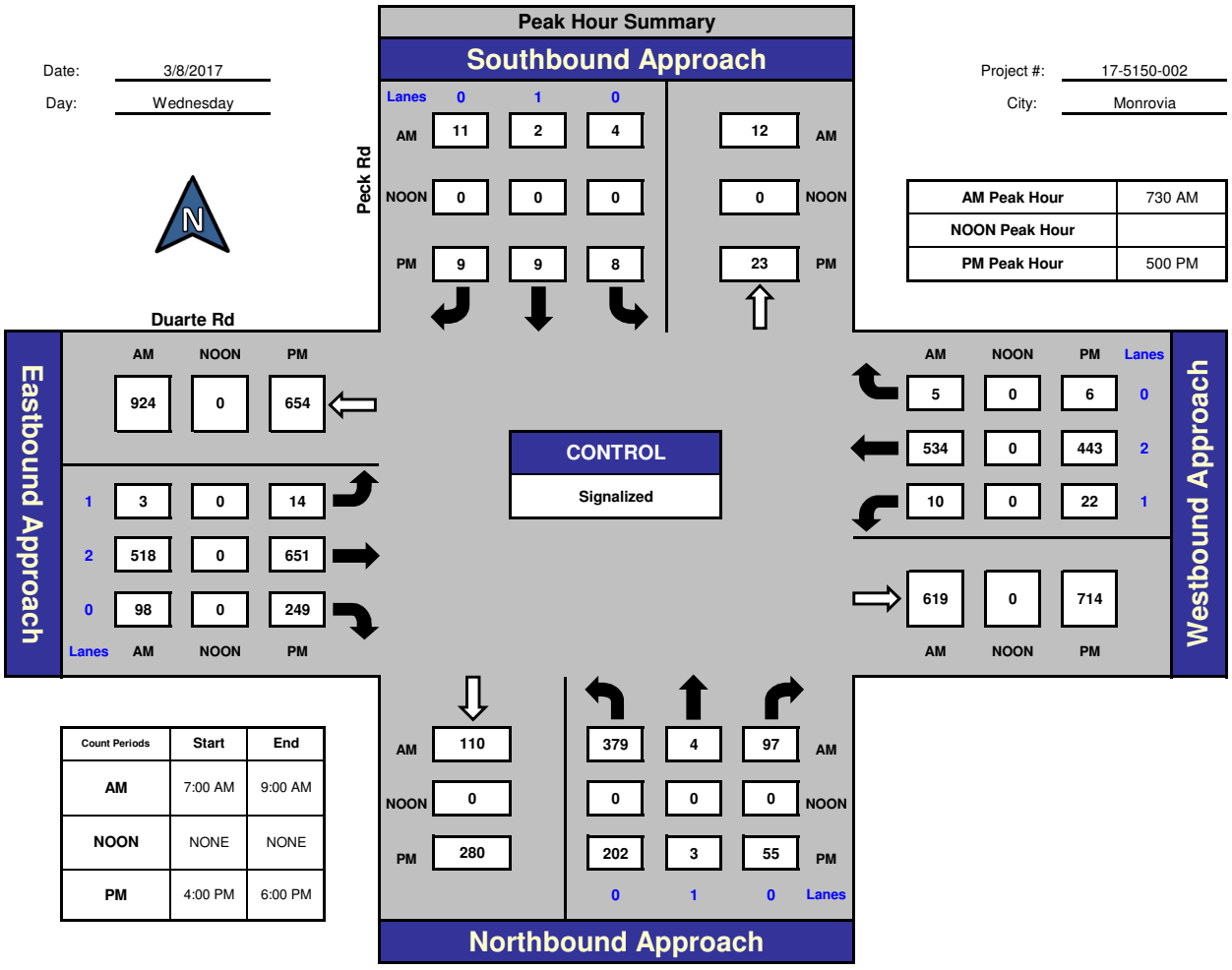
Date: 3/8/2017

Day: Wednesday

Project #: 17-5150-002

City: Monrovia

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Count Periods	Start	End
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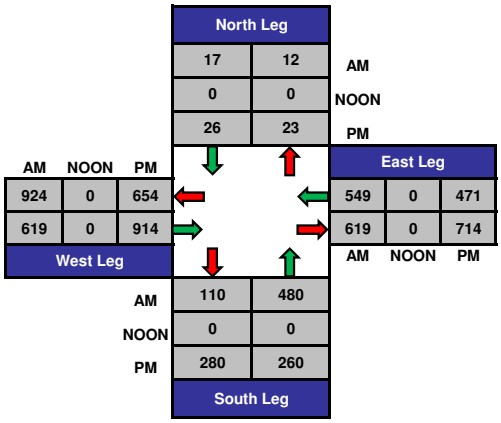
PM	4:00 PM	6:00 PM

Total Ins & Outs



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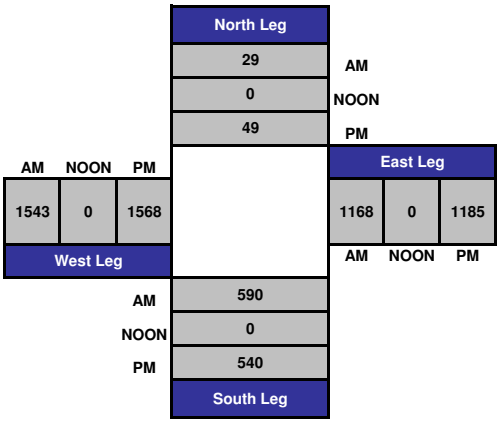


Turning Movement Count Report AM

Location ID: 1
North/South: Myrtle Ave
East/West: Duarte Rd

Date: 08/18/16
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	19	80	4	1	60	7	5	83	23	22	40	22	366
7:15	30	103	4	4	73	17	7	139	20	10	41	16	464
7:30	29	119	4	6	100	17	8	88	33	34	55	40	533
7:45	29	152	7	11	60	14	12	119	34	34	95	39	606
8:00	38	139	9	7	69	19	12	99	34	38	57	19	540
8:15	36	123	5	6	72	9	11	95	31	20	72	26	506
8:30	50	101	10	4	80	12	12	131	29	21	59	36	545
8:45	49	104	13	7	66	18	7	97	28	29	64	36	518
9:00													0
9:15													0
9:30													0
9:45													0
Total Volume:	280	921	56	46	580	113	74	851	232	208	483	234	4078
Approach %	22%	73%	4%	6%	78%	15%	6%	74%	20%	22%	52%	25%	
Peak Hr Begin:	7:45												
PHV	153	515	31	28	281	54	47	444	128	113	283	120	2197
PHF	0.930			0.945			0.900			0.768			0.906

Turning Movement Count Report PM

Location ID: 1
North/South: Myrtle Ave
East/West: Duarte Rd

Date: 08/18/16
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	29	105	10	5	49	21	12	69	19	25	77	38	459
15:15	32	102	7	10	46	10	21	162	20	21	74	32	537
15:30	37	145	4	10	61	16	7	81	23	45	93	22	544
15:45	28	149	8	2	60	11	19	109	25	42	96	33	582
16:00	29	127	7	9	45	15	11	103	20	48	87	24	525
16:15	27	123	7	5	51	10	11	111	19	40	107	41	552
16:30	23	118	7	4	77	18	9	100	25	54	107	38	580
16:45	39	135	10	12	70	10	13	103	14	56	120	36	618
17:00	45	165	6	6	70	8	19	87	20	70	97	42	635
17:15	28	154	10	8	82	15	14	120	25	82	126	26	690
17:30	54	160	16	7	56	11	14	125	20	58	107	36	664
17:45	32	139	7	7	88	13	9	96	31	63	130	35	650
18:00	47	155	10	6	82	26	8	86	16	60	100	46	642
18:15	35	139	4	7	57	13	13	117	33	61	112	31	622
18:30	24	137	7	5	56	14	8	85	13	59	107	29	544
18:45	21	146	4	3	68	13	12	85	18	53	69	29	521
Total Volume:	530	2199	124	106	1018	224	200	1639	341	837	1609	538	9365
Approach %	19%	77%	4%	8%	76%	17%	9%	75%	16%	28%	54%	18%	
Peak Hr Begin:	17:15												
PHV	161	608	43	28	308	65	45	427	92	263	463	143	2646
PHF	0.883			0.879			0.887			0.928			0.959

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

California Ave and Duarte Rd , Monrovia

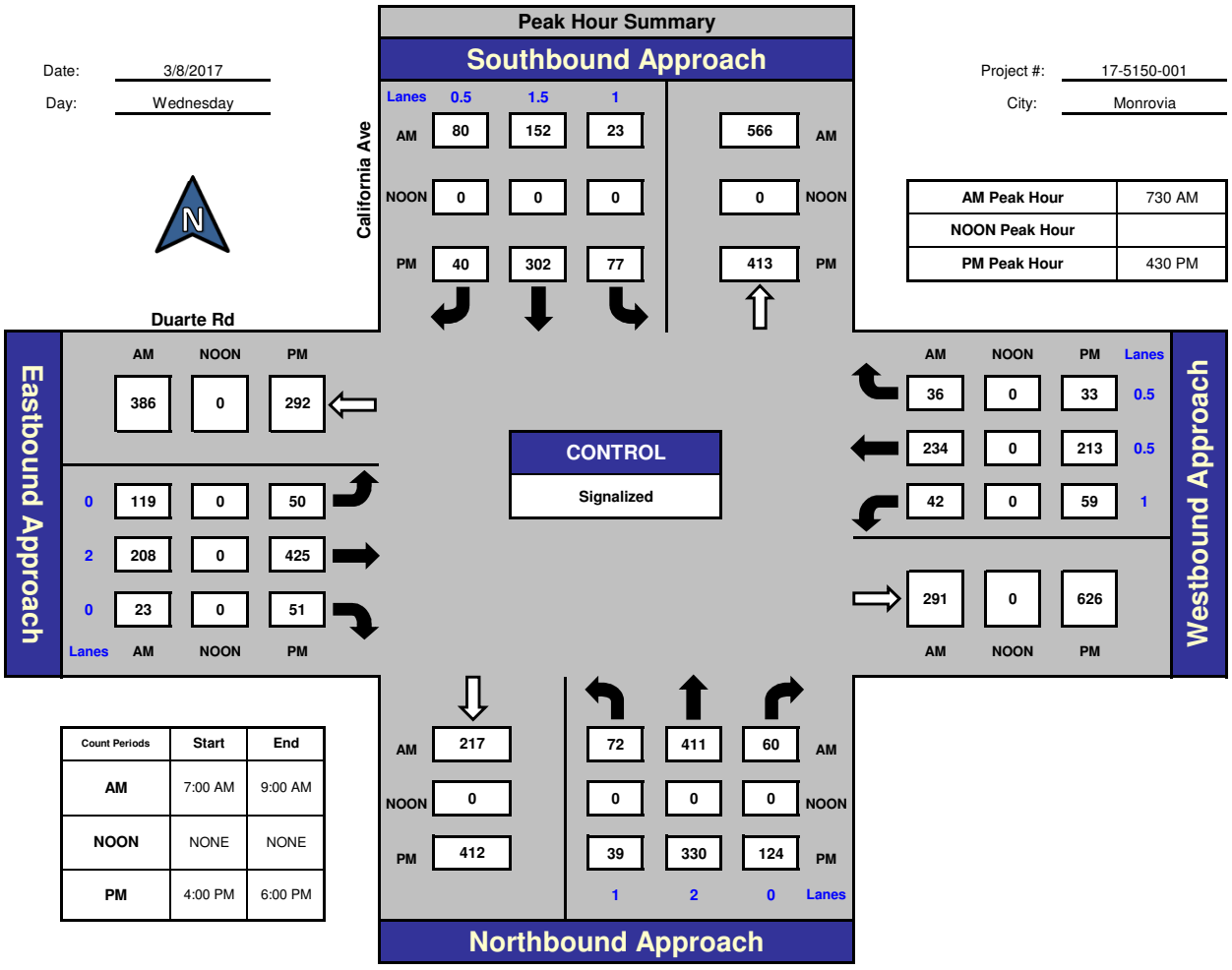
Date: 3/8/2017

Day: Wednesday

Project #: 17-5150-001

City: Monrovia

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



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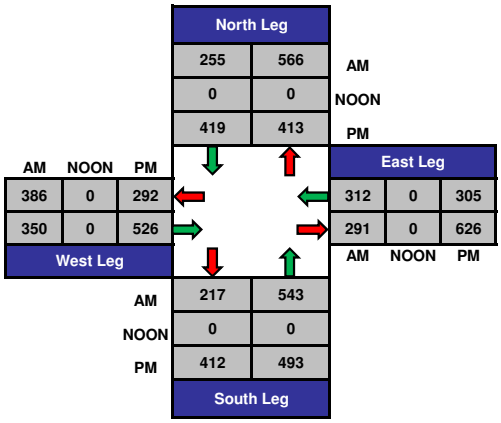
Total Ins & Outs



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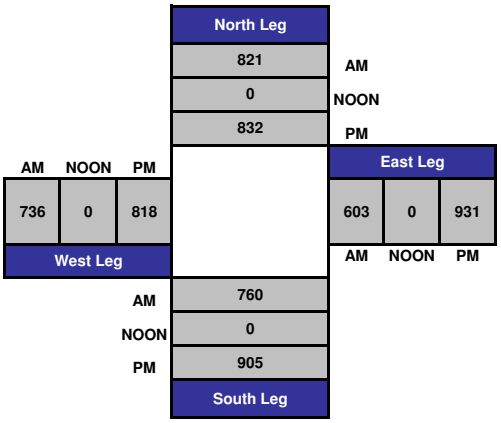


ITM Peak Hour Summary

Prepared by:

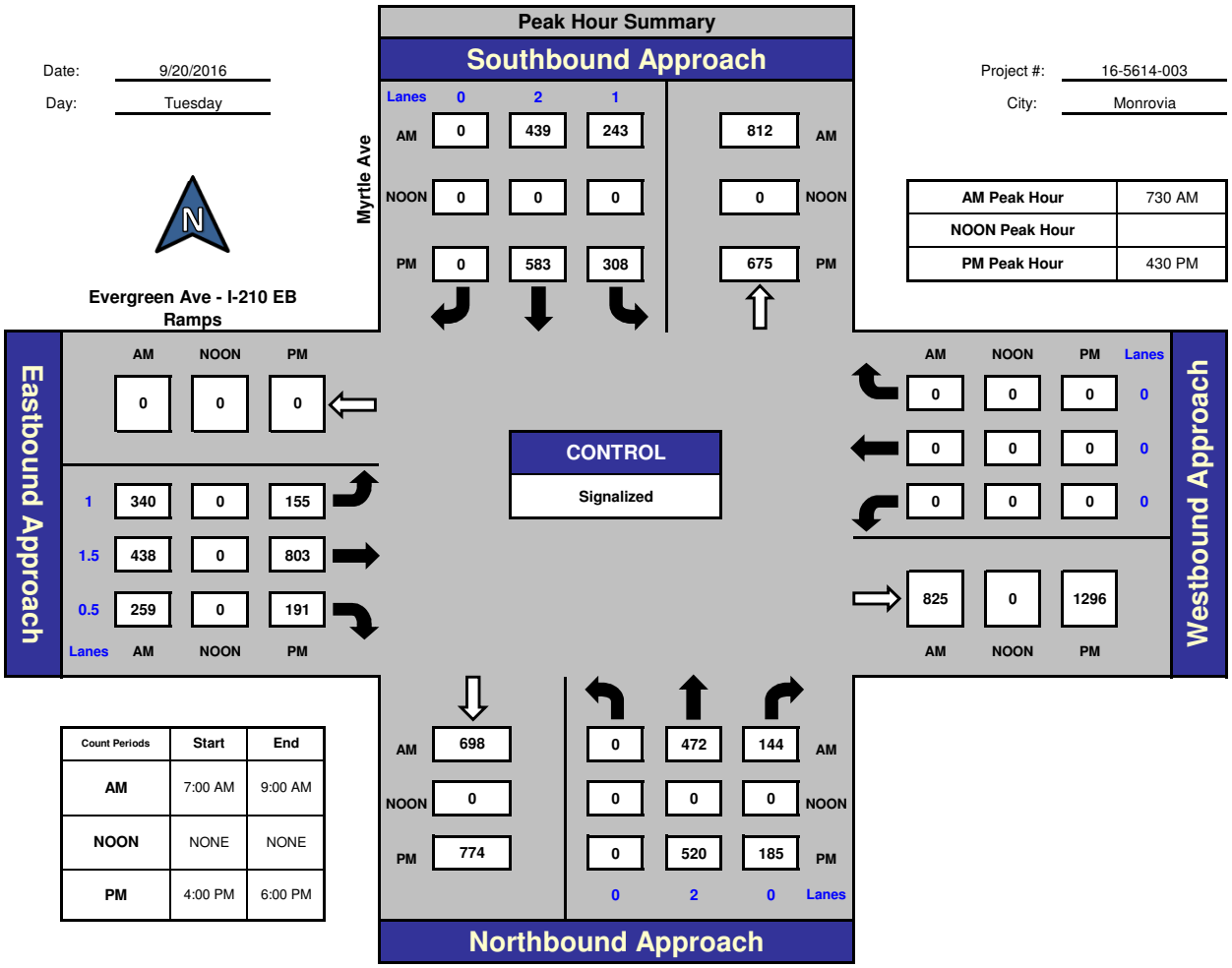
National Data & Surveying Services

Myrtle Ave and Evergreen Ave - I-210 EB Ramps , Monrovia

Date: 9/20/2016
Day: Tuesday

Project #: 16-5614-003
City: Monrovia

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



Count Periods	Start	End
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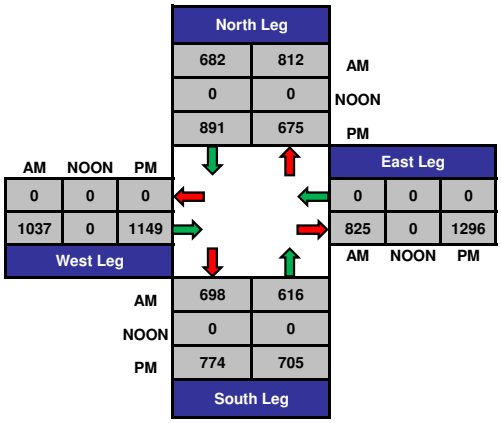
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



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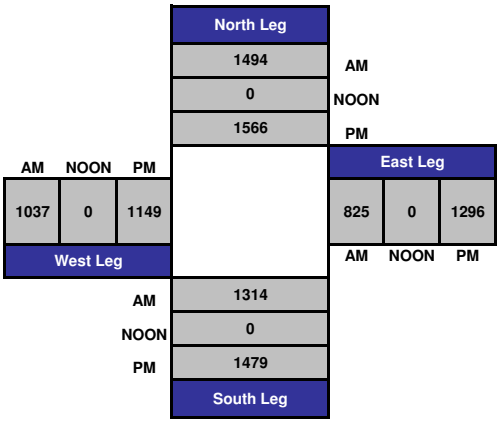


ITM Peak Hour Summary

Prepared by:

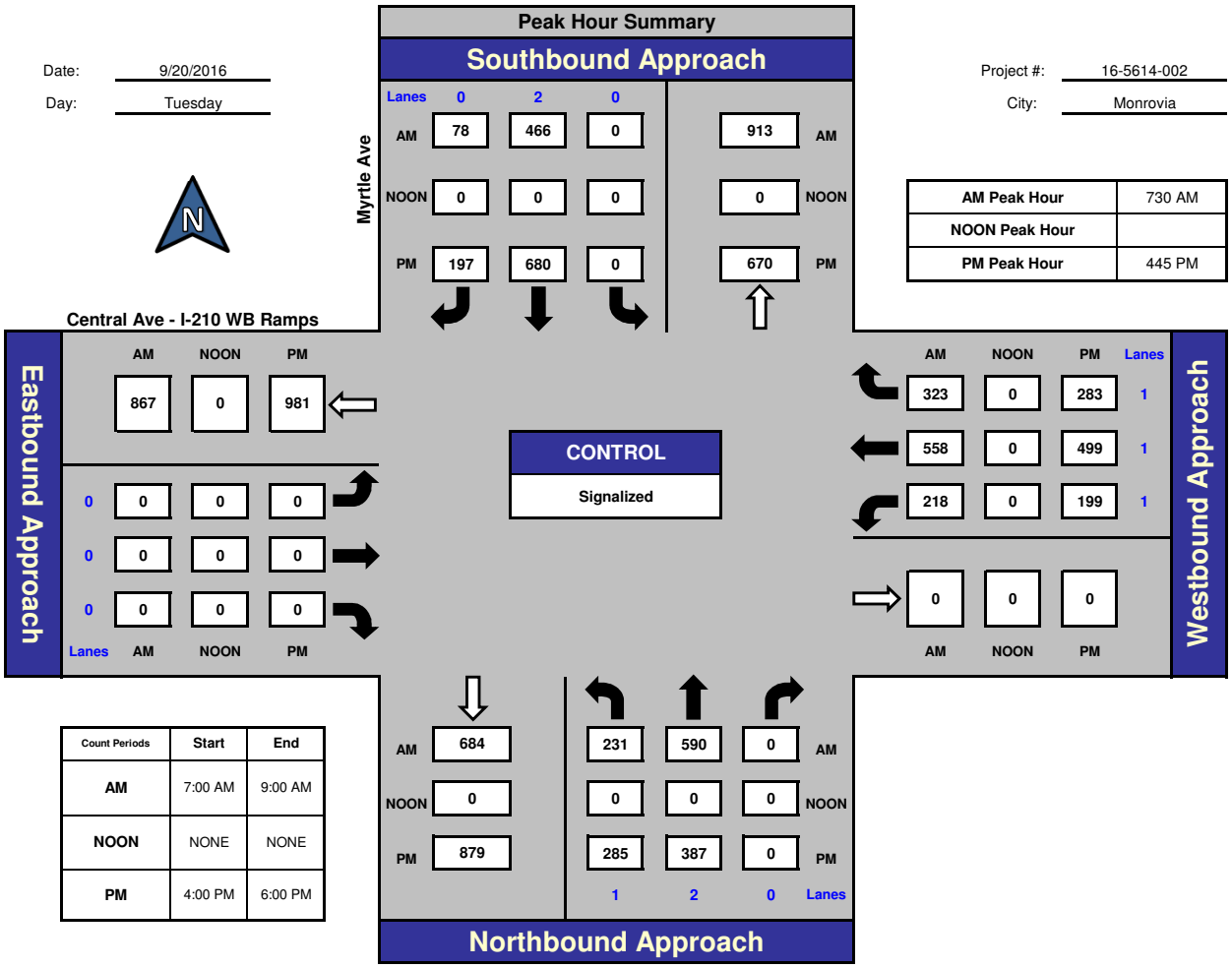
National Data & Surveying Services

Myrtle Ave and Central Ave - I-210 WB Ramps , Monrovia

Date: 9/20/2016
Day: Tuesday

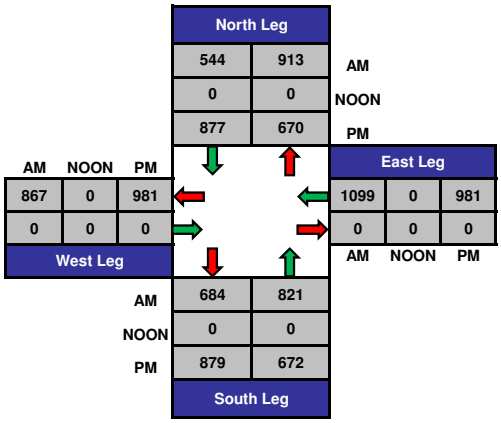
Project #: 16-5614-002
City: Monrovia

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

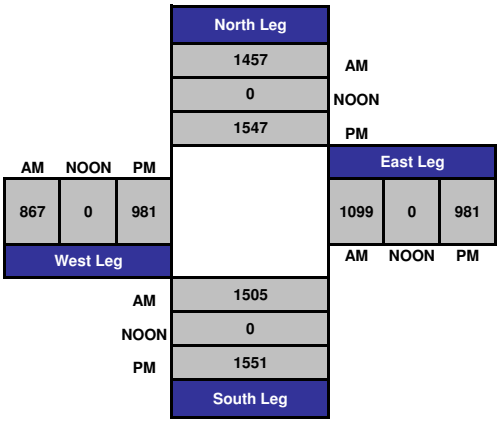


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

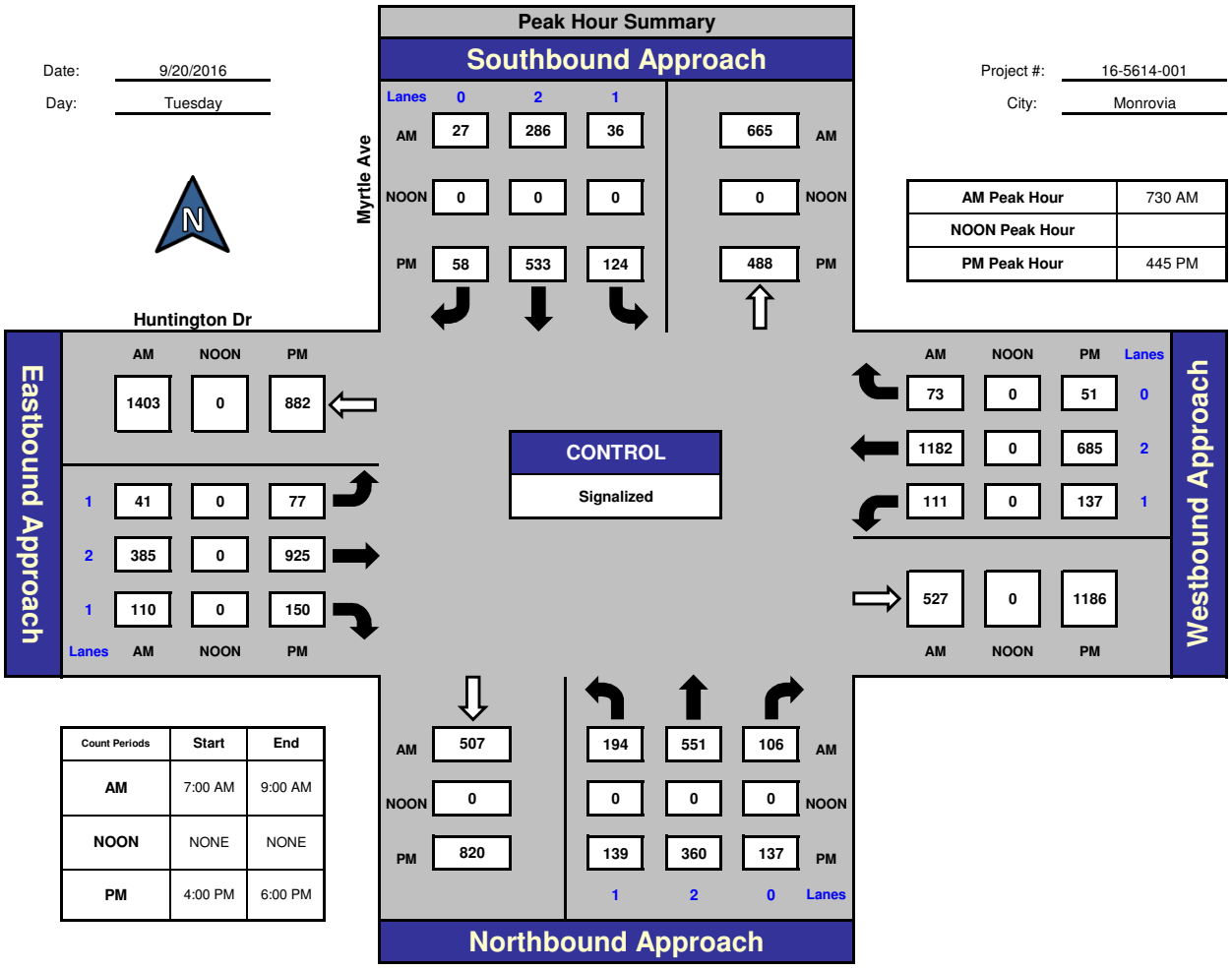
National Data & Surveying Services

Myrtle Ave and Huntington Dr , Monrovia

Date: 9/20/2016
Day: Tuesday

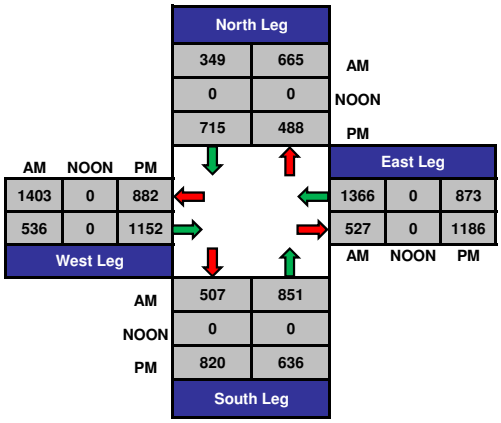
Project #: 16-5614-001
City: Monrovia

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

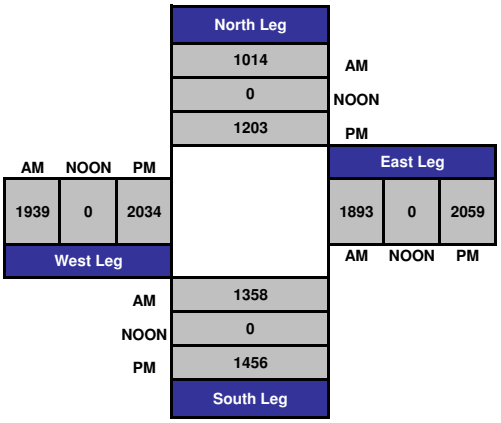


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Gold Line Station Counts
7/19/2017

AM Peak Period

	7:00 AM to 7:30 AM	7:30 AM to 8:00 AM	8:00 AM to 8:30 AM	8:30 AM to 9:00 AM	**Total**
Parking Structure[1]					
From Magnolia	5	4	1	3	13
From Myrtle	13	11	15	7	46
From Evergreen	4	2	1	2	9
Subtotal	*22*	*17*	*17*	*12*	***68***
Cul-de-sac[2]					
From Magnolia	6	4	4	7	21
From Myrtle	13	11	7	4	35
From Evergreen	3	1	2	3	9
Subtotal	*22*	*16*	*13*	*14*	*65*
Total Drivers	**44**	**33**	**30**	**26**	**133**
Pedestrian[3]					
From Magnolia	5	5	2	2	14
From Myrtle	22	19	8	8	57
From Evergreen	7	5	2	2	16
Total Pedestrians	**34**	**29**	**12**	**12**	**87**
Bicycle/Other	9	4	5	3	**21**

*All trips were inbound.

[1] All parking structure trips are counted as a single-occupancy vehicle inbound or outbound trip.

[2] All Cul-de-sac trips are counted as a single-occupancy vehicle inbound and outbound trip.

[3] All pedestrian trips are counted as a single-occupancy vehicle inbound or outbound trip.

Gold Line Station Counts
7/19/2017

PM Peak Period

	4:00 PM to 4:15 PM		4:15 PM to 4:30 PM		4:30 PM to 4:45 PM		4:45 PM to 5:00 PM		5:00 PM to 5:15 PM		5:15 PM to 5:30 PM		5:30 PM to 5:45 PM		5:45 PM to 6:00 PM		**Total Inbound**	**Total Outbound**	**Total**
Parking Structure[1]																			
From Magnolia	0	1	0	1	0	0	0	3	0	2	1	6	0	3	0	4	1	20	21
From Myrtle	0	1	1	2	1	2	2	5	2	11	3	7	1	8	0	9	10	45	55
From Evergreen	0	1	1	0	0	1	0	1	0	1	0	0	0	1	0	0	1	5	6
Subtotal	*0*	*3*	*2*	*3*	*1*	*3*	*2*	*9*	*2*	*14*	*4*	*13*	*1*	*12*	*0*	*13*	*12*	*70*	**82**
Cul-de-sac[2]																			
From Magnolia	1	2	3	1	0	0	1	2	0	2	0	0	0	2	0	4	5	13	18
From Myrtle	4	2	4	1	1	2	2	7	0	4	2	2	1	3	2	7	16	28	44
From Evergreen	0	1	1	0	1	1	0	0	0	1	2	2	0	0	1	0	5	5	10
Subtotal	*5*	*5*	*8*	*2*	*2*	*3*	*3*	*9*	*0*	*7*	*4*	*4*	*1*	*5*	*3*	*11*	*26*	*46*	*72*
Total Drivers	**5**	**8**	**10**	**5**	**3**	**6**	**5**	**18**	**2**	**21**	**8**	**17**	**2**	**17**	**3**	**24**	**38**	**116**	**154**
Pedestrian[3]																			
From Magnolia	1	1	1	1	0	0	1	3	2	1	1	1	1	1	0	3	7	11	18
From Myrtle	2	1	3	5	4	6	1	9	4	8	5	8	1	0	4	12	24	49	73
From Evergreen	0	0	0	0	0	0	0	1	0	4	0	3	1	1	1	2	2	11	13
Total Pedestrians	**3**	**2**	**4**	**6**	**4**	**6**	**2**	**13**	**6**	**13**	**6**	**12**	**3**	**2**	**5**	**17**	**33**	**71**	***104***
Bicycle/Other	1	3	0	1	0	2	0	3	3	0	2	4	2	0	2	0	10	13	**23**

= Inbound Trips # = Outbound Trips

[1] All parking structure trips are counted as a single-occupancy vehicle inbound or outbound trip.

[2] All Cul-de-sac trips are counted as a single-occupancy vehicle inbound and outbound trip.

[3] All pedestrian trips are counted as a single-occupancy vehicle inbound or outbound trip.

APPENDIX B

ICU WORKSHEETS

Duarte Apartments
RIG1701
Existing AM

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

Intersection #1 Mayflower Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Mayflower Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	94	444	36	92	172	189	209	459	29	25	631	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	444	36	92	172	189	209	459	29	25	631	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	106	499	40	103	193	212	235	516	33	28	709	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	499	40	103	193	212	235	516	33	28	709	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	499	40	103	193	212	235	516	33	28	709	198
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.56	0.44
Final Sat.:	1600	2960	240	1600	1600	1600	1600	3010	190	1600	2502	698
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.06	0.12	0.13	0.15	0.17	0.17	0.02	0.28	0.28
Crit Moves:		****			****			****			****	

Duarte Apartments
RIG1701
Existing AM

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

Intersection #2 Magnolia Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Magnolia Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	2	3	192	5	114	174	430	3	6	708	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	2	3	192	5	114	174	430	3	6	708	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	2	2	3	221	6	131	200	495	3	7	815	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	3	221	6	131	200	495	3	7	815	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	3	221	6	131	200	495	3	7	815	242
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.29	0.43	0.97	0.03	1.00	1.00	1.99	0.01	1.00	1.54	0.46
Final Sat.:	457	457	686	1559	41	1600	1600	3178	22	1600	2468	732
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.14	0.14	0.08	0.13	0.16	0.16	0.00	0.33	0.33
Crit Moves:	****			****			****				****	

Duarte Apartments
RIG1701
Existing AM

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

Intersection #3 Peck Road-Project Driveway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Peck Road-Project Driveway						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	379	4	97	4	2	11	3	518	98	10	534	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	4	97	4	2	11	3	518	98	10	534	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	464	5	119	5	2	13	4	635	120	12	654	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	5	119	5	2	13	4	635	120	12	654	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	464	5	119	5	2	13	4	635	120	12	654	6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.01	0.20	0.23	0.12	0.65	1.00	1.68	0.32	1.00	1.98	0.02
Final Sat.:	1263	13	323	376	188	1035	1600	2691	509	1600	3170	30
Capacity Analysis Module:												
Vol/Sat:	0.29	0.37	0.37	0.00	0.01	0.01	0.00	0.24	0.24	0.01	0.21	0.21
Crit Moves:		****		****				****		****		

Duarte Apartments
RIG1701
Existing AM

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

Intersection #4 Myrtle Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	20	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Myrtle Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	128	444	47	31	515	153	120	283	113	54	281	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	444	47	31	515	153	120	283	113	54	281	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	141	490	52	34	568	169	132	312	125	60	310	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	490	52	34	568	169	132	312	125	60	310	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	490	52	34	568	169	132	312	125	60	310	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.54	0.46	1.00	1.43	0.57	1.00	1.82	0.18
Final Sat.:	1600	2894	306	1600	2467	733	1600	2287	913	1600	2910	290
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.17	0.02	0.23	0.23	0.08	0.14	0.14	0.04	0.11	0.11
Crit Moves:	****			****			****			****		

Duarte Apartments
RIG1701
Existing AM

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

Intersection #5 California Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	California Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	72	411	60	23	152	80	119	208	23	42	234	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	411	60	23	152	80	119	208	23	42	234	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	82	466	68	26	172	91	135	236	26	48	265	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	466	68	26	172	91	135	236	26	48	265	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	466	68	26	172	91	135	236	26	48	265	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.31	0.69	1.00	0.90	0.10	1.00	0.87	0.13
Final Sat.:	1600	2792	408	1600	2097	1103	1600	1441	159	1600	1387	213
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.02	0.08	0.08	0.08	0.16	0.16	0.03	0.19	0.19
Crit Moves:		****			****			****			****	

Duarte Apartments
RIG1701
Existing AM

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

Intersection #6 Myrtle Avenue/Evergreen Avenue - I-210 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Myrtle Avenue						Evergreen Avenue - I-210 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	472	144	243	439	0	340	438	259	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	472	144	243	439	0	340	438	259	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	518	158	266	481	0	373	480	284	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	518	158	266	481	0	373	480	284	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	518	158	266	481	0	373	480	284	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.53	0.47	1.00	2.00	0.00	1.00	1.26	0.74	0.00	0.00	0.00
Final Sat.:	0	2452	748	1600	3200	0	1600	2011	1189	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.17	0.15	0.00	0.23	0.24	0.24	0.00	0.00	0.00
Crit Moves:		****		****				****				

Duarte Apartments
RIG1701
Existing AM

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

Intersection #7 Myrtle Avenue/Central Avenue - I-210 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Street Name:	Myrtle Avenue						Central Avenue - I-210 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2		0 0	0 0 1		1 0	0 0 0		0 0	1 0 1		0 1
Volume Module:												
Base Vol:	231	590	0	0	466	78	0	0	0	218	558	323
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	590	0	0	466	78	0	0	0	218	558	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	250	638	0	0	504	84	0	0	0	236	603	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	638	0	0	504	84	0	0	0	236	603	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	638	0	0	504	84	0	0	0	236	603	349
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.71	0.29	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	1600	3200	0	0	2741	459	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.15	0.38	0.22
Crit Moves:	****				****						****	

Duarte Apartments
RIG1701
Existing AM

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

Intersection #8 Myrtle Avenue/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Myrtle Avenue						Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	194	551	106	36	286	27	41	385	110	111	1182	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	551	106	36	286	27	41	385	110	111	1182	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	205	582	112	38	302	29	43	407	116	117	1249	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	582	112	38	302	29	43	407	116	117	1249	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	582	112	38	302	29	43	407	116	117	1249	77
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.68	0.32	1.00	1.83	0.17	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1600	2684	516	1600	2924	276	1600	3200	1600	1600	3014	186
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.02	0.10	0.10	0.03	0.13	0.07	0.07	0.41	0.41
Crit Moves:		****			****			****			****	

Duarte Apartments
RIG1701
Existing PM

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

Intersection #1 Mayflower Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Mayflower Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	38	229	34	149	317	246	212	764	47	37	505	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	229	34	149	317	246	212	764	47	37	505	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	41	249	37	162	344	267	230	830	51	40	548	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	249	37	162	344	267	230	830	51	40	548	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	249	37	162	344	267	230	830	51	40	548	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.62	0.38
Final Sat.:	1600	2786	414	1600	1600	1600	1600	3015	185	1600	2586	614
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.10	0.22	0.17	0.14	0.28	0.28	0.03	0.21	0.21
Crit Moves:	****			****			****			****		

Duarte Apartments
RIG1701
Existing PM

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

Intersection #2 Magnolia Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Magnolia Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	6	4	4	190	1	184	247	704	0	2	518	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	4	4	190	1	184	247	704	0	2	518	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	6	4	4	197	1	191	256	730	0	2	537	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	4	4	197	1	191	256	730	0	2	537	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	4	4	197	1	191	256	730	0	2	537	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.29	0.28	0.99	0.01	1.00	1.00	2.00	0.00	1.00	1.59	0.41
Final Sat.:	686	457	457	1592	8	1600	1600	3200	0	1600	2538	662
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.12	0.12	0.12	0.16	0.23	0.00	0.00	0.21	0.21
Crit Moves:	****			****			****				****	

Duarte Apartments
RIG1701
Existing PM

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

Intersection #3 Peck Road-Project Driveway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Peck Road-Project Driveway						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	202	3	55	8	9	9	14	651	249	22	443	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	3	55	8	9	9	14	651	249	22	443	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	212	3	58	8	9	9	15	682	261	23	464	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	3	58	8	9	9	15	682	261	23	464	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	3	58	8	9	9	15	682	261	23	464	6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.01	0.21	0.31	0.35	0.34	1.00	1.45	0.55	1.00	1.97	0.03
Final Sat.:	1243	18	338	492	554	554	1600	2315	885	1600	3157	43
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.17	0.01	0.02	0.02	0.01	0.29	0.29	0.01	0.15	0.15
Crit Moves:	****			****				****		****		

Duarte Apartments
RIG1701
Existing PM

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

Intersection #4 Myrtle Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	20	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Street Name:	Myrtle Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	92	427	45	43	608	161	143	463	263	65	308	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	427	45	43	608	161	143	463	263	65	308	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	96	445	47	45	634	168	149	483	274	68	321	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	445	47	45	634	168	149	483	274	68	321	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	445	47	45	634	168	149	483	274	68	321	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.58	0.42	1.00	1.28	0.72	1.00	1.83	0.17
Final Sat.:	1600	2895	305	1600	2530	670	1600	2041	1159	1600	2933	267
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.03	0.25	0.25	0.09	0.24	0.24	0.04	0.11	0.11
Crit Moves:	****			****			****			****		

Duarte Apartments
RIG1701
Existing PM

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

Intersection #5 California Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	California Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	39	330	124	77	302	40	50	425	51	59	213	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	330	124	77	302	40	50	425	51	59	213	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	39	334	126	78	306	40	51	430	52	60	216	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	334	126	78	306	40	51	430	52	60	216	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	334	126	78	306	40	51	430	52	60	216	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.45	0.55	1.00	1.77	0.23	1.00	0.89	0.11	1.00	0.87	0.13
Final Sat.:	1600	2326	874	1600	2826	374	1600	1429	171	1600	1385	215
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.05	0.11	0.11	0.03	0.30	0.30	0.04	0.16	0.16
Crit Moves:		****		****				****		****		

Duarte Apartments
RIG1701
Existing PM

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

Intersection #6 Myrtle Avenue/Evergreen Avenue - I-210 EB Ramps

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

Street Name:	Myrtle Avenue						Evergreen Avenue - I-210 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	520	185	308	583	0	155	803	191	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	520	185	308	583	0	155	803	191	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	554	197	328	622	0	165	856	204	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	554	197	328	622	0	165	856	204	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	554	197	328	622	0	165	856	204	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.48	0.52	1.00	2.00	0.00	1.00	1.62	0.38	0.00	0.00	0.00
Final Sat.:	0	2360	840	1600	3200	0	1600	2585	615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.21	0.19	0.00	0.10	0.33	0.33	0.00	0.00	0.00
Crit Moves:		****		****				****				

Duarte Apartments
RIG1701
Existing PM

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

Intersection #7 Myrtle Avenue/Central Avenue - I-210 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	Level Of Service:	E

Street Name:	Myrtle Avenue						Central Avenue - I-210 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2		0 0	0 0 1		1 0	0 0 0		0 0	1 0 1		0 1
Volume Module:												
Base Vol:	285	387	0	0	680	197	0	0	0	199	499	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	387	0	0	680	197	0	0	0	199	499	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	305	414	0	0	728	211	0	0	0	213	534	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	414	0	0	728	211	0	0	0	213	534	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	305	414	0	0	728	211	0	0	0	213	534	303
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.55	0.45	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	1600	3200	0	0	2481	719	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.13	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.13	0.33	0.19
Crit Moves:	****				****						****	

Duarte Apartments
RIG1701
Existing PM

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

Intersection #8 Myrtle Avenue/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Myrtle Avenue						Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	139	360	137	124	533	58	77	925	150	137	685	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	360	137	124	533	58	77	925	150	137	685	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	144	372	142	128	551	60	80	956	155	142	708	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	372	142	128	551	60	80	956	155	142	708	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	372	142	128	551	60	80	956	155	142	708	53
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.45	0.55	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	1600	2318	882	1600	2886	314	1600	3200	1600	1600	2978	222
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.08	0.19	0.19	0.05	0.30	0.10	0.09	0.24	0.24
Crit Moves:	****			****			****			****		

Duarte Apartments
RIG1701
Existing Plus Project AM

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

Intersection #1 Mayflower Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Mayflower Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	94	444	36	92	172	189	209	458	29	25	635	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	444	36	92	172	189	209	458	29	25	635	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	106	499	40	103	193	212	235	515	33	28	713	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	499	40	103	193	212	235	515	33	28	713	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	499	40	103	193	212	235	515	33	28	713	198
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.57	0.43
Final Sat.:	1600	2960	240	1600	1600	1600	1600	3009	191	1600	2506	694
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.06	0.12	0.13	0.15	0.17	0.17	0.02	0.28	0.28
Crit Moves:		****			****			****			****	

Duarte Apartments
RIG1701
Existing Plus Project AM

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

Intersection #2 Magnolia Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Magnolia Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0	1 0	0 1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	2	3	188	5	112	167	436	3	6	714	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	2	3	188	5	112	167	436	3	6	714	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	2	2	3	216	6	129	192	502	3	7	822	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	3	216	6	129	192	502	3	7	822	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	3	216	6	129	192	502	3	7	822	283
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.29	0.43	0.97	0.03	1.00	1.00	1.99	0.01	1.00	1.49	0.51
Final Sat.:	457	457	686	1559	41	1600	1600	3178	22	1600	2380	820
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.14	0.14	0.08	0.12	0.16	0.16	0.00	0.35	0.35
Crit Moves:	****			****			****				****	

Duarte Apartments
RIG1701
Existing Plus Project AM

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

Intersection #3 Peck Road-Project Driveway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Peck Road-Project Driveway						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0	0 1	0	1	0	1	0 1 0
Volume Module:												
Base Vol:	371	8	97	48	3	57	9	518	95	10	534	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	8	97	48	3	57	9	518	95	10	534	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	455	10	119	59	4	70	11	635	116	12	654	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	10	119	59	4	70	11	635	116	12	654	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	455	10	119	59	4	70	11	635	116	12	654	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.02	0.20	1.00	0.05	0.95	1.00	1.69	0.31	1.00	1.78	0.22
Final Sat.:	1247	27	326	1600	80	1520	1600	2704	496	1600	2848	352
Capacity Analysis Module:												
Vol/Sat:	0.28	0.36	0.36	0.04	0.05	0.05	0.01	0.23	0.23	0.01	0.23	0.23
Crit Moves:		****			****			****			****	

Duarte Apartments
RIG1701
Existing Plus Project AM

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

Intersection #4 Myrtle Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	20	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Myrtle Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	150	421	47	25	509	145	144	293	123	54	302	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	421	47	25	509	145	144	293	123	54	302	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	166	465	52	28	562	160	159	323	136	60	333	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	465	52	28	562	160	159	323	136	60	333	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	465	52	28	562	160	159	323	136	60	333	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.56	0.44	1.00	1.41	0.59	1.00	1.96	0.04
Final Sat.:	1600	2879	321	1600	2491	709	1600	2254	946	1600	3138	62
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.16	0.02	0.23	0.23	0.10	0.14	0.14	0.04	0.11	0.11
Crit Moves:	****			****			****			****		

Duarte Apartments
RIG1701
Existing Plus Project AM

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

Intersection #5 California Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	California Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	72	411	60	23	152	80	120	210	25	42	234	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	411	60	23	152	80	120	210	25	42	234	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	82	466	68	26	172	91	136	238	28	48	265	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	466	68	26	172	91	136	238	28	48	265	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	466	68	26	172	91	136	238	28	48	265	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.31	0.69	1.00	0.89	0.11	1.00	0.87	0.13
Final Sat.:	1600	2792	408	1600	2097	1103	1600	1430	170	1600	1387	213
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.02	0.08	0.08	0.09	0.17	0.17	0.03	0.19	0.19
Crit Moves:		****			****			****			****	

Duarte Apartments
RIG1701
Existing Plus Project AM

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

Intersection #6 Myrtle Avenue/Evergreen Avenue - I-210 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Myrtle Avenue						Evergreen Avenue - I-210 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	488	152	243	435	0	356	446	255	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	488	152	243	435	0	356	446	255	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	535	167	266	477	0	390	489	280	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	535	167	266	477	0	390	489	280	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	535	167	266	477	0	390	489	280	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.52	0.48	1.00	2.00	0.00	1.00	1.27	0.73	0.00	0.00	0.00
Final Sat.:	0	2440	760	1600	3200	0	1600	2036	1164	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.17	0.15	0.00	0.24	0.24	0.24	0.00	0.00	0.00
Crit Moves:		****		****			****					

Duarte Apartments
RIG1701
Existing Plus Project AM

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

Intersection #7 Myrtle Avenue/Central Avenue - I-210 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Street Name:	Myrtle Avenue						Central Avenue - I-210 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2		0 0	0 0 1		1 0	0 0 0		0 0	1 0 1		0 1
Volume Module:												
Base Vol:	247	606	0	0	464	94	0	0	0	216	558	323
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	606	0	0	464	94	0	0	0	216	558	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	267	655	0	0	502	102	0	0	0	234	603	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	655	0	0	502	102	0	0	0	234	603	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	655	0	0	502	102	0	0	0	234	603	349
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.66	0.34	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	1600	3200	0	0	2661	539	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.20	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.15	0.38	0.22
Crit Moves:	****				****						****	

Duarte Apartments
RIG1701
Existing Plus Project AM

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

Intersection #8 Myrtle Avenue/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Myrtle Avenue						Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	198	559	110	36	285	27	41	385	109	110	1182	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	559	110	36	285	27	41	385	109	110	1182	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	209	591	116	38	301	29	43	407	115	116	1249	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	591	116	38	301	29	43	407	115	116	1249	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	591	116	38	301	29	43	407	115	116	1249	77
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	1.00	1.83	0.17	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1600	2674	526	1600	2923	277	1600	3200	1600	1600	3014	186
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.02	0.10	0.10	0.03	0.13	0.07	0.07	0.41	0.41
Crit Moves:		****			****			****			****	

Duarte Apartments
RIG1701
Existing Plus Project PM

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

Intersection #1 Mayflower Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Mayflower Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	38	229	34	149	317	246	212	767	47	37	505	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	229	34	149	317	246	212	767	47	37	505	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	41	249	37	162	344	267	230	833	51	40	548	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	249	37	162	344	267	230	833	51	40	548	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	249	37	162	344	267	230	833	51	40	548	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.62	0.38
Final Sat.:	1600	2786	414	1600	1600	1600	1600	3015	185	1600	2586	614
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.10	0.22	0.17	0.14	0.28	0.28	0.03	0.21	0.21
Crit Moves:	****			****			****			****		

Duarte Apartments
RIG1701
Existing Plus Project PM

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

Intersection #2 Magnolia Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Magnolia Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	6	4	4	185	1	177	244	710	0	2	525	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	4	4	185	1	177	244	710	0	2	525	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	6	4	4	192	1	183	253	736	0	2	544	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	4	4	192	1	183	253	736	0	2	544	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	4	4	192	1	183	253	736	0	2	544	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.29	0.28	0.99	0.01	1.00	1.00	2.00	0.00	1.00	1.59	0.41
Final Sat.:	686	457	457	1591	9	1600	1600	3200	0	1600	2545	655
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.12	0.12	0.11	0.16	0.23	0.00	0.00	0.21	0.21
Crit Moves:	****			****			****				****	

Duarte Apartments
RIG1701
Existing Plus Project PM

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

Intersection #3 Peck Road-Project Driveway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Peck Road-Project Driveway						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0	0 1	0	1	0	1	0 1	0
Volume Module:												
Base Vol:	198	4	55	63	8	36	12	651	241	22	443	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	4	55	63	8	36	12	651	241	22	443	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	208	4	58	66	8	38	13	682	253	23	464	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	4	58	66	8	38	13	682	253	23	464	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	4	58	66	8	38	13	682	253	23	464	107
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.02	0.21	1.00	0.18	0.82	1.00	1.46	0.54	1.00	1.63	0.37
Final Sat.:	1233	25	342	1600	291	1309	1600	2335	865	1600	2601	599
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.17	0.04	0.03	0.03	0.01	0.29	0.29	0.01	0.18	0.18
Crit Moves:		****		****				****		****		

Duarte Apartments
RIG1701
Existing Plus Project PM

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

Intersection #4 Myrtle Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	20	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Myrtle Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	106	416	45	22	586	214	145	484	285	65	321	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	416	45	22	586	214	145	484	285	65	321	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	111	434	47	23	611	223	151	505	297	68	335	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	434	47	23	611	223	151	505	297	68	335	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	434	47	23	611	223	151	505	297	68	335	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.47	0.53	1.00	1.26	0.74	1.00	1.89	0.11
Final Sat.:	1600	2888	312	1600	2344	856	1600	2014	1186	1600	3030	170
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.01	0.26	0.26	0.09	0.25	0.25	0.04	0.11	0.11
Crit Moves:	****			****			****			****		

Duarte Apartments
RIG1701
Existing Plus Project PM

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

Intersection #5 California Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	California Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	40	330	124	77	302	41	50	425	51	59	214	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	330	124	77	302	41	50	425	51	59	214	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	40	334	126	78	306	41	51	430	52	60	217	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	334	126	78	306	41	51	430	52	60	217	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	334	126	78	306	41	51	430	52	60	217	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.45	0.55	1.00	1.76	0.24	1.00	0.89	0.11	1.00	0.87	0.13
Final Sat.:	1600	2326	874	1600	2817	383	1600	1429	171	1600	1386	214
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.05	0.11	0.11	0.03	0.30	0.30	0.04	0.16	0.16
Crit Moves:		****		****				****		****		

Duarte Apartments
RIG1701
Existing Plus Project PM

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

Intersection #6 Myrtle Avenue/Evergreen Avenue - I-210 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Myrtle Avenue						Evergreen Avenue - I-210 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	521	186	308	609	0	156	804	217	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	521	186	308	609	0	156	804	217	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	555	198	328	649	0	166	857	231	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	555	198	328	649	0	166	857	231	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	555	198	328	649	0	166	857	231	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.47	0.53	1.00	2.00	0.00	1.00	1.57	0.43	0.00	0.00	0.00
Final Sat.:	0	2358	842	1600	3200	0	1600	2520	680	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.21	0.20	0.00	0.10	0.34	0.34	0.00	0.00	0.00
Crit Moves:		****		****					****			

Duarte Apartments
RIG1701
Existing Plus Project PM

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

Intersection #7 Myrtle Avenue/Central Avenue - I-210 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	Level Of Service:	E

Street Name:	Myrtle Avenue						Central Avenue - I-210 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2		0 0	0 0 1		1 0	0 0 0		0 0	1 0 1		0 1
Volume Module:												
Base Vol:	286	388	0	0	693	198	0	0	0	212	499	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	388	0	0	693	198	0	0	0	212	499	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	306	415	0	0	742	212	0	0	0	227	534	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	415	0	0	742	212	0	0	0	227	534	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	415	0	0	742	212	0	0	0	227	534	303
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.56	0.44	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	1600	3200	0	0	2489	711	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.13	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.14	0.33	0.19
Crit Moves:	****				****						****	

Duarte Apartments
RIG1701
Existing Plus Project PM

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

Intersection #8 Myrtle Avenue/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Myrtle Avenue						Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	139	361	137	124	540	58	77	925	153	140	685	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	361	137	124	540	58	77	925	153	140	685	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	144	373	142	128	558	60	80	956	158	145	708	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	373	142	128	558	60	80	956	158	145	708	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	373	142	128	558	60	80	956	158	145	708	53
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.45	0.55	1.00	1.81	0.19	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	1600	2320	880	1600	2890	310	1600	3200	1600	1600	2978	222
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.08	0.19	0.19	0.05	0.30	0.10	0.09	0.24	0.24
Crit Moves:	****			****			****			****		

Duarte Apartments
RIG1701
Cumulative AM

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

Intersection #1 Mayflower Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Mayflower Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	95	448	36	93	174	191	211	479	29	25	654	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	448	36	93	174	191	211	479	29	25	654	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	107	503	40	104	196	215	237	538	33	28	735	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	503	40	104	196	215	237	538	33	28	735	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	503	40	104	196	215	237	538	33	28	735	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.57	0.43
Final Sat.:	1600	2962	238	1600	1600	1600	1600	3017	183	1600	2515	685
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.07	0.12	0.13	0.15	0.18	0.18	0.02	0.29	0.29
Crit Moves:		****			****			****			****	

Duarte Apartments
RIG1701
Cumulative AM

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

Intersection #2 Magnolia Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Magnolia Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	2	2	3	194	5	127	188	434	3	6	715	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	2	3	194	5	127	188	434	3	6	715	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	2	2	3	223	6	146	216	499	3	7	823	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	3	223	6	146	216	499	3	7	823	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	3	223	6	146	216	499	3	7	823	253
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.29	0.43	0.97	0.03	1.00	1.00	1.99	0.01	1.00	1.53	0.47
Final Sat.:	457	457	686	1560	40	1600	1600	3178	22	1600	2447	753
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.14	0.14	0.09	0.14	0.16	0.16	0.00	0.34	0.34
Crit Moves:	****			****			****				****	

Duarte Apartments
RIG1701
Cumulative AM

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

Intersection #3 Peck Road-Project Driveway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Peck Road-Project Driveway						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	383	4	98	4	2	11	3	523	99	10	547	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	383	4	98	4	2	11	3	523	99	10	547	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	469	5	120	5	2	13	4	641	121	12	670	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	469	5	120	5	2	13	4	641	121	12	670	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	469	5	120	5	2	13	4	641	121	12	670	6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.01	0.20	0.23	0.12	0.65	1.00	1.68	0.32	1.00	1.98	0.02
Final Sat.:	1264	13	323	376	188	1035	1600	2691	509	1600	3171	29
Capacity Analysis Module:												
Vol/Sat:	0.29	0.37	0.37	0.00	0.01	0.01	0.00	0.24	0.24	0.01	0.21	0.21
Crit Moves:		****		****				****		****		

Duarte Apartments
RIG1701
Cumulative AM

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

Intersection #4 Myrtle Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	20	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

Street Name:	Myrtle Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	129	460	47	48	532	155	121	286	114	55	284	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	460	47	48	532	155	121	286	114	55	284	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	142	508	52	53	587	171	134	316	126	61	313	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	508	52	53	587	171	134	316	126	61	313	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	508	52	53	587	171	134	316	126	61	313	51
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.55	0.45	1.00	1.43	0.57	1.00	1.72	0.28
Final Sat.:	1600	2903	297	1600	2478	722	1600	2288	912	1600	2754	446
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.17	0.03	0.24	0.24	0.08	0.14	0.14	0.04	0.11	0.11
Crit Moves:	****			****			****			****		

Duarte Apartments
RIG1701
Cumulative AM

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

Intersection #5 California Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	California Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	76	415	61	23	154	82	122	215	28	42	239	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	415	61	23	154	82	122	215	28	42	239	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	86	471	69	26	175	93	138	244	32	48	271	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	471	69	26	175	93	138	244	32	48	271	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	471	69	26	175	93	138	244	32	48	271	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.31	0.69	1.00	0.88	0.12	1.00	0.87	0.13
Final Sat.:	1600	2790	410	1600	2088	1112	1600	1416	184	1600	1391	209
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.02	0.08	0.08	0.09	0.17	0.17	0.03	0.19	0.19
Crit Moves:		****			****			****			****	

Duarte Apartments
RIG1701
Cumulative AM

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

Intersection #6 Myrtle Avenue/Evergreen Avenue - I-210 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Myrtle Avenue						Evergreen Avenue - I-210 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	554	164	245	508	0	391	458	301	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	554	164	245	508	0	391	458	301	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	607	180	269	557	0	429	502	330	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	607	180	269	557	0	429	502	330	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	607	180	269	557	0	429	502	330	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.54	0.46	1.00	2.00	0.00	1.00	1.21	0.79	0.00	0.00	0.00
Final Sat.:	0	2469	731	1600	3200	0	1600	1931	1269	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.17	0.17	0.00	0.27	0.26	0.26	0.00	0.00	0.00
Crit Moves:		****			****			****				

Duarte Apartments
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Cumulative AM

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

Intersection #7 Myrtle Avenue/Central Avenue - I-210 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Street Name:	Myrtle Avenue						Central Avenue - I-210 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2		0 0	0 0 1		1 0	0 0 0		0 0	1 0 1		0 1
Volume Module:												
Base Vol:	291	664	0	0	532	79	0	0	0	245	564	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	664	0	0	532	79	0	0	0	245	564	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	315	718	0	0	575	85	0	0	0	265	610	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	718	0	0	575	85	0	0	0	265	610	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	718	0	0	575	85	0	0	0	265	610	352
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.74	0.26	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	1600	3200	0	0	2786	414	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.22	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.17	0.38	0.22
Crit Moves:	****				****						****	

Duarte Apartments
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Cumulative AM

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

Intersection #8 Myrtle Avenue/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Street Name:	Myrtle Avenue						Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	219	584	124	36	312	27	41	389	133	127	1194	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	584	124	36	312	27	41	389	133	127	1194	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	232	617	131	38	330	29	43	411	141	134	1262	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	617	131	38	330	29	43	411	141	134	1262	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	617	131	38	330	29	43	411	141	134	1262	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.65	0.35	1.00	1.84	0.16	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1600	2640	560	1600	2945	255	1600	3200	1600	1600	3013	187
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.02	0.11	0.11	0.03	0.13	0.09	0.08	0.42	0.42
Crit Moves:	****			****			****			****		

Duarte Apartments
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Cumulative PM

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

Intersection #1 Mayflower Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Mayflower Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	38	231	34	150	320	248	214	786	47	37	520	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	231	34	150	320	248	214	786	47	37	520	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	41	251	37	163	347	269	232	853	51	40	565	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	251	37	163	347	269	232	853	51	40	565	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	251	37	163	347	269	232	853	51	40	565	131
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.62	0.38
Final Sat.:	1600	2789	411	1600	1600	1600	1600	3019	181	1600	2596	604
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.10	0.22	0.17	0.15	0.28	0.28	0.03	0.22	0.22
Crit Moves:	****			****			****			****		

Duarte Apartments
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Cumulative PM

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

Intersection #2 Magnolia Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Magnolia Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	6	4	4	192	1	192	255	711	0	2	523	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	4	4	192	1	192	255	711	0	2	523	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	6	4	4	199	1	199	264	737	0	2	542	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	4	4	199	1	199	264	737	0	2	542	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	4	4	199	1	199	264	737	0	2	542	145
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.29	0.28	0.99	0.01	1.00	1.00	2.00	0.00	1.00	1.58	0.42
Final Sat.:	686	457	457	1592	8	1600	1600	3200	0	1600	2524	676
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.13	0.13	0.12	0.17	0.23	0.00	0.00	0.21	0.21
Crit Moves:	****			****			****				****	

Duarte Apartments
RIG1701
Cumulative PM

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

Intersection #3 Peck Road-Project Driveway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Peck Road-Project Driveway						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	204	3	56	8	9	9	14	658	251	22	451	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	3	56	8	9	9	14	658	251	22	451	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	214	3	59	8	9	9	15	690	263	23	473	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	3	59	8	9	9	15	690	263	23	473	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	3	59	8	9	9	15	690	263	23	473	6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.01	0.21	0.31	0.35	0.34	1.00	1.45	0.55	1.00	1.97	0.03
Final Sat.:	1241	18	341	492	554	554	1600	2316	884	1600	3158	42
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.17	0.01	0.02	0.02	0.01	0.30	0.30	0.01	0.15	0.15
Crit Moves:	****			****				****		****		

Duarte Apartments
RIG1701
Cumulative PM

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

Intersection #4 Myrtle Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	20	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Street Name:	Myrtle Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	93	437	45	53	620	163	144	468	266	66	311	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	437	45	53	620	163	144	468	266	66	311	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	97	456	47	55	647	170	150	488	277	69	324	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	456	47	55	647	170	150	488	277	69	324	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	456	47	55	647	170	150	488	277	69	324	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.58	0.42	1.00	1.28	0.72	1.00	1.77	0.23
Final Sat.:	1600	2901	299	1600	2534	666	1600	2040	1160	1600	2835	365
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.03	0.26	0.26	0.09	0.24	0.24	0.04	0.11	0.11
Crit Moves:	****			****			****			****		

Duarte Apartments
RIG1701
Cumulative PM

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

Intersection #5 California Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	California Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	43	333	125	78	305	42	52	432	55	60	219	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	333	125	78	305	42	52	432	55	60	219	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	44	337	127	79	309	43	53	437	56	61	222	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	337	127	79	309	43	53	437	56	61	222	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	337	127	79	309	43	53	437	56	61	222	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.45	0.55	1.00	1.76	0.24	1.00	0.89	0.11	1.00	0.87	0.13
Final Sat.:	1600	2327	873	1600	2813	387	1600	1419	181	1600	1390	210
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.05	0.11	0.11	0.03	0.31	0.31	0.04	0.16	0.16
Crit Moves:		****		****				****		****		

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

Intersection #6 Myrtle Avenue/Evergreen Avenue - I-210 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.921
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	E

Street Name:	Myrtle Avenue						Evergreen Avenue - I-210 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	572	199	311	659	0	183	820	251	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	572	199	311	659	0	183	820	251	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	610	212	332	703	0	195	874	268	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	610	212	332	703	0	195	874	268	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	610	212	332	703	0	195	874	268	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.48	0.52	1.00	2.00	0.00	1.00	1.53	0.47	0.00	0.00	0.00
Final Sat.:	0	2374	826	1600	3200	0	1600	2450	750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.21	0.22	0.00	0.12	0.36	0.36	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #7 Myrtle Avenue/Central Avenue - I-210 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.967
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	Level Of Service:	E

Street Name:	Myrtle Avenue						Central Avenue - I-210 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2		0 0	0 0 1		1 0	0 0 0		0 0	1 0 1		0 1
Volume Module:												
Base Vol:	321	431	0	0	742	199	0	0	0	232	504	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	431	0	0	742	199	0	0	0	232	504	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	344	461	0	0	794	213	0	0	0	248	540	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	461	0	0	794	213	0	0	0	248	540	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	344	461	0	0	794	213	0	0	0	248	540	306
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.58	0.42	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	1600	3200	0	0	2523	677	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.21	0.14	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.16	0.34	0.19
Crit Moves:	****				****						****	

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

Intersection #8 Myrtle Avenue/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Myrtle Avenue						Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	154	380	148	125	561	59	78	934	171	152	692	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	380	148	125	561	59	78	934	171	152	692	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	159	393	153	129	580	61	81	965	177	157	715	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	393	153	129	580	61	81	965	177	157	715	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	393	153	129	580	61	81	965	177	157	715	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.81	0.19	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	1600	2303	897	1600	2895	305	1600	3200	1600	1600	2976	224
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.17	0.08	0.20	0.20	0.05	0.30	0.11	0.10	0.24	0.24
Crit Moves:	****			****			****			****		

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

Intersection #1 Mayflower Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Mayflower Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	95	448	36	93	174	191	211	478	29	25	658	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	448	36	93	174	191	211	478	29	25	658	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	107	503	40	104	196	215	237	537	33	28	739	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	503	40	104	196	215	237	537	33	28	739	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	503	40	104	196	215	237	537	33	28	739	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.57	0.43
Final Sat.:	1600	2962	238	1600	1600	1600	1600	3017	183	1600	2519	681
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.07	0.12	0.13	0.15	0.18	0.18	0.02	0.29	0.29
Crit Moves:		****			****			****			****	

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

Intersection #2 Magnolia Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Magnolia Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	2	2	3	190	5	125	181	440	3	6	721	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	2	3	190	5	125	181	440	3	6	721	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	2	2	3	219	6	144	208	506	3	7	830	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	3	219	6	144	208	506	3	7	830	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	3	219	6	144	208	506	3	7	830	295
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.29	0.43	0.97	0.03	1.00	1.00	1.99	0.01	1.00	1.48	0.52
Final Sat.:	457	457	686	1559	41	1600	1600	3178	22	1600	2362	838
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.14	0.14	0.09	0.13	0.16	0.16	0.00	0.35	0.35
Crit Moves:	****			****			****				****	

Duarte Apartments
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Cumulative Plus Project AM

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

Intersection #3 Peck Road-Project Driveway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Peck Road-Project Driveway						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0	0 1	0	1	0	1	0 1 0
Volume Module:												
Base Vol:	375	8	98	48	3	57	9	523	96	10	547	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	375	8	98	48	3	57	9	523	96	10	547	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	460	10	120	59	4	70	11	641	118	12	670	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	10	120	59	4	70	11	641	118	12	670	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	460	10	120	59	4	70	11	641	118	12	670	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.02	0.20	1.00	0.05	0.95	1.00	1.69	0.31	1.00	1.78	0.22
Final Sat.:	1247	27	326	1600	80	1520	1600	2704	496	1600	2855	345
Capacity Analysis Module:												
Vol/Sat:	0.29	0.37	0.37	0.04	0.05	0.05	0.01	0.24	0.24	0.01	0.23	0.23
Crit Moves:	****			****				****		****		

Duarte Apartments
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Cumulative Plus Project AM

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

Intersection #4 Myrtle Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	20	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Myrtle Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	151	437	47	42	526	147	145	296	124	55	305	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	437	47	42	526	147	145	296	124	55	305	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	167	482	52	46	581	162	160	327	137	61	337	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	482	52	46	581	162	160	327	137	61	337	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	482	52	46	581	162	160	327	137	61	337	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.56	0.44	1.00	1.41	0.59	1.00	1.85	0.15
Final Sat.:	1600	2889	311	1600	2501	699	1600	2255	945	1600	2967	233
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.17	0.03	0.23	0.23	0.10	0.14	0.14	0.04	0.11	0.11
Crit Moves:	****			****			****			****		

Duarte Apartments
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Cumulative Plus Project AM

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

Intersection #5 California Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	California Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	76	415	61	23	154	82	123	217	30	42	239	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	415	61	23	154	82	123	217	30	42	239	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	86	471	69	26	175	93	139	246	34	48	271	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	471	69	26	175	93	139	246	34	48	271	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	471	69	26	175	93	139	246	34	48	271	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.31	0.69	1.00	0.88	0.12	1.00	0.87	0.13
Final Sat.:	1600	2790	410	1600	2088	1112	1600	1406	194	1600	1391	209
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.02	0.08	0.08	0.09	0.18	0.18	0.03	0.19	0.19
Crit Moves:		****			****			****			****	

Duarte Apartments
RIG1701
Cumulative Plus Project AM

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

Intersection #6 Myrtle Avenue/Evergreen Avenue - I-210 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Street Name:	Myrtle Avenue						Evergreen Avenue - I-210 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	570	172	245	504	0	407	466	297	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	570	172	245	504	0	407	466	297	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	625	189	269	553	0	446	511	326	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	625	189	269	553	0	446	511	326	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	625	189	269	553	0	446	511	326	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.54	0.46	1.00	2.00	0.00	1.00	1.22	0.78	0.00	0.00	0.00
Final Sat.:	0	2458	742	1600	3200	0	1600	1954	1246	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.17	0.17	0.00	0.28	0.26	0.26	0.00	0.00	0.00
Crit Moves:		****			****			****				

Duarte Apartments
RIG1701
Cumulative Plus Project AM

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

Intersection #7 Myrtle Avenue/Central Avenue - I-210 WB Ramps

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

Street Name:	Myrtle Avenue						Central Avenue - I-210 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	307	680	0	0	530	95	0	0	0	243	564	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	680	0	0	530	95	0	0	0	243	564	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	332	735	0	0	573	103	0	0	0	263	610	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	735	0	0	573	103	0	0	0	263	610	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	332	735	0	0	573	103	0	0	0	263	610	352
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	1600	3200	0	0	2714	486	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.21	0.23	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.16	0.38	0.22
Crit Moves:	****				****						****	

Duarte Apartments
RIG1701
Cumulative Plus Project AM

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

Intersection #8 Myrtle Avenue/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Street Name:	Myrtle Avenue						Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	223	592	128	36	311	27	41	389	132	126	1194	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	592	128	36	311	27	41	389	132	126	1194	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	236	626	135	38	329	29	43	411	140	133	1262	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	626	135	38	329	29	43	411	140	133	1262	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	626	135	38	329	29	43	411	140	133	1262	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.64	0.36	1.00	1.84	0.16	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1600	2631	569	1600	2944	256	1600	3200	1600	1600	3013	187
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.24	0.02	0.11	0.11	0.03	0.13	0.09	0.08	0.42	0.42
Crit Moves:	****			****			****			****		

Duarte Apartments
RIG1701
Cumulative Plus Project PM

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

Intersection #1 Mayflower Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Mayflower Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	38	231	34	150	320	248	214	789	47	37	520	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	231	34	150	320	248	214	789	47	37	520	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	41	251	37	163	347	269	232	857	51	40	565	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	251	37	163	347	269	232	857	51	40	565	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	251	37	163	347	269	232	857	51	40	565	131
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.62	0.38
Final Sat.:	1600	2789	411	1600	1600	1600	1600	3020	180	1600	2596	604
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.10	0.22	0.17	0.15	0.28	0.28	0.03	0.22	0.22
Crit Moves:	****			****			****			****		

Duarte Apartments
RIG1701
Cumulative Plus Project PM

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

Intersection #2 Magnolia Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Magnolia Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	6	4	4	187	1	185	252	717	0	2	530	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	4	4	187	1	185	252	717	0	2	530	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	6	4	4	194	1	192	261	743	0	2	549	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	4	4	194	1	192	261	743	0	2	549	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	4	4	194	1	192	261	743	0	2	549	145
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.29	0.28	0.99	0.01	1.00	1.00	2.00	0.00	1.00	1.58	0.42
Final Sat.:	686	457	457	1591	9	1600	1600	3200	0	1600	2531	669
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.12	0.12	0.12	0.16	0.23	0.00	0.00	0.22	0.22
Crit Moves:	****			****			****				****	

Duarte Apartments
RIG1701
Cumulative Plus Project PM

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

Intersection #3 Peck Road-Project Driveway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Peck Road-Project Driveway						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0	0 1	0	1	0	1	0 1 0
Volume Module:												
Base Vol:	200	4	56	63	8	36	12	658	243	22	451	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	4	56	63	8	36	12	658	243	22	451	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	210	4	59	66	8	38	13	690	255	23	473	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	4	59	66	8	38	13	690	255	23	473	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	4	59	66	8	38	13	690	255	23	473	107
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.01	0.22	1.00	0.18	0.82	1.00	1.46	0.54	1.00	1.63	0.37
Final Sat.:	1231	25	345	1600	291	1309	1600	2337	863	1600	2610	590
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.17	0.04	0.03	0.03	0.01	0.30	0.30	0.01	0.18	0.18
Crit Moves:	****			****				****		****		

Duarte Apartments
RIG1701
Cumulative Plus Project PM

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

Intersection #4 Myrtle Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	20	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Street Name:	Myrtle Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	107	426	45	32	598	216	146	489	288	66	324	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	426	45	32	598	216	146	489	288	66	324	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	112	444	47	33	624	225	152	510	300	69	338	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	444	47	33	624	225	152	510	300	69	338	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	444	47	33	624	225	152	510	300	69	338	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.47	0.53	1.00	1.26	0.74	1.00	1.83	0.17
Final Sat.:	1600	2894	306	1600	2351	849	1600	2014	1186	1600	2929	271
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.02	0.27	0.27	0.10	0.25	0.25	0.04	0.12	0.12
Crit Moves:	****			****			****			****		

Duarte Apartments
RIG1701
Cumulative Plus Project PM

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

Intersection #5 California Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	California Avenue						Duarte Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	44	333	125	78	305	43	52	432	55	60	220	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	333	125	78	305	43	52	432	55	60	220	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	45	337	127	79	309	44	53	437	56	61	223	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	337	127	79	309	44	53	437	56	61	223	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	337	127	79	309	44	53	437	56	61	223	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.45	0.55	1.00	1.75	0.25	1.00	0.89	0.11	1.00	0.87	0.13
Final Sat.:	1600	2327	873	1600	2805	395	1600	1419	181	1600	1391	209
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.05	0.11	0.11	0.03	0.31	0.31	0.04	0.16	0.16
Crit Moves:		****		****				****		****		

Duarte Apartments
RIG1701
Cumulative Plus Project PM

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

Intersection #6 Myrtle Avenue/Evergreen Avenue - I-210 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	Level Of Service:	E

Street Name:	Myrtle Avenue						Evergreen Avenue - I-210 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	573	200	311	685	0	184	821	277	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	573	200	311	685	0	184	821	277	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	611	213	332	730	0	196	875	295	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	611	213	332	730	0	196	875	295	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	611	213	332	730	0	196	875	295	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.48	0.52	1.00	2.00	0.00	1.00	1.50	0.50	0.00	0.00	0.00
Final Sat.:	0	2372	828	1600	3200	0	1600	2393	807	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.21	0.23	0.00	0.12	0.37	0.37	0.00	0.00	0.00
Crit Moves:		****		****					****			

Duarte Apartments
RIG1701
Cumulative Plus Project PM

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

Intersection #7 Myrtle Avenue/Central Avenue - I-210 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	157	Level Of Service:	E

Street Name:	Myrtle Avenue						Central Avenue - I-210 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	322	432	0	0	755	200	0	0	0	245	504	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	432	0	0	755	200	0	0	0	245	504	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	345	463	0	0	808	214	0	0	0	262	540	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	463	0	0	808	214	0	0	0	262	540	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	463	0	0	808	214	0	0	0	262	540	306
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.58	0.42	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	1600	3200	0	0	2530	670	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.14	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.16	0.34	0.19
Crit Moves:	****				****						****	

Duarte Apartments
RIG1701
Cumulative Plus Project PM

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

Intersection #8 Myrtle Avenue/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Street Name:	Myrtle Avenue						Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	154	381	148	125	568	59	78	934	174	155	692	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	381	148	125	568	59	78	934	174	155	692	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	159	394	153	129	587	61	81	965	180	160	715	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	394	153	129	587	61	81	965	180	160	715	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	394	153	129	587	61	81	965	180	160	715	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.81	0.19	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	1600	2305	895	1600	2899	301	1600	3200	1600	1600	2976	224
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.17	0.08	0.20	0.20	0.05	0.30	0.11	0.10	0.24	0.24
Crit Moves:	****			****			****			****		

APPENDIX C

CUMULATIVE PROJECT LIST

City of Monrovia
Cumulative Project List – Land Development Projects

1. **725 East Huntington Drive (Former Albertsons Center)**
    - Commercial center façade renovations and interior tenant improvements. Possible future addition of square footage to west end of center. Potential subdivision of center into 3 potential brand name retails stores.
    - Lot Size: 6.06 Acres
    - Building Area: 98,000 SF (Existing area under proposed Tenant Improvement)
    - In Planning Review

2. **530 Fano Street (12-Unit, 3-story, Residential Condominium Development)**
    - (New Construction) 12 unit residential condominium development with attached two car garages and six guest parking spaces.
    - Lot Size: 22,393 SF
    - Building Area: ±16,920 SF
    - In Building Plan Check

3. **1218 South 5th Avenue (City of Hope –Tenant Improvement)**
    - A façade remodel and additional roof-top equipment and ground level mechanical equipment for a new laboratory and research space.
    - Lot Size: 38,277 SF
    - Building Area: 42,936 SF (Existing area under proposed Tenant Improvement)
    - In Building Plan Check

4. **SWC of Pomona Avenue between Primrose and Magnolia (MODA)**
    - 261 residential units for lease, including 2 courtyards totaling 18,500 sf and a two-story fitness gym. Total building height is 5 stories.
    - Lot Size: 2.8 acres (93 units per acre)
    - Building Area: 225,220 SF
    - Under Construction

5. **1110 – 1212 South Fifth Avenue (5th and Huntington)**
    - Residential/Commercial Mixed-Use Project, 4-story mixed use containing 154 residential units for lease and a ground floor retail space.
    - Lot Size: +/- 2.86 Acres
    - Building Area: 131,400 SF (154 Units) + 1,340 Retail Use
    - Under Construction

6. **137 West Pomona Avenue (The Lumber Yard) An Artisan Food Village**
    - Repurpose of two existing industrial buildings into chic food-hall. Existing *Building 1* totals ±9,490 square feet and existing *Building 2* totals ±15,364 square feet. A new ±2,040 square foot building will be added to the site.
    - Lot Size: ± 59,368
    - Total Floor Area Breakdown:
        i. Restaurant - 12,617 sf

ii. Coffee Shop - 2,165 sf
iii. Brewery Manufacturing - 3,477 sf
iv. Retail (Wine Retail and Tasting) - 2,675 sf
v. Mezzanine Storage- 4,841 sf

- Entitlements Approved

7. **239 West Chestnut Avenue (10-Unit Development)**
    - New 10 unit industrial condominium development with 38 parking spaces
    - Lot Size: 34,212 SF
    - Building Area: 16,349 SF
    - In Building Plan Check

8. **908 South Mayflower (4-Unit Planned Unit Development)**
    - Residential development of 4-units. Existing single family residence to be demolished.
    - Lot Size: 16,534 SF
    - Building Area: 6,599 SF
    - Under Construction

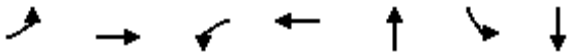
9. **303 South Madison Avenue (6-Unit Planned Unit Development)**
    - 6 detached, two-story residential units for sale.
    - Lot Size: 20,241 SF
    - Building Area: 9,305 SF
    - In Building Plan Check

10. **425 West Duarte Road (8-Unit Residential Condominium Development)**
    - 8-unit residential condominium development
    - Lot Size: 32,335 SF
    - Building Area: 23,560 SF
    - Planning Review (entitlements not yet granted)

11. **717-721 West Duarte Road-(8-Unit Residential Condominium Development)**
    - 8-unit residential condominium development (replacing two existing units)
    - Lot Size:18,652 SF
    - Building Area: 13,667 SF
    - In Planning Review (entitlements not yet granted)

APPENDIX D

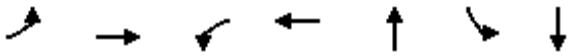
QUEUING ANALYSIS WORKSHEETS



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	11	748	12	731	580	59	74
v/c Ratio	0.07	0.70	0.07	0.68	0.87	0.12	0.09
Control Delay	13.9	17.9	14.0	17.9	26.6	6.9	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.9	17.9	14.0	17.9	26.6	6.9	2.9
Queue Length 50th (ft)	2	93	2	93	120	8	2
Queue Length 95th (ft)	10	126	11	125	#252	20	13
Internal Link Dist (ft)		965		943	798		680
Turn Bay Length (ft)	170		100				
Base Capacity (vph)	183	1205	183	1202	781	588	958
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.62	0.07	0.61	0.74	0.10	0.08

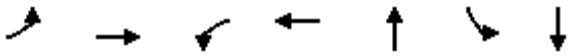
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	13	939	23	573	270	66	46
v/c Ratio	0.04	0.64	0.11	0.39	0.59	0.17	0.08
Control Delay	8.1	10.2	9.5	8.0	14.4	9.7	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.1	10.2	9.5	8.0	14.4	9.7	4.5
Queue Length 50th (ft)	1	57	2	32	38	9	1
Queue Length 95th (ft)	10	135	15	77	85	26	14
Internal Link Dist (ft)		965		943	798		680
Turn Bay Length (ft)	170		100				
Base Capacity (vph)	389	1687	241	1680	971	879	1173
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.56	0.10	0.34	0.28	0.08	0.04

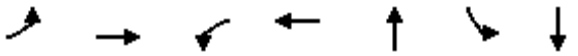
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	11	755	12	747	587	59	74
v/c Ratio	0.07	0.70	0.07	0.69	0.88	0.12	0.09
Control Delay	13.9	18.0	14.0	18.3	27.4	7.0	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.9	18.0	14.0	18.3	27.4	7.0	3.1
Queue Length 50th (ft)	2	95	2	96	122	8	2
Queue Length 95th (ft)	10	127	11	128	#257	20	14
Internal Link Dist (ft)		965		943	798		680
Turn Bay Length (ft)	170		100				
Base Capacity (vph)	178	1188	178	1185	771	579	943
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.64	0.07	0.63	0.76	0.10	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	13	949	23	582	274	66	46
v/c Ratio	0.04	0.64	0.11	0.40	0.59	0.17	0.08
Control Delay	8.2	10.4	9.7	8.2	14.5	9.7	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.2	10.4	9.7	8.2	14.5	9.7	4.5
Queue Length 50th (ft)	1	59	2	33	39	9	1
Queue Length 95th (ft)	10	140	15	80	87	26	14
Internal Link Dist (ft)		965		943	798		680
Turn Bay Length (ft)	170		100				
Base Capacity (vph)	384	1678	239	1670	965	869	1166
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.57	0.10	0.35	0.28	0.08	0.04

Intersection Summary