APPENDIX I

TRAFFIC IMPACT ANALYSIS

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TRAFFIC IMPACT ANALYSIS

MONROVIA HOTEL PROJECT

MONROVIA, LOS ANGELES COUNTY, CALIFORNIA

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

Signed _____

LSA

May 2018

TRAFFIC IMPACT ANALYSIS

MONROVIA HOTEL PROJECT

MONROVIA, LOS ANGELES COUNTY, CALIFORNIA

Submitted to:

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Project No. THA1601

LSA

May 2018

EXECUTIVE SUMMARY

LSA has prepared the following Traffic Impact Analysis (TIA) to identify any traffic impacts that could result from the development of 109 hotel rooms at the southwest corner of Myrtle Avenue/ Huntington Drive in the Crossroads District of Monrovia. The existing site for the Monrovia Hotel Project (project) consists of an undeveloped vacant lot, with the exception of the westernmost portion, which is developed with an existing Taco Bell restaurant. The project will be constructed on the vacant lot, next to the existing Taco Bell. No changes are proposed to the existing Taco Bell structure or vehicular or pedestrian access points that serve the Taco Bell. In the existing condition, vehicular access to the project site is provided via a right-in/right-out (RIRO) driveway along Huntington Drive and a full-access driveway along Myrtle Avenue. These two driveways will continue to provide access to the project site, and will be connected to the internal circulation system of the hotel site.

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

1. Existing condition
2. Existing plus project condition
3. Cumulative year (2020) condition
4. Cumulative year (2020) plus project condition

The study also analyzed the California Department of Transportation (Caltrans) ramp intersections using *Highway Capacity Manual* (HCM, Transportation Resources Board 2010) methodology. The ramp intersection analysis is not part of the City's TIA guidelines, but is included for Caltrans disclosure purposes.

A future year 2035 roadway link analysis has been performed consistent with the City of Monrovia's (City) *Traffic Study for the Proposed Amendment to the Land Use and Circulation Elements of the Monrovia General Plan* (General Plan Traffic Study, 2007) for purposes of disclosure of the potential effects of ultimate buildout development for the Crossroads District in Monrovia. The Crossroads District includes the parcels at the four corners of the intersection of Myrtle Avenue/Huntington Drive. The existing Office/Research and Development/Light Manufacturing (ORDLM) land use designation within the Crossroads District was envisioned and intended to allow a maximum floor-to-area ratio (FAR) of 2.0. The conflicting standard of 0.75 FAR is being removed from the Urban Design – Public Realm standards of the City's *Land Use Element* (April 2015). There is no specific project application to achieve these intensities at this time. The purpose of the analysis is to disclose whether the General Plan Circulation Element roadways as designated can accommodate future traffic from this intensification. Daily traffic forecasts are estimated for a 2035 year horizon to reflect build out of Crossroads District traffic.

The project incorporates design features to accommodate pedestrian circulation on site. Pedestrian access to the site would be provided via existing sidewalks along South Primrose Avenue, Huntington Drive, and Myrtle Avenue. The proposed project would provide two guest entry points.

One would be a pedestrian guest entrance accessible from the sidewalk on Huntington Drive and the other would be accessible from the parking lot on the south side of the building.

Transit facilities are accessible from the project site within a 0.5-mile (mi) radius. In the immediate vicinity, Foothill Transit bus stops are provided at the South Primrose Avenue/Huntington Drive (Line 270), Huntington Drive/Myrtle Avenue West (Lines 187 and 270), Huntington Drive/Myrtle Avenue East (Lines 187), and Myrtle Avenue/Cypress Avenue (Lines 270). Approximately 10 additional bus stops are located within the 0.5-mi radius. Additionally, the project site is located a 0.55-mi walk northeast of the Metro Gold Line Station. The project site and the train station are linked by sidewalk and crosswalk connections.

Based on the results of this TIA, the project can be implemented without creating significant impacts to the performance of the studied intersections or the Caltrans ramp intersections.

With the ultimate buildout of the Crossroads District, the studied roadway segments are anticipated to operate within satisfactory thresholds, with the exception of the roadway segments of Huntington Drive between the I-210 westbound ramps and Myrtle Avenue and Evergreen Avenue east of Myrtle Avenue in the future year 2035 horizon. Recommended improvements would include the reconfiguration of the segment of Huntington Drive between the I-210 eastbound ramps to Myrtle Avenue from a four-lane Primary Arterial to a six-lane Primary Arterial as envisioned in the General Plan when all four corners achieve the 2.0 FAR intensity. In addition, recommended improvements would include the reconfiguration of Evergreen Avenue from a two-lane one-way Collector Street to a three-lane one-way Collector Street as envisioned in the General Plan when all four corners achieve the 2.0 FAR intensity. Collector Streets are generally 40 to 60 feet in width to allow for two to four travel lanes. As development applications move forward in the Crossroads District, traffic studies should be conducted to determine the timing of any necessary reconfigurations.

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LIST OF ABBREVIATIONS AND ACRONYMS

Δ	change
ADT	average daily traffic
BE	Business Enterprise
City	City of Monrovia
DU	dwelling unit/dwelling units
EB	eastbound
FAR	floor-to-area ratio
General Plan Traffic Study	*Traffic Study for the Proposed Amendment to the Land Use and Circulation Elements of the Monrovia General Plan* (City of Monrovia 2007)
GPA	General Plan Amendment
HCM	Highway Capacity Manual
I-210	Interstate 210
ICU	intersection capacity utilization
ITE	Institute of Transportation Engineers
LOS	level of service
mi	mile/miles
N/A	not applicable
NBL	northbound left
NDS	National Data and Surveying Services
ORDLM	Office/Research and Development/Light Manufacturing
project	Monrovia Hotel Project
RIRO	right-in/right-out
TIA	Traffic Impact Analysis
TSF	thousand square feet
v/c	volume-to-capacity
WB	Westbound

INTRODUCTION

LSA has prepared this Traffic Impact Analysis (TIA) to identify any traffic impacts that could result from the planned development of 109 hotel rooms at the southwest corner of Myrtle Avenue/ Huntington Drive in the Crossroads District of Monrovia. This TIA also analyzes the potential effects of ultimate buildout development for the Crossroads District as part of the General Plan Amendment (GPA) on the roadway links for purposes of disclosure. This TIA for the Monrovia Hotel Project (project) was prepared in accordance with the applicable sections of the City of Monrovia's (City) *General Plan Circulation Element* (adopted by the City on January 15, 2008, and amended on November 6, 2012) and guidance through discussions with the City Traffic Engineer.

PROJECT SITE

Figure 1 shows the project site location. The project includes the construction and operation of a hotel with 109 hotel rooms. The project also includes a GPA increasing the floor-to-area ratio (FAR) for the Office/Research and Development/Light Manufacturing (ORDLM) Land use District in the Crossroads District of 2.0 FAR.

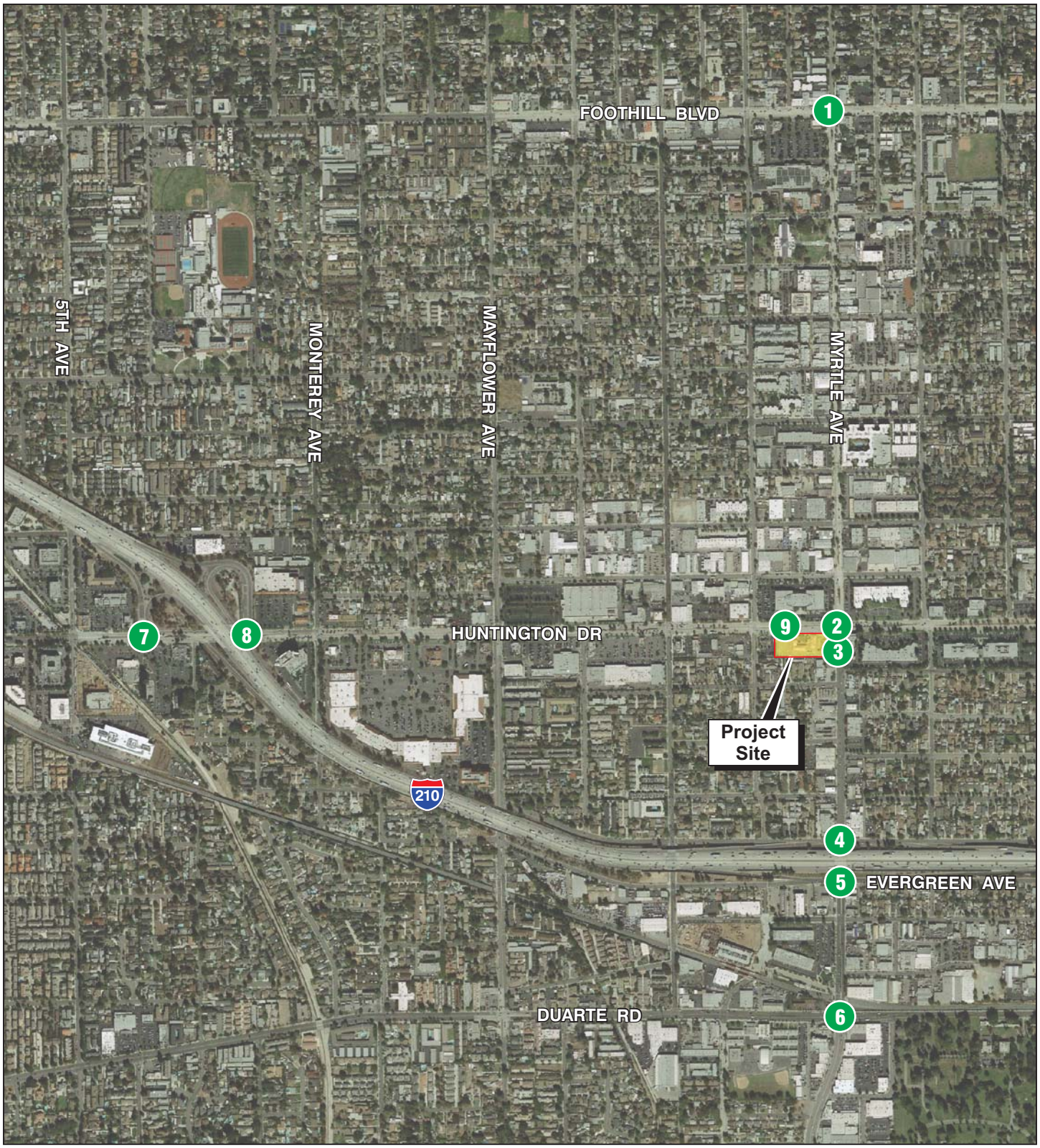
The project site is bound by Huntington Drive and office uses to the north; South Myrtle Avenue and office uses to the east; an alleyway, residential, and industrial uses to the south; and South Primrose Avenue and an equipment rental use to the west. An existing Taco Bell is located on the westernmost portion of the project site and will remain after project implementation.

Vehicular access to the project site would occur via two ingress/egress points: one off of West Huntington Drive near the northwestern corner of the site and one off South Myrtle Avenue near the southeastern corner of the site. These two access points would connect to the internal circulation system. Both driveways will have one inbound lane and one outbound lane. Figure 2 shows the project site plan.

Study Area Boundary

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

1. Myrtle Avenue/Foothill Boulevard (signalized)
2. Myrtle Avenue/Huntington Drive (signalized)
3. Myrtle Avenue/Project Driveway 1 (unsignalized)
4. Myrtle Avenue/Central Avenue-Interstate-210 (I-210) westbound ramps (signalized)
5. Myrtle Avenue/Evergreen Avenue-I-210 eastbound ramps (signalized)
6. Myrtle Avenue/Duarte Road (signalized)
7. I-210 eastbound ramps/ Huntington Drive (signalized)
8. I-210 westbound ramps/Huntington Drive (signalized)
9. Project Driveway 2/Huntington Drive (unsignalized)



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LEGEND

- Project Site
- # - Study Area Intersection

N

0 550 1100

FEET

SOURCE: Google Earth

FIGURE 1

Monrovia Hotel

Project Location and Study Area Intersections

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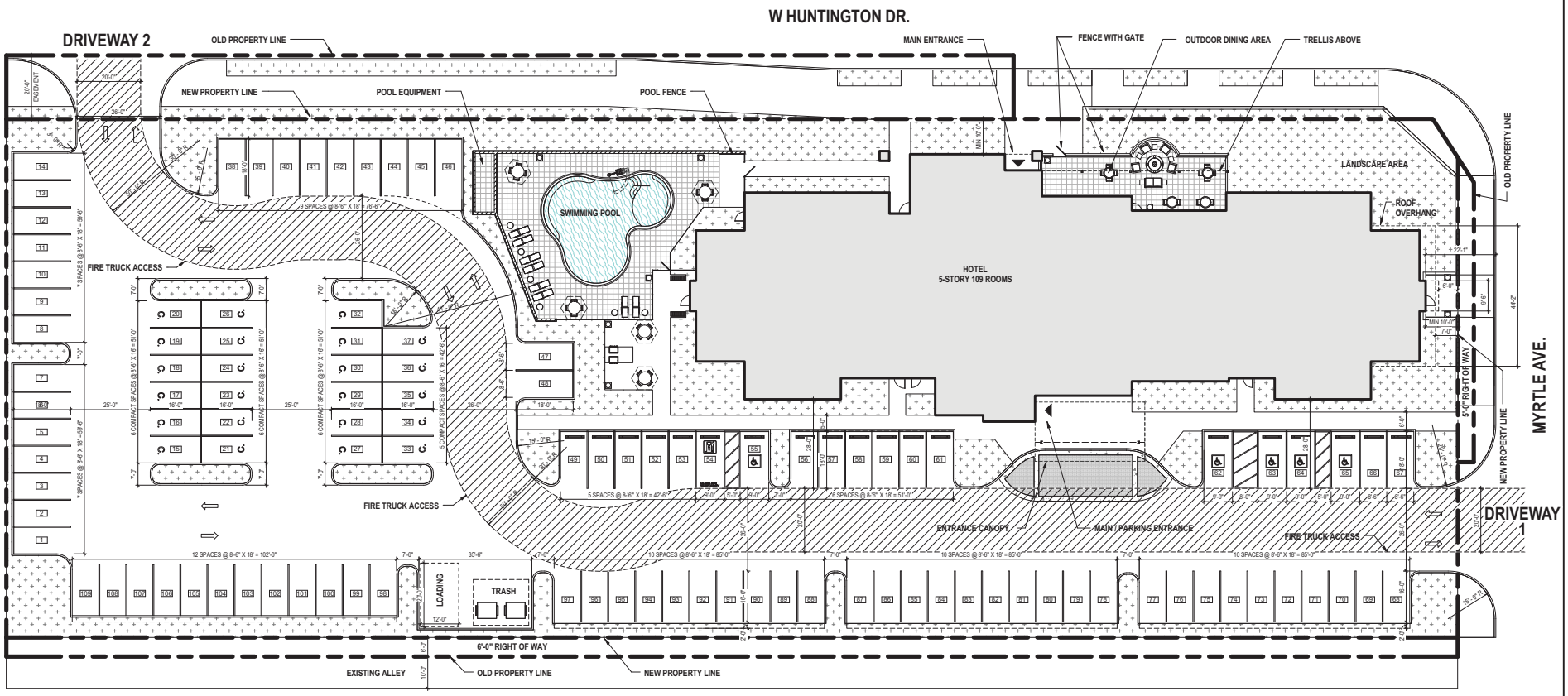

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FIGURE 2

N

0 25 50

FEET

SOURCE: Designcell Architecture

Monrovia Hotel

Site Plan

I:\THA1601\G\Traffic\Site Plan.cdr (5/3/2018)

PERFORMANCE CRITERIA

Intersection 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 conflicting v/c ratios for each intersection approach, and determines the overall ICU. The resulting ICU is expressed in terms of level of service (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 incorporated into the analysis.

According to the City's *General Plan Circulation Element* (2012), 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 F conditions currently exist. The relationship of ICU to LOS is demonstrated in the following table.

Level 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

Source: *Highway Capacity Manual* (Transportation Research Board 2010).
ICU = intersection capacity utilization

Based on discussion with the City Traffic Engineer, a project impact occurs when project traffic causes an intersection to exceed the acceptable LOS, or the impact of the development results in an increase of 0.04 or greater for LOS C, 0.03 or greater for LOS D, 0.02 or greater for LOS E, or 0.01 or greater for LOS F. Project mitigation would be required to return such intersections to acceptable LOS, or to the baseline ICU if the baseline ICU is greater than 0.90.

In addition to the ICU methodology of calculating signalized intersection LOS, the *Highway Capacity Manual* (HCM, Transportation Resources Board 2010) methodology was used to determine the LOS at unsignalized study area intersections and signalized intersections at freeway interchanges. The HCM unsignalized and signalized intersection methodology looks at delay (in seconds per vehicle), as opposed to capacity, as the measure of effectiveness. The resulting delay is expressed in terms of LOS, much like the ICU methodology. The relationship of delay to LOS is demonstrated in the following table.

Level of Service	Signalized Intersection Delay (seconds)	Unsignalized Intersection Delay (seconds)
A	≤10.0	≤10.0
B	>10.0 and ≤20.0	>10.0 and ≤15.0
C	>20.0 and ≤35.0	>15.0 and ≤25.0
D	>35.0 and ≤55.0	>25.0 and ≤35.0
E	>55.0 and ≤80.0	>35.0 and ≤50.0
F	>80.0	>50.0

Source: *Highway Capacity Manual* (Transportation Research Board 2010).

This study, consistent with City guidelines, evaluates traffic impacts based on ICU methodology. The HCM methodology is another method to evaluate operational conditions at signalized intersections, and takes into consideration signal timing and can calculate queue lengths at turn lanes. HCM methodology is also required by the California Department of Transportation (Caltrans) to analyze Caltrans ramp intersections. Acceptable LOS for Caltrans intersections is considered to be LOS D or better. However, Caltrans does not have significant impact criteria for the City of Monrovia. Based on a discussion with the City Traffic Engineer, the Caltrans significant impact criteria specified in the *SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region* (March 2000) will be used. These criteria identify a significant impact at a Caltrans ramp intersection when the intersection operates at LOS D, E, or F, and the impact of the development results in an increase of at least 2 seconds of delay. The ramp intersection analysis is not part of the City's TIA guidelines, but is included for Caltrans disclosure purposes. All HCM analysis for this study has been developed using Synchro (Version 9.2) software.

The project generates only 58 a.m. and 65 p.m. peak-hour trips, of which fewer than 12 trips are assigned to any one segment of the freeway in the peak direction. Based on these low volumes, the project is not expected to have any significant impacts on the freeway system.

Roadway Segment Criteria

A future year 2035 roadway link analysis has been performed consistent with the City's *Traffic Study for the Proposed Amendment to the Land Use and Circulation Elements of the Monrovia General Plan* (General Plan Traffic Study, 2007). The future year 2035 roadway link v/c ratios were determined using the City's theoretical daily capacity of 9,000 vehicles per lane for Primary Arterials, Secondary Arterials, and Collector Streets. Facility types for studied roadways were taken from the City's *General Plan Circulation Element* (2012). The roadway segments of Huntington Drive and Myrtle Avenue (south of Huntington Drive) are classified as Primary Arterials, Foothill Boulevard and Duarte Road are classified as Secondary Arterials, and the segments of Myrtle Avenue (between Foothill Boulevard and Huntington Drive), Central Avenue, and Evergreen Avenue are classified as Collector Streets.

The City has established the maximum desirable daily LOS for specific facility types, as shown in the following table.

Type of Street	Maximum Desirable Daily LOS and v/c
Primary Arterial	LOS D (v/c ≤0.90)
Secondary Arterial	LOS Mid-D (v/c ≤0.85)
Collector Street	LOS C (v/c ≤0.80)
Local Street	LOS A (v/c ≤0.60)

Source: The City of Monrovia's *General Plan Circulation Element* (2012)
LOS = level of service
v/c = volume-to-capacity ratio

A project impact occurs when project traffic causes the roadway link in question to exceed the acceptable LOS and the project-related traffic increases the daily traffic by 2.5 percent or more.

EXISTING (2017) CONDITIONS

Existing Site Uses

The existing site is currently an undeveloped vacant lot, with the exception of the westernmost portion, which is developed with an existing Taco Bell restaurant. The 109 hotel room development will be constructed on the undeveloped vacant lot, and will not affect the existing Taco Bell. Figure 3 illustrates existing lane configurations.

Existing Baseline Traffic Volumes and Levels of Service

Peak-hour intersection turn volumes for the study area intersections were obtained from the City and National Data and Surveying Services (NDS). Figure 4 presents the existing a.m. and p.m. peak-hour turn-movement volumes at the study area intersections. Appendix A provides the existing count data.

Table A summarizes the results of the existing a.m. and p.m. peak-hour LOS analysis. As previously discussed, the ICU methodology was used to determine the LOS at signalized study area intersections. The LOS analysis for the intersections of Myrtle Avenue/Project Driveway 1 and Project Driveway 2/Huntington Drive will be shown later in the report, due to the fact that the intersections do not currently exist or generate a delay for existing traffic.

Table A: Existing LOS Summary

Intersection		Existing			
		AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS
1	Myrtle Avenue/Foothill Boulevard	0.729	C	0.761	C
2	Myrtle Avenue/Huntington Drive	0.746	C	0.746	C
4	Myrtle Avenue/Central Avenue-I-210 WB ramps	0.763	C	0.864	D
5	Myrtle Avenue/Evergreen Avenue-I-210 EB ramps	0.662	B	0.823	D
6	Myrtle Avenue/Duarte Road	0.760	C	0.865	D
7	I-210 EB ramps/Huntington Drive	0.693	B	0.553	A
8	I-210 WB ramps/Huntington Drive	0.615	B	0.599	A

Note: If relevant, gray shading indicates values that exceed the City of Monrovia's LOS criteria.
EB = eastbound
I-210 = Interstate 210
ICU = intersection capacity utilization ratio
LOS = level of service
WB = westbound

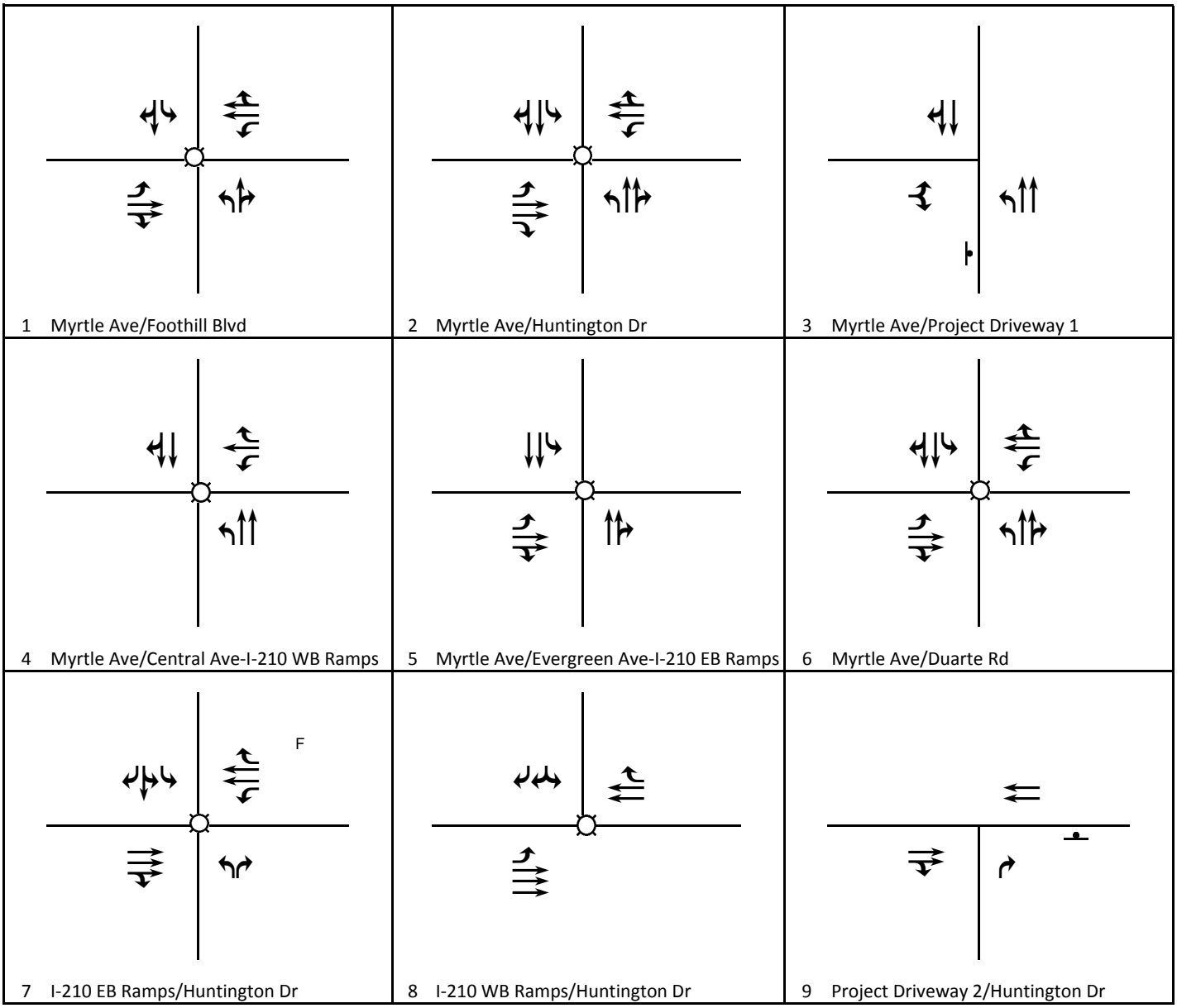

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FIGURE 3

Legend

Signal

Stop Sign

F Free Right

Monrovia Hotel

Existing Geometrics

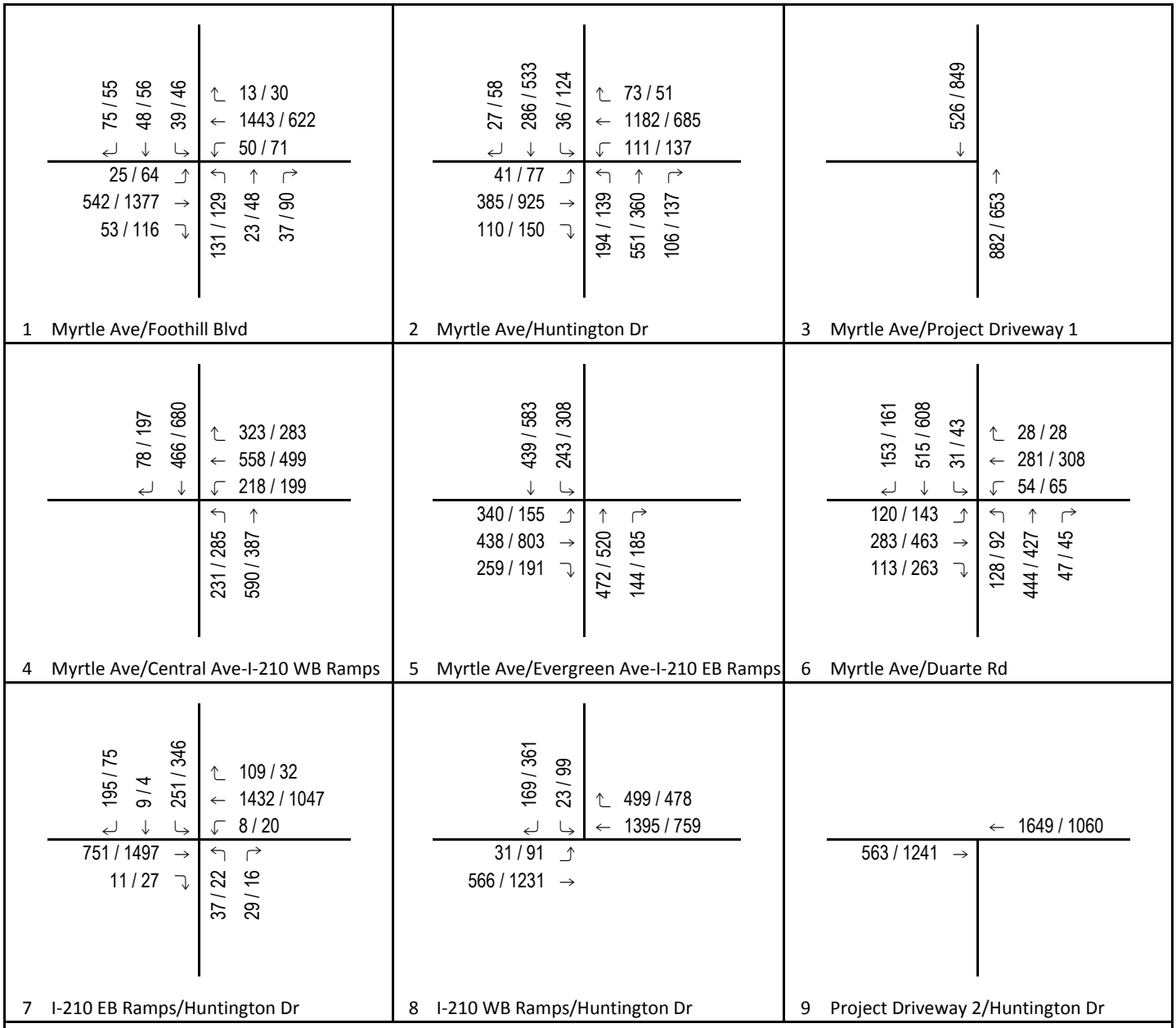

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FIGURE 4

XXX / YYY AM / PM Volume

Monrovia Hotel

Existing Peak-Hour Volumes

The intersection of Myrtle Avenue/Duarte Road operates concurrently with a Metro Gold Line train crossing at the north leg of the intersection. LSA staff observed the train crossing times on June 20, 2017, recording the duration of when the train crossing gates moved down to when the gates completely opened. The train was observed to add approximately 20 percent of delay to the intersection per hour (approximately 12 minutes per hour). The train crossing adds delay to only conflicting movements and overlaps with the standard intersection loss time of 10 percent per hour (approximately 6 minutes per hour). However, to present a conservative analysis, the train crossing loss time was analyzed to affect the entire intersection. This loss time percentage is calculated by adding the total train loss time to the standard intersection loss time, for a total of 30 percent, and is reflected in the intersection analysis for Myrtle Avenue/Duarte Road.

As shown in Table A, all study area intersections currently operate at satisfactory LOS during the a.m. and p.m. peak hours.

PROPOSED PROJECT TRAFFIC

Trip Generation

Trip generation calculations for the 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)[1], shown in Table B.

Table B: Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rate[1]									
Hotel		Rooms	8.17	0.31	0.22	0.53	0.31	0.29	0.60
Project Trip Generation									
Hotel	109	Rooms	891	34	24	58	34	31	65

[1] The trip rate (i.e., Land Use Code [310] – Hotel) was referenced from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition (2012).
ADT = average daily traffic

As Table B indicates, the proposed land use will generate 891 trips per day, including 58 trips during the a.m. peak hour (34 inbound and 24 outbound) and 65 trips in the p.m. peak hour (34 inbound and 31 outbound). There are no existing land uses that will be replaced.

Trip Distribution and Assignment

Trip distribution for the project was based on the project's location in relation to local and regional transportation facilities and origins/destinations, along with input and concurrence from the City

[1] The ITE 9th Edition hotel trip generation rates are higher than the 10th Edition trip generation rates for the a.m. peak hour. The p.m. peak hour hotel trip generation rates are the same in both the 9th and 10th Editions. The 10th Edition ADT rates are higher than the 9th Edition rates by 0.19 (9th Ed = 8.17; 10th Ed = 8.36). Therefore, the 9th Edition trip generation is more conservative than the 10th Edition trip generation for the City of Monrovia, and as such, were used for this analysis.

Traffic Engineer. Figure 5 shows the trip distribution for the project. Figure 6 displays the resulting project trip assignment for study area intersections.

Existing Baseline and Plus Project Traffic Volumes and Levels of Service

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. Figure 7 displays the existing plus project peak-hour volumes for the study area intersections.

The existing and plus project LOS 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 during the a.m. and p.m. peak hours. With the addition of the project in the existing setting, all study area intersections would continue to operate at satisfactory LOS. Therefore, the project can be implemented in the existing setting with no significant peak-hour intersection impacts.

Table C: Existing Baseline and Existing Plus Project LOS Summary

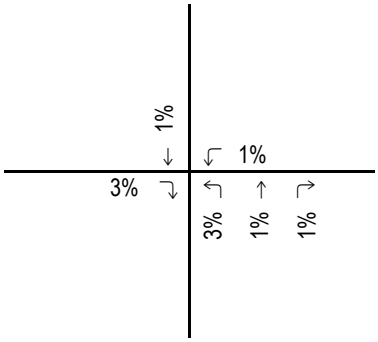
Intersection		Existing				Plus Project				Peak-Hour Δ ICU/HCM		Significant Impact?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour				
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM	
1	Myrtle Avenue/Foothill Boulevard	0.729	C	0.761	C	0.730	C	0.762	C	0.001	0.001	No
2	Myrtle Avenue/Huntington Drive	0.746	C	0.746	C	0.746	C	0.759	C	0.000	0.013	No
4	Myrtle Avenue/Central Avenue-I-210 WB ramps	0.763	C	0.864	D	0.766	C	0.867	D	0.003	0.003	No
5	Myrtle Avenue/Evergreen Avenue-I-210 EB ramps	0.662	B	0.823	D	0.666	B	0.828	D	0.004	0.005	No
6	Myrtle Avenue/Duarte Road	0.760	C	0.865	D	0.761	C	0.866	D	0.001	0.001	No
7	I-210 EB ramps/Huntington Drive	0.693	B	0.553	A	0.693	B	0.557	A	0.000	0.004	No
8	I-210 WB ramps/Huntington Drive	0.615	B	0.599	A	0.616	B	0.607	B	0.001	0.008	No

Note: If relevant, gray shading indicates values that exceed the City of Monrovia's LOS criteria.
Δ = change
EB = eastbound
I-210 = Interstate 210
ICU = intersection capacity utilization ratio
LOS = level of Service
WB = westbound

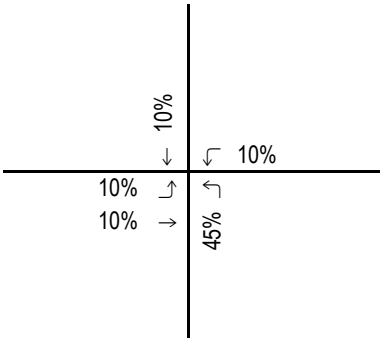
CUMULATIVE (2020) TRAFFIC CONDITION

To present a cumulative (2020) traffic condition, a regional ambient growth rate was determined and traffic volumes for the related projects in the vicinity were developed, which were added to the existing traffic counts.

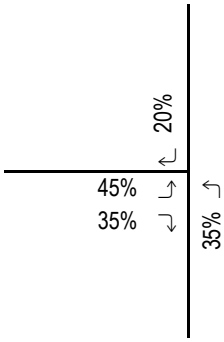
To reflect regional growth in the study area, a growth rate of 0.82 percent per year was added to the existing traffic volumes. This growth rate was obtained from the Los Angeles County *Congestion Management Plan* (Los Angeles County Metropolitan Transportation Authority 2010). The annual growth rate was calculated by taking the difference between the growth factors from year 2020 (1.082) and year 2015 (1.041) in Zone 25. The difference of 0.041 was divided by the difference of 5



1 Myrtle Ave/Foothill Blvd

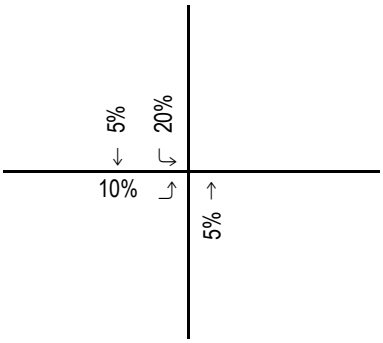


2 Myrtle Ave/Huntington Dr

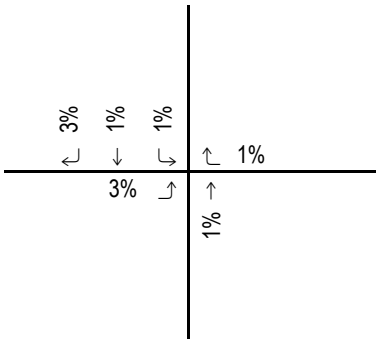


3 Myrtle Ave/Project Driveway 1

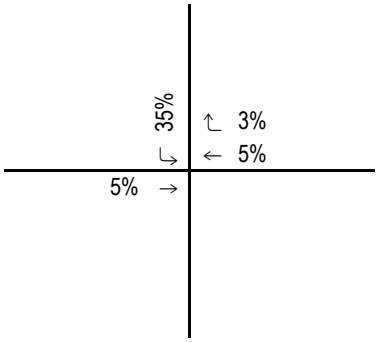
4 Myrtle Ave/Central Ave-I-210 WB Ramps



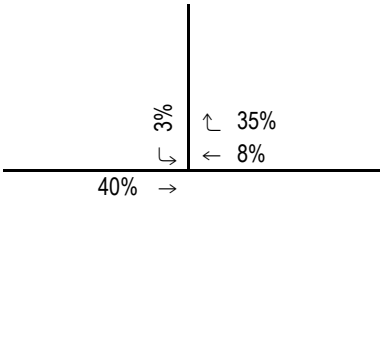
5 Myrtle Ave/Evergreen Ave-I-210 EB Ramps



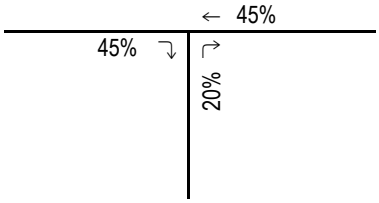
6 Myrtle Ave/Duarte Rd



7 I-210 EB Ramps/Huntington Dr



8 I-210 WB Ramps/Huntington Dr



9 Project Driveway 2/Huntington Dr

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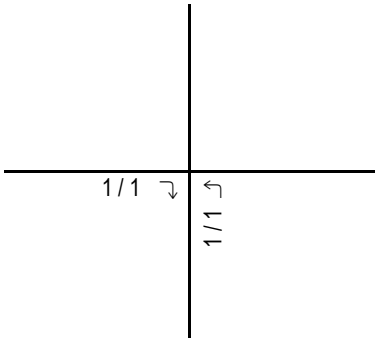
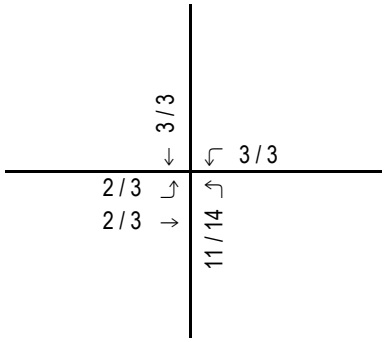
FIGURE 5

XXXYYY Project Trip Distribution Percentages

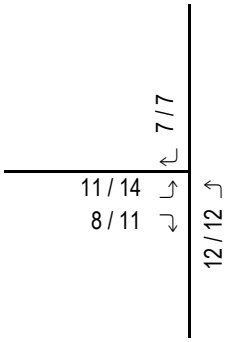
Monrovia Hotel
Project Trip Distribution



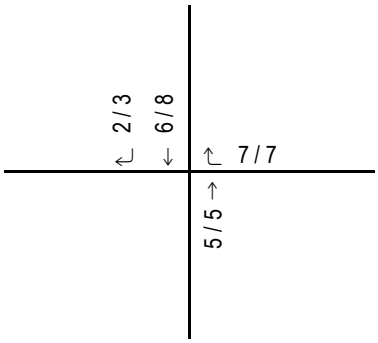
1 Myrtle Ave/Foothill Blvd



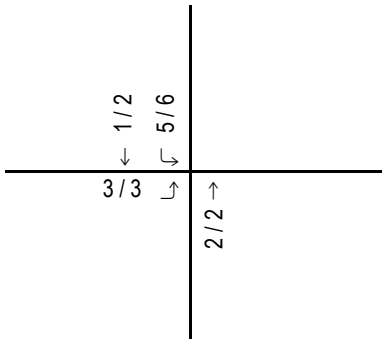
2 Myrtle Ave/Huntington Dr



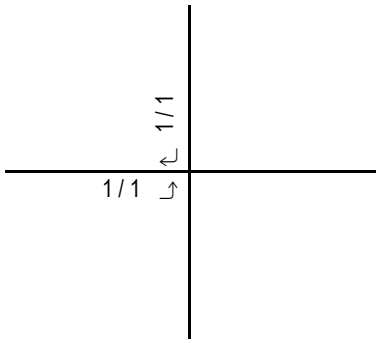
3 Myrtle Ave/Project Driveway 1



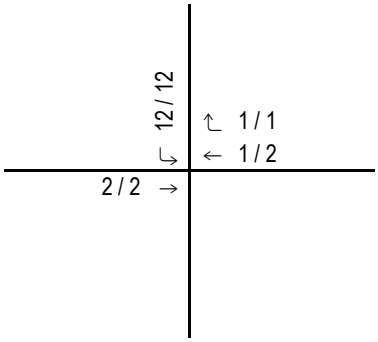
4 Myrtle Ave/Central Ave-I-210 WB Ramps



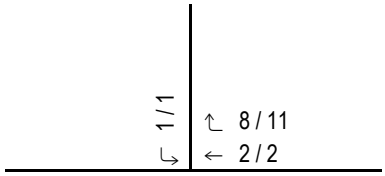
5 Myrtle Ave/Evergreen Ave-I-210 EB Ramps



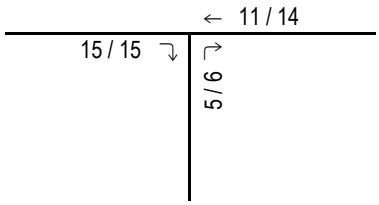
6 Myrtle Ave/Duarte Rd



7 I-210 EB Ramps/Huntington Dr



8 I-210 WB Ramps/Huntington Dr



9 Project Driveway 2/Huntington Dr

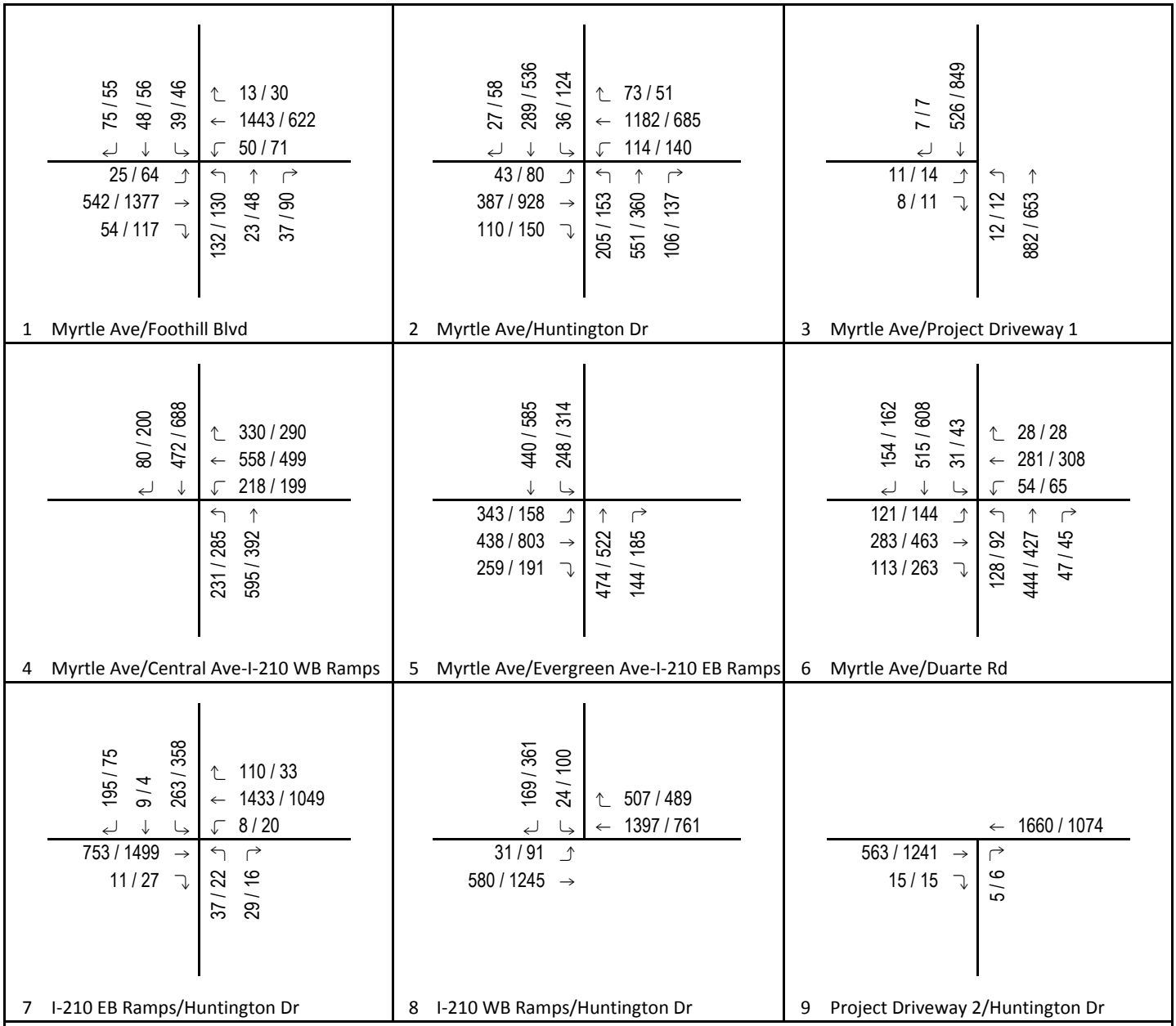
LSA

FIGURE 6

XXX / YYY AM / PM Volume

Monrovia Hotel

Project Trip Assignment



LSA

FIGURE 7

XXX / YYY AM / PM Volume

Monrovia Hotel

Existing Plus Project Peak-Hour Volumes

years to calculate the annual growth rate of 0.82 percent per year. This annual growth rate was applied to the three years between the existing setting (2017) and the cumulative condition (2020), for a total of 2.46 percent.

A list of cumulative projects was provided by the City Planning Division (Appendix C). Significant projects located near the proposed project were analyzed as cumulative projects and are illustrated on Figure 8. Table D shows the cumulative projects and their respective trip generations.

The cumulative project trip distribution was determined based on each project's land use and location. The resulting combined trip assignment at the study intersections for the cumulative projects is provided on Figure 9. The cumulative future condition was developed by adding ambient growth and cumulative project traffic to existing traffic volumes. The resulting cumulative (2020) peak-hour traffic volumes are shown on Figure 10. The cumulative plus project peak-hour traffic volumes are shown on Figure 11. It should be noted that the 1625 Magnolia Avenue project (project number 10 in Table D) is conditioned to add a southbound right-turn lane at Myrtle Avenue/Central Avenue. This intersection improvement has been included in the cumulative and cumulative plus project analyses.

In order to assess the project's potential impact in cumulative conditions, an analysis of future LOS was prepared for the study area intersections. This analysis assumes existing intersection geometrics. As Table E indicates, all study area intersections are anticipated to operate at satisfactory LOS during the cumulative baseline setting, with the exception of Myrtle Avenue/ Central Avenue-I-210 westbound ramps during the p.m. peak hour, Myrtle Avenue/Evergreen Avenue-I-210 eastbound ramps during the p.m. peak hour, and Myrtle Avenue/Duarte Road during the p.m. peak hour. With the addition of the project in the cumulative baseline setting, all study area intersections would continue to operate at satisfactory LOS, with the exception of the previously identified deficient intersections. The increase in ICU does not exceed the threshold of significance at any of the intersections; therefore, the project can be implemented in the cumulative setting with no significant peak-hour intersection impacts.

LSA

LEGEND

- Project Site

- Cumulative Projects

0 550 1100

FEET

SOURCE: Google Earth

FIGURE 8

Monrovia Hotel

Cumulative Project Locations

I:\THA1601\G\Traffic\Cumulative Projects.cdr (5/17/2018)

Table D: Cumulative Project Trip Generation Summary

	Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Trip Rates[1]										
	General Light Industrial		TSF	6.97	0.81	0.11	0.92	0.12	0.85	0.97
	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
	Coffee/Donut Shop with Drive-Through Window		TSF	818.58	51.30	49.28	100.58	21.40	21.40	42.80
	Shopping Center		TSF	42.70	0.60	0.36	0.96	1.78	1.93	3.71
Cumulative Trip Generation										
1	Shopping Center	98.000	TSF	4,185	59	35	94	174	190	364
2	Apartment	261	DU	1,736	26	107	133	104	57	161
3	Apartment	154	DU	1,024	15	63	78	62	34	96
4	High-Turnover Restaurant	12.617	TSF	1,604	75	61	136	75	50	125
	Coffee/Donut Shop without Drive-Through Window	2.165	TSF	1,772	114	110	224	50	50	100
	Brewery Manufacturing[3]	3.477	TSF	24	3	0	3	0	3	3
	Shopping Center	2.675	TSF	114	2	1	3	5	5	10
5	Apartment	103	DU	685	10	42	53	41	23	64
6	Apartment	112	DU	745	11	46	57	45	24	69
7	Coffee/Donut Shop with Drive-Through Window	2.200	TSF	1,801	113	108	221	47	47	94
8	Apartment	140	DU	931	14	57	71	56	31	87
9	Apartment[4]	296	DU	925	-10	80	70	66	7	73
10	Apartment[5]	418	DU	1,831	9	126	135	125	57	182
	Trip Generation			17,377	441	836	1,277	850	578	1,428

[1] The following trip rates were referenced from the Institute of Transportation Engineers *Trip Generation Manual*, 9th Edition (2012):
- Land Use Code (110) - General Light Industrial
- 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 (937) - Coffee/Donut Shop with Drive-Through Window
- Land Use Code (820) - Shopping Center

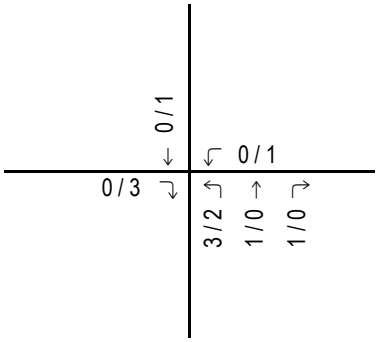
[2] ADT for Coffee/Donut Shop without Drive-Through Window is not available. The ADT was taken from the related land use 937 - Coffee/Donut Shop with Drive-Through Window.

[3] Brewery Manufacturing land use was analyzed with the General Light Industrial trip rates.

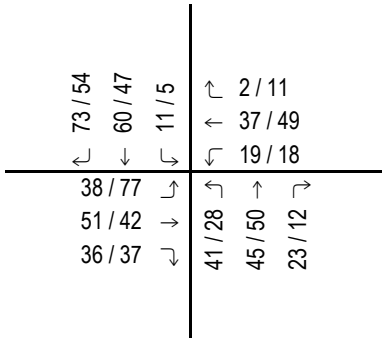
[4] The net trip generation was taken from the Duarte Road Apartments Traffic Impact Analysis (LSA, September 2017).

[5] The net trip generation was taken from the 1625 Magnolia Traffic Impact Analysis (LSA, September 2017).

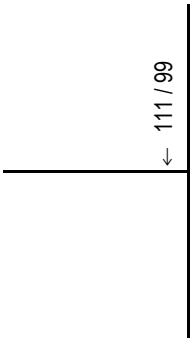
ADT = average daily traffic
DU = dwelling unit
TSF = thousand square feet



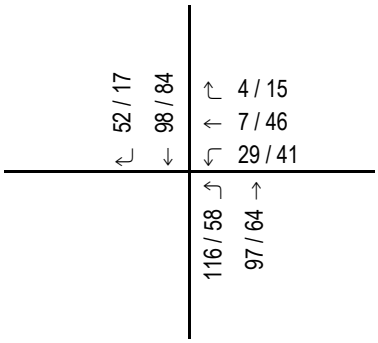
1 Myrtle Ave/Foothill Blvd



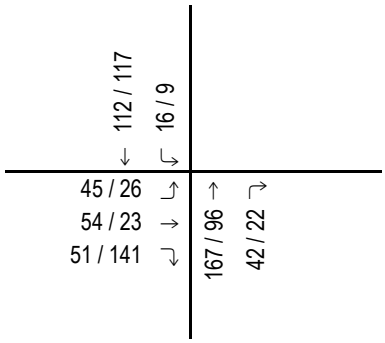
2 Myrtle Ave/Huntington Dr



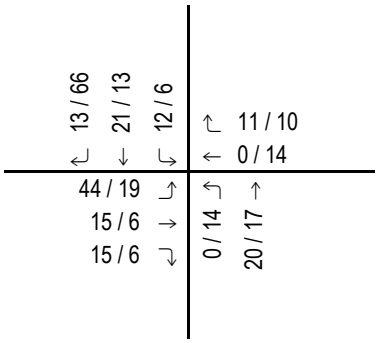
3 Myrtle Ave/Project Driveway 1



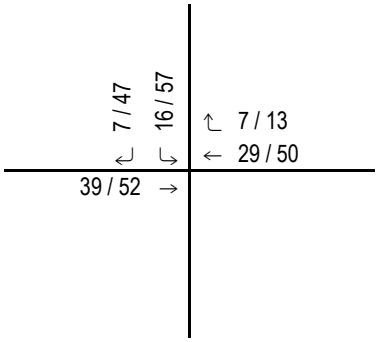
4 Myrtle Ave/Central Ave-I-210 WB Ramps



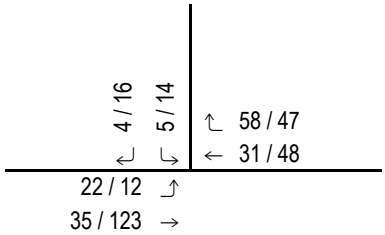
5 Myrtle Ave/Evergreen Ave-I-210 EB Ramps



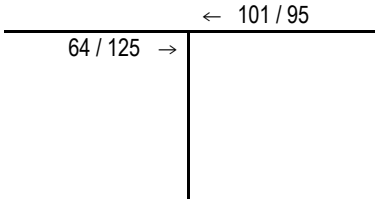
6 Myrtle Ave/Duarte Rd



7 I-210 EB Ramps/Huntington Dr



8 I-210 WB Ramps/Huntington Dr



9 Project Driveway 2/Huntington Dr

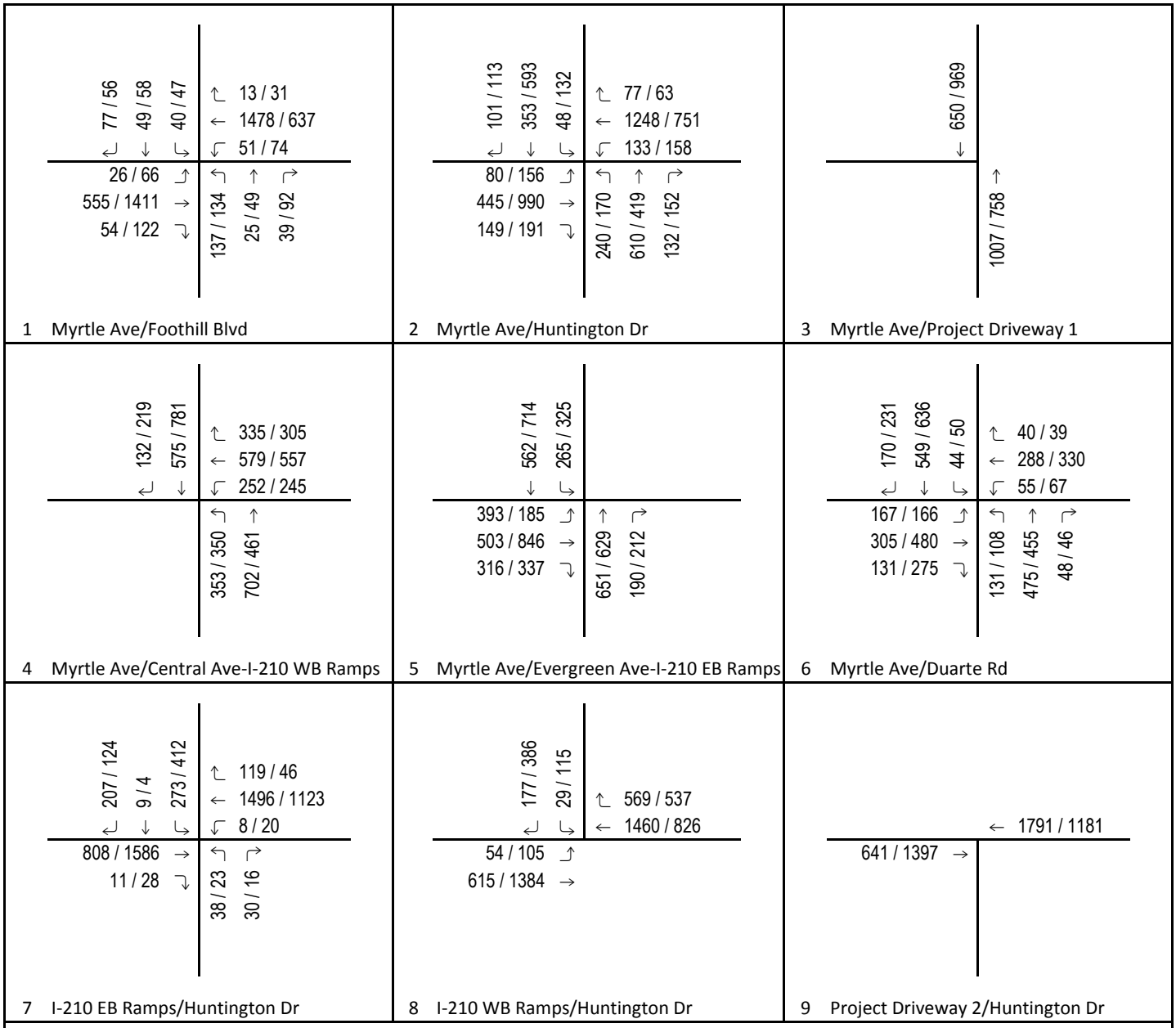
LSA

FIGURE 9

XXX / YYY AM / PM Volume

Monrovia Hotel

Cumulative Project Trip Assignment



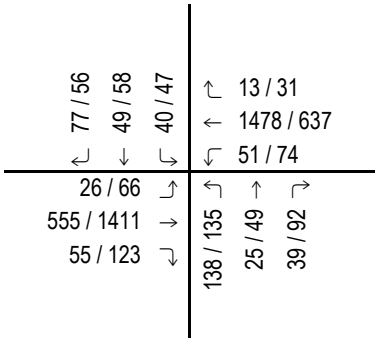
LSA

FIGURE 10

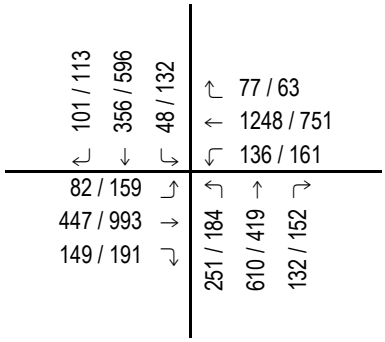
XXX / YYY AM / PM Volume

Monrovia Hotel

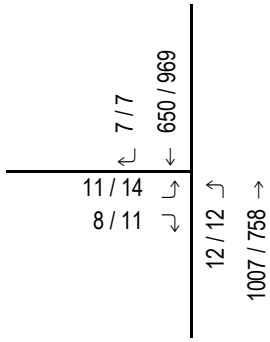
Cumulative Peak-Hour Volumes



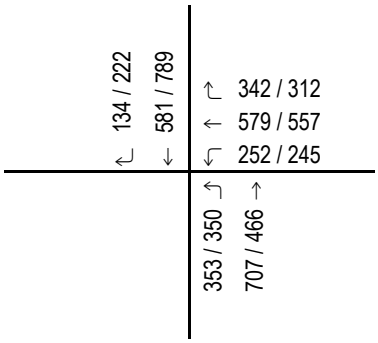
1 Myrtle Ave/Foothill Blvd



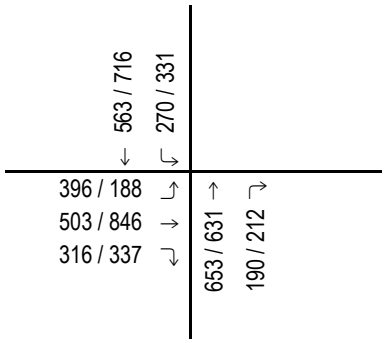
2 Myrtle Ave/Huntington Dr



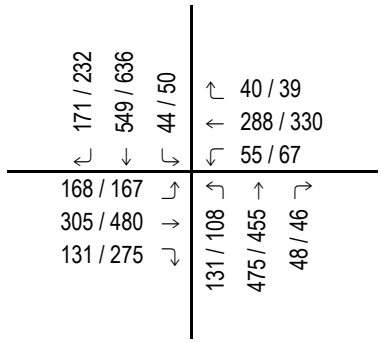
3 Myrtle Ave/Project Driveway 1



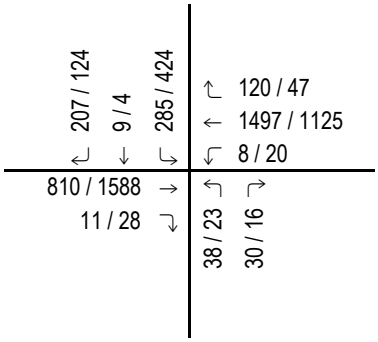
4 Myrtle Ave/Central Ave-I-210 WB Ramps



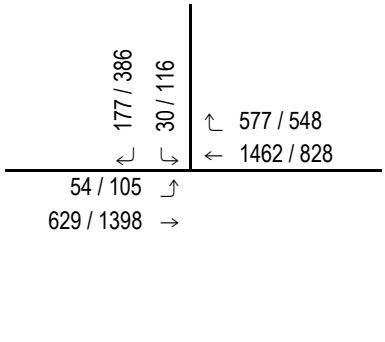
5 Myrtle Ave/Evergreen Ave-I-210 EB Ramps



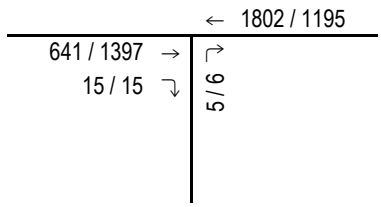
6 Myrtle Ave/Duarte Rd



7 I-210 EB Ramps/Huntington Dr



8 I-210 WB Ramps/Huntington Dr



9 Project Driveway 2/Huntington Dr

LSA

FIGURE 11

XXX / YYY AM / PM Volume

Monrovia Hotel

Cumulative Plus Project Peak-Hour Volumes

Table E: Cumulative Baseline and Cumulative Plus Project LOS Summary

Intersection		Cumulative				Plus Project				Peak-Hour Δ ICU/HCM		Significant Impact?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour				
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM	
1	Myrtle Avenue/Foothill Boulevard	0.747	C	0.780	C	0.747	C	0.781	C	0.000	0.001	No
2	Myrtle Avenue/ Huntington Drive	0.856	D	0.835	D	0.865	D	0.847	D	0.009	0.012	No
4	Myrtle Avenue/Central Avenue-I-210 WB ramps	0.862	D	0.911	E	0.864	D	0.913	E	0.002	0.002	No
5	Myrtle Avenue/Evergreen Avenue-I-210 EB ramps	0.784	C	0.936	E	0.788	C	0.940	E	0.004	0.004	No
6	Myrtle Avenue/Duarte Road	0.813	D	0.916	E	0.814	D	0.917	E	0.001	0.001	No
7	I-210 EB ramps/ Huntington Drive	0.721	C	0.593	A	0.721	C	0.597	A	0.000	0.004	No
8	I-210 WB ramps/ Huntington Drive	0.654	B	0.658	B	0.655	B	0.665	B	0.001	0.007	No

Note: If relevant, gray shading indicates values that exceed City of Monrovia's LOS criteria.
Δ = change
EB = eastbound
I-210 = Interstate 210
ICU = intersection capacity utilization ratio
LOS = level of service
WB = westbound

RAMP INTERSECTION ANALYSIS

Existing Baseline and Plus Project Ramp Intersection Analysis

To demonstrate the effect that the proposed project would have on the Caltrans jurisdiction ramp intersections in the existing condition, an existing plus project HCM analysis was prepared.

Appendix D provides the HCM LOS worksheets. Table F presents a summary of existing and plus project ramp intersections, which indicates all study area intersections currently operate at satisfactory LOS, during the a.m. and p.m. peak hours. With the addition of the project in the existing setting, all study area intersections would continue to operate at satisfactory LOS. Therefore, the project can be implemented in the existing setting with no significant peak-hour ramp intersection impacts.

Table F: Existing Baseline and Existing Plus Project Ramp Intersection Summary

Intersection		Existing				Plus Project				Peak-Hour Δ HCM		Significant Impact?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour				
		HCM	LOS	HCM	LOS	HCM	LOS	HCM	LOS	AM	PM	
4	Myrtle Avenue/Central Avenue-I-210 WB ramps	24.2	C	43.4	D	24.3	C	44.4	D	0.1	1.0	No
5	Myrtle Avenue/Evergreen Avenue-I-210 EB ramps	23.6	C	32.3	C	24.0	C	33.2	C	0.4	0.9	No
7	I-210 EB ramps/Huntington Drive	9.1	A	7.1	A	9.1	A	7.2	A	0.0	0.1	No
8	I-210 WB ramps/ Huntington Drive	10.1	B	12.6	B	10.2	B	12.7	B	0.1	0.1	No

Note: If relevant, gray shading indicates values that exceed City of Monrovia's level of service criteria.
Δ = change
EB = eastbound
WB = westbound
HCM = Highway Capacity Manual delay (seconds per vehicle)
I-210 = Interstate 210
LOS = level of Service

Cumulative Baseline and Plus Project Ramp Intersection Analysis

To demonstrate the effect that the project would have on the Caltrans jurisdiction ramp intersections in the cumulative (2020) condition, a cumulative plus project HCM analysis was prepared.

Table G presents a summary of cumulative and plus project ramp intersections, which indicates all study area intersections are projected to operate at satisfactory LOS during the a.m. and p.m. peak hours, with the exception of Myrtle Avenue/Evergreen Avenue – I-210 EB Ramps. With the addition of the project in the cumulative setting, all study area intersections would continue to operate at satisfactory LOS, with the exception of the previously stated intersection. The project does not exceed the City's threshold of significance, nor does it exceed the Caltrans significant impact criteria of 2 seconds of delay. Therefore, the project can be implemented in the cumulative setting with no significant peak-hour ramp intersection impacts.

Table G: Cumulative Baseline and Cumulative Plus Project Ramp Intersection Summary

Intersection		Cumulative				Plus Project				Peak-Hour Δ HCM		Significant Impact?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour				
		HCM	LOS	HCM	LOS	HCM	LOS	HCM	LOS	AM	PM	
4	Myrtle Avenue/Central Avenue-I-210 WB ramps	45.5	D	49.7	D	45.3	D	50.0	D	-0.2	0.3	No
5	Myrtle Avenue/Evergreen Avenue-I-210 EB ramps	32.7	C	55.3	E	33.4	C	56.3	E	0.7	1.0	No
7	I-210 EB ramps/Huntington Drive	9.7	A	8.1	A	9.8	A	8.2	A	0.1	0.1	No
8	I-210 WB ramps/Huntington Drive	11.1	B	14.3	B	11.1	B	14.4	B	0.0	0.1	No

Note: If relevant, gray shading indicates values that exceed City of Monrovia's level of service criteria.
Δ = change
EB = eastbound
WB = westbound
HCM = Highway Capacity Manual delay (seconds per vehicle)
I-210 = Interstate 210
LOS = level of Service

FUTURE YEAR 2035 WITH CROSSROADS DISTRICT CONDITIONS

According to the Land Use Element of the City's General Plan, the project site is in the Crossroads District, which includes parcels at the four corners of the intersection of Myrtle Avenue/Huntington Drive. Within the Crossroads District, the project site is designated as Business Enterprise (BE). The proposed project includes a GPA to modify the land use designation of the eastern portion of the project site from BE to ORDLM. According to the City's General Plan, the ORDLM designation allows for high-quality office, research and development, and support uses (e.g., restaurants, health clubs, and banks). As part of the GPA request, the proposed project would also request that hotels be included as an allowable use within the ORDLM designation. The maximum intensity of development with a surface parking lot within the ORDLM designation is a FAR of 0.75 and the maximum building height is four stories. The proposed project would develop the project site at an approximate 0.91 FAR. The existing ORDLM land use designation within the Crossroads District envisioned and was intended to allow a maximum FAR of 2.0. The conflicting standard of 0.75 FAR is being removed from the Urban Design – Public Realm standards of the City's *Land Use Element* (April 2015). The GPA for the project would also include a request to increase the allowable building height within the ORDLM designation in the Crossroads District from four to five stories. This level of intensity, under commercial land uses, has yet to be achieved. For purposes of disclosure of the potential effects of ultimate buildout development for the Crossroads District, a future year 2035 roadway link analysis has been performed consistent with the City's *General Plan Traffic Study* (2007).

Table H illustrates the land use characteristics within the Crossroads District. Existing intensity of the four corners is shown. To arrive at the buildout of 2.0 FAR, the total land area is multiplied by 2. The allowable intensity is the total 2.0 FAR square footage subtracted by the existing land use intensity. The resulting allowable buildout intensity for the Crossroads District is shown in the last column of Table H.

Table H: Crossroads District Buildout Intensity

Crossroads District Block	Existing Land Use Intensity (sq ft)	Total Land Area (sq ft)	2.0 FAR Intensity (sq ft)	Crossroads District Allowable Buildout Intensity (sq ft)
Northwest Block	105,792	186,186	372,372	266,580
Northeast Block	87,312	187,843	375,686	288,374
Southwest Block	1,989	99,061	198,122	196,133
Southeast Block	62,946	174,424	348,848	285,902

FAR = floor-to-area ratio
sq ft = square foot/square feet

The trip generation for the Crossroads District, as shown in Table I, was based on the daily and peak-hour trip rates taken from the ITE *Trip Generation Manual*, 9th Edition (2012). The land use used for generating Crossroads District trips is General Office, as this land use reflects the most likely type of development with existing development patterns. As shown in Table I, the buildout of the allowable intensity of the Crossroads District is anticipated to generate 11,435 trips per day.

Table I: Crossroads District Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rate[1]									
Office		TSF	11.03	1.37	0.19	1.56	0.25	1.24	1.49
Crossroads District Trip Generation									
Office	1,036.689	TSF	11,435	1,423	194	1,617	263	1,282	1,545

[1] The trip rate (i.e., Land Use Code [710] – Office) was referenced from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition (2012).
ADT = average daily traffic
TSF = thousand square feet

This analysis uses the existing roadway segment lane complement. These are also consistent with the minimum General Plan designations. Appendix E provides the roadway segment average daily traffic (ADT) counts for the study area roadways, provided by the City Traffic Engineer. To reflect regional growth in the study area, a growth rate of 0.45 percent per year was added to the existing roadway segment ADT in order to arrive at forecast 2035 conditions. As identified earlier in the report, the annual growth rate was calculated by taking the difference between the growth factors from year 2035 (1.131) and year 2015 (1.041) in Zone 25 from the Los Angeles County *Congestion Management Plan* (Los Angeles County Metropolitan Transportation Authority 2010). The difference of 0.09 was divided by the difference of 20 years to calculate the annual growth rate of 0.45 percent per year. This annual growth rate was applied to the 18 years between the existing setting (2017) and the future condition (2035), for a total of 8.1 percent. The generated ADT from the allowable intensity within the Crossroads District was added onto forecast 2035 conditions. These volume forecasts (both the future year 2035 and the future year 2035 with the Crossroads District Buildout) have been compared to the capacity of the existing roadway configurations (also the minimum General Plan designations). Table J presents the traffic volumes and resultant v/c ratios for the future year 2035 scenarios.

As Table J indicates, the roadway segment of Evergreen Avenue between Myrtle Avenue and California Avenue is projected to exceed the City's threshold in the future year 2035 baseline scenario. With the addition of the Crossroads District traffic, the segment of Huntington Drive between the I-210 westbound ramps and Myrtle Avenue are projected to exceed the City's threshold, along with the previously stated roadway segment. Recommended improvements to the studied roadway segments for future developments are discussed later in this report.

SPECIAL ISSUES

Access Analysis

Access to the Monrovia Hotel project site will be provided via a RIRO driveway along Huntington Drive and a full-access driveway along Myrtle Avenue. Both driveways will have one lane of travel for inbound and outbound directions. HCM-based intersection analysis has been utilized as the metric to evaluate the adequacy and performance of the two unsignalized driveways.

Table J: Future Year 2035 with Crossroads District ADT Volumes and V/C Ratios

Segment #	Roadway	Segment	Functional Classification	Capacity[1]	Future Year 2035 Baseline			Future Year 2035 with Crossroads District				Δ v/c Ratio
					ADT[2]	v/c Ratio	LOS	Crossroads ADT	ADT[2]	v/c Ratio	LOS	
1	Foothill Boulevard	Mayflower to Myrtle	Secondary	36,000	30,000	0.83	D	401	30,400	0.84	D	0.010
2		Myrtle to California	Secondary	36,000	25,700	0.71	C	114	25,900	0.72	C	0.010
3	Huntington Drive	5th to I-210 EB ramps	Primary	36,000	31,500	0.87	D	572	32,100	0.89	D	0.020
4		I-210 EB ramps to I-210 WB ramps	Primary	45,000	31,900	0.71	C	2,745	34,700	0.77	C	0.060
5		I-210 WB ramps to Myrtle	Primary	36,000	30,500	0.85	D	4,317	34,800	0.97	E	0.120
6		Myrtle to California	Primary	36,000	28,700	0.80	C	1,144	29,900	0.83	D	0.030
7	Central Avenue	Magnolia to Myrtle	Collector	18,000	6,300	0.35	A	572	6,800	0.38	A	0.030
8		Myrtle to Shamrock	Collector	18,000	5,500	0.30	A	1,144	6,600	0.37	A	0.070
9	Evergreen Avenue	Magnolia to Myrtle	Collector	18,000	6,000	0.33	A	572	6,500	0.36	A	0.030
10		Myrtle to California	Collector	18,000	18,100	1.00	E	1,144	19,200	1.07	F	0.070
11	Duarte Road	Mayflower to Myrtle	Secondary	36,000	20,400	0.57	A	344	20,700	0.58	A	0.010
12		Myrtle to California	Secondary	36,000	12,000	0.33	A	114	12,100	0.34	A	0.010
13	Myrtle Avenue	Hillcrest to Foothill	Collector	18,000	2,900	0.16	A	114	3,000	0.17	A	0.010
14		Foothill to Huntington	Collector	18,000	15,400	0.86	D	858	16,300	0.90	D	0.040
15		Huntington to Central	Primary	36,000	25,700	0.71	C	3,860	29,500	0.82	D	0.110
16		Central to Duarte	Primary	36,000	24,100	0.67	B	1,430	25,500	0.71	C	0.040
17		Duarte to South City Limit	Primary	36,000	24,100	0.67	B	114	24,200	0.67	B	0.000

Note: If relevant, gray shading indicates values that exceed City of Monrovia's level of service criteria.

[1] Average daily traffic roadway segment capacity is determined as 9,000 vehicles per lane, per the City of Monrovia's *General Plan Circulation Element* (2012).

[2] Average daily traffic volume is displayed with rounding to the nearest hundreds digit. However, the v/c ratio is calculated using the precise volume.

Δ = change
ADT = average daily traffic
EB = eastbound
v/c = volume-to-capacity
WB = westbound

Table K presents a summary of the driveway LOS for the existing plus project and cumulative plus project conditions. As shown in Table K, both driveways are anticipated to operate at satisfactory LOS during the a.m. and p.m. peak-hour periods in both the existing plus project and cumulative plus project conditions.

Table K: Project Driveway LOS Summary

Intersection		Existing Plus Project				Cumulative Plus Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		HCM	LOS	HCM	LOS	HCM	LOS	HCM	LOS
3	Myrtle Avenue/Project Driveway 1	18.2	C	24.0	C	22.8	C	30.7	D
9	Project Driveway 2/ Huntington Drive	10.3	B	14.3	B	10.7	B	15.6	C

Note: If relevant, gray shading indicates values that exceed City of Monrovia's level of service criteria.
HCM = Highway Capacity Manual delay (seconds per vehicle)
LOS = level of service

Alternative Mobility Modes

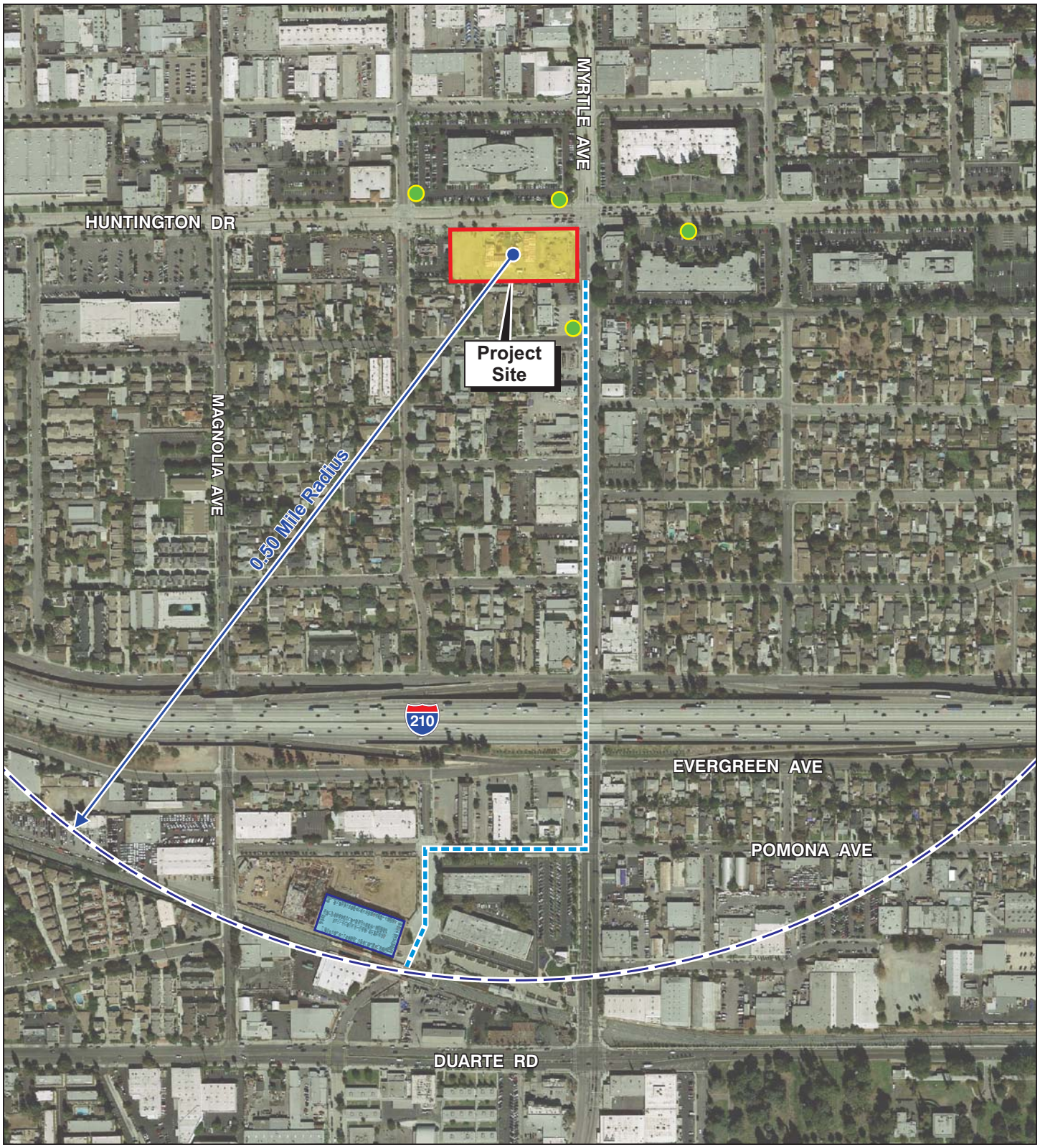
The project incorporates design features to accommodate pedestrian circulation on site. Pedestrian traffic is afforded safe travel via sidewalks throughout the site that connect to the public right-of-way.

Transit facilities are accessible from the project site within a 0.5-mile (mi) radius. In the immediate vicinity, Foothill Transit bus stops are provided at the South Primrose Avenue/Huntington Drive (Line 270), Huntington Drive/Myrtle Avenue West (Lines 187 and 270), Huntington Drive/Myrtle Avenue East (Lines 187), and Myrtle Avenue/Cypress Avenue (Lines 270). Approximately 10 additional bus stops are within a 0.5-mi radius. These bus routes provide transportation to Pasadena, Arcadia, El Monte, Duarte, and Azusa. Additionally, the project site is approximately 0.55 mi northeast of the Metro Gold Line Station. The project site and the train station are accessible via sidewalk and crosswalk connections. The Metro Gold Line provides transportation from Azusa to East Los Angeles via downtown Los Angeles. Figure 12 presents the locations of the transit facilities near the project site.

RECOMMENDED IMPROVEMENTS

Based on the results of this analysis, the roadway segments of Huntington Drive between the I-210 westbound ramps and Myrtle Avenue and Evergreen Avenue east of Myrtle Avenue are anticipated to exceed the City's thresholds in the future year 2035 horizon with the General Plan allowable intensity of 2.0 FAR.

As stated in the *General Plan Circulation Element* Policy 2.1 (pages 8–9), as future demand dictates, Huntington Drive is anticipated to require lane reconfiguration from the existing four-through-lane Primary Arterial to a six-through-lane Primary Arterial to provide additional capacity during peak periods and throughout the day. Therefore, the roadway segment of Huntington Drive is recommended to be reconfigured to provide six through lanes between the I-210 eastbound ramps and Myrtle Avenue in the future year 2035 horizon when all four corners of the intersection of Myrtle Avenue/Huntington Drive achieve the 2.0 FAR intensity.



LSA

FIGURE 12

LEGEND

- Project Site
- Metro Gold Line Station
- Foothill Transit Bus Stop
- 0.55 Mile Walkable Distance

0 250 500
FEET

SOURCE: Google Earth

Monrovia Hotel
Transit Locations

I:\THA1601\G\Traffic\Transit Locations.cdr (5/17/2018)

The eastbound travel lanes along the roadway segment of Evergreen Avenue are recommended to be reconfigured to a three-through-lane Collector Street lane between Myrtle Avenue and the I-210 eastbound on-ramp. This reconfiguration is consistent with the overall cross-section shown in Figure III-1 of the *General Plan Circulation Element* (page 20). This may require spot widening adjacent to the I-210 ramps and/or elimination of on-street parking along Evergreen Avenue in the future year 2035 horizon when all four corners achieve the 2.0 FAR intensity. These reconfigurations are consistent with the existing *General Plan Circulation Element* designations for the roadway segments. No *General Plan Circulation Element* Amendments are required.

An analysis of roadway operation with these improvements is shown in Table L. As shown in Table L, with the implementation of the recommended improvements, the roadway segments would operate at an acceptable LOS.

Table L: Future Year 2035 with Crossroads District Recommended Improvements

Segment #	Roadway	Segment	Capacity[1]	Future Year 2035 with Crossroads District			Capacity[1] with Recommended Improvements	Future Year 2035 with Crossroads District with Recommended Improvements			Δ v/c Ratio
				ADT[2]	v/c Ratio	LOS		ADT[2]	v/c Ratio	LOS	
5	Huntington Drive	I-210 WB ramps to Myrtle	36,000	34,800	0.97	E	54,000	34,800	0.64	B	-0.330
10	Evergreen Avenue	Myrtle to California	18,000	19,200	1.07	F	27,000	19,200	0.71	C	-0.360

Note: If relevant, gray shading indicates values that exceed the City of Monrovia's LOS criteria.

[1] Average daily traffic roadway segment capacity is determined as 9,000 vehicles per lane, per the City of Monrovia's *General Plan Circulation Element* (2012).

[2] Average daily traffic volume is displayed with rounding to the nearest hundreds digit. However, the v/c ratio is calculated using the precise volume.

Δ = change
ADT = average daily traffic
I-210 = Interstate 210
LOS = level of service
v/c = volume-to-capacity
WB = westbound

As development applications move forward in the Crossroads District, traffic studies should be conducted to determine the timing of any necessary reconfigurations.

APPENDIX A

EXISTING INTERSECTION COUNTS

Turning Movement Count Report AM

Location ID: 2
North/South: Myrtle Ave
East/West: Foothill Blvd

Date: 12/17/15
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	14	10	2	2	325	9	6	1	18	7	84	0	478
7:15	16	12	6	3	379	11	8	1	29	7	67	5	544
7:30	25	5	5	2	383	12	9	7	26	15	105	5	599
7:45	12	15	14	5	360	14	10	10	40	11	193	5	689
8:00	22	16	14	3	321	13	10	5	36	20	177	10	647
8:15	21	17	12	3	249	16	12	5	24	15	128	11	513
8:30	6	15	13	8	278	12	14	4	27	6	109	4	496
8:45	12	13	7	5	268	6	8	12	25	19	94	6	475
Total Volume:	128	103	73	31	2563	93	77	45	225	100	957	46	4441
Approach %	42%	34%	24%	1%	95%	3%	22%	13%	65%	9%	87%	4%	
Peak Hr Begin:	7:15												
PHV	75	48	39	13	1443	50	37	23	131	53	542	25	2479
PHF	0.779			0.948			0.796			0.742			0.899

Turning Movement Count Report PM

Location ID: 2
North/South: Myrtle Ave
East/West: Foothill Blvd

Date: 12/17/15
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	
16:00	6	11	15	6	130	16	26	19	38	22	330	16	635
16:15	9	13	6	4	140	19	20	12	28	29	369	11	660
16:30	12	13	4	5	130	19	23	14	30	37	350	15	652
16:45	8	11	9	11	151	15	19	12	36	26	338	21	657
17:00	15	14	10	7	158	18	19	12	31	24	341	17	666
17:15	10	22	10	8	138	18	29	15	35	25	325	14	649
17:30	19	10	17	9	161	18	19	11	37	40	346	16	703
17:45	11	10	9	6	165	17	23	10	26	27	365	17	686
Total Volume:	90	104	80	56	1173	140	178	105	261	230	2764	127	5308
Approach %	33%	38%	29%	4%	86%	10%	33%	19%	48%	7%	89%	4%	
Peak Hr Begin:	17:00												
PHV	55	56	46	30	622	71	90	48	129	116	1377	64	2704
PHF	0.853			0.961			0.845			0.952			0.962

ITM Peak Hour Summary

Prepared by:

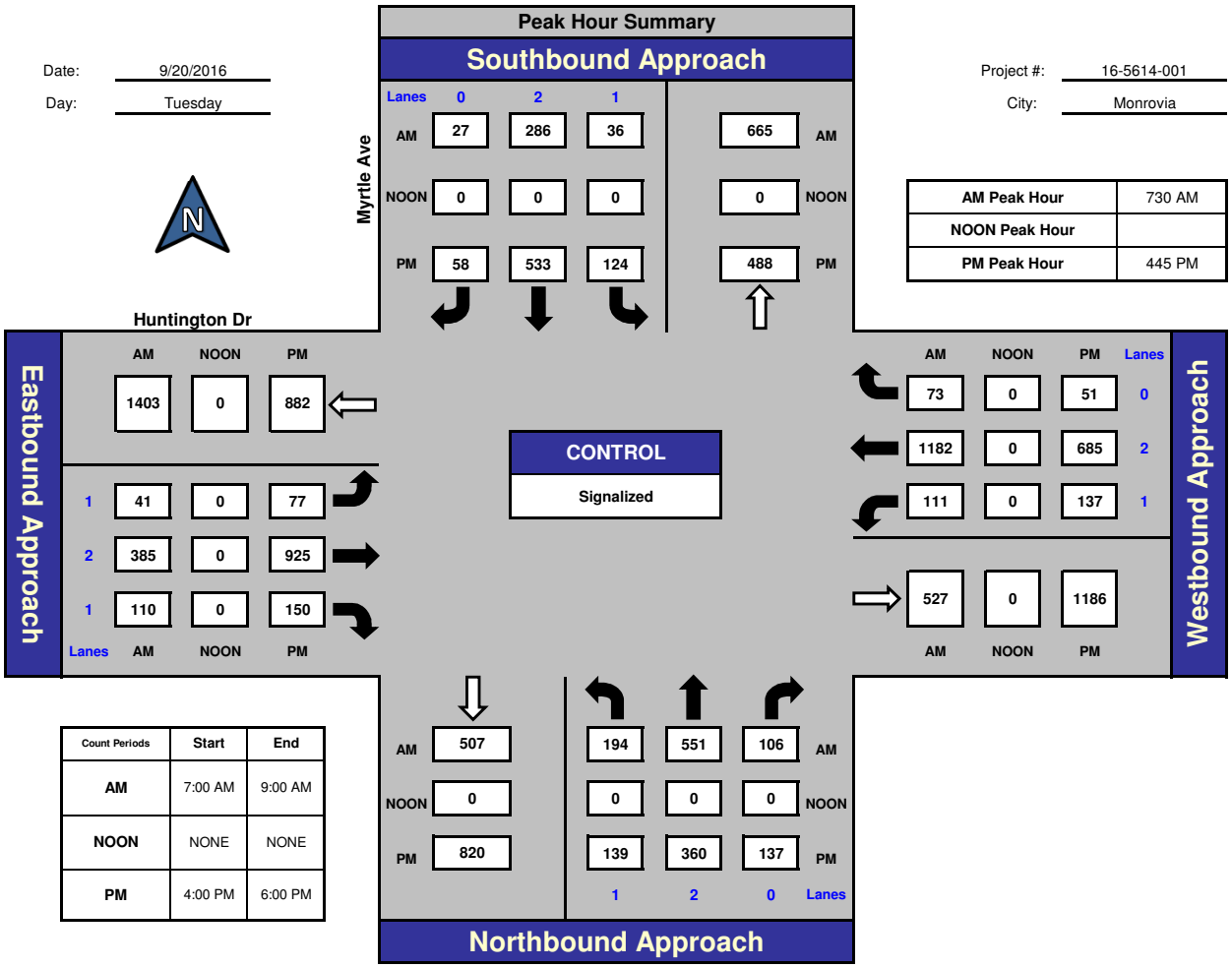
National Data & Surveying Services

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

North Leg		
349	665	AM
0	0	NOON
715	488	PM

West Leg			East Leg		
AM	NOON	PM			
1403	0	882	1366	0	873
536	0	1152	527	0	1186
			AM	NOON	PM

South Leg	
AM	507 851
NOON	0 0
PM	820 636

Total Volume Per Leg

North Leg	
1014	AM
0	NOON
1203	PM

West Leg			East Leg		
AM	NOON	PM			
1939	0	2034	1893	0	2059
			AM	NOON	PM

South Leg	
AM	1358
NOON	0
PM	1456

ITM Peak Hour Summary

Prepared by:

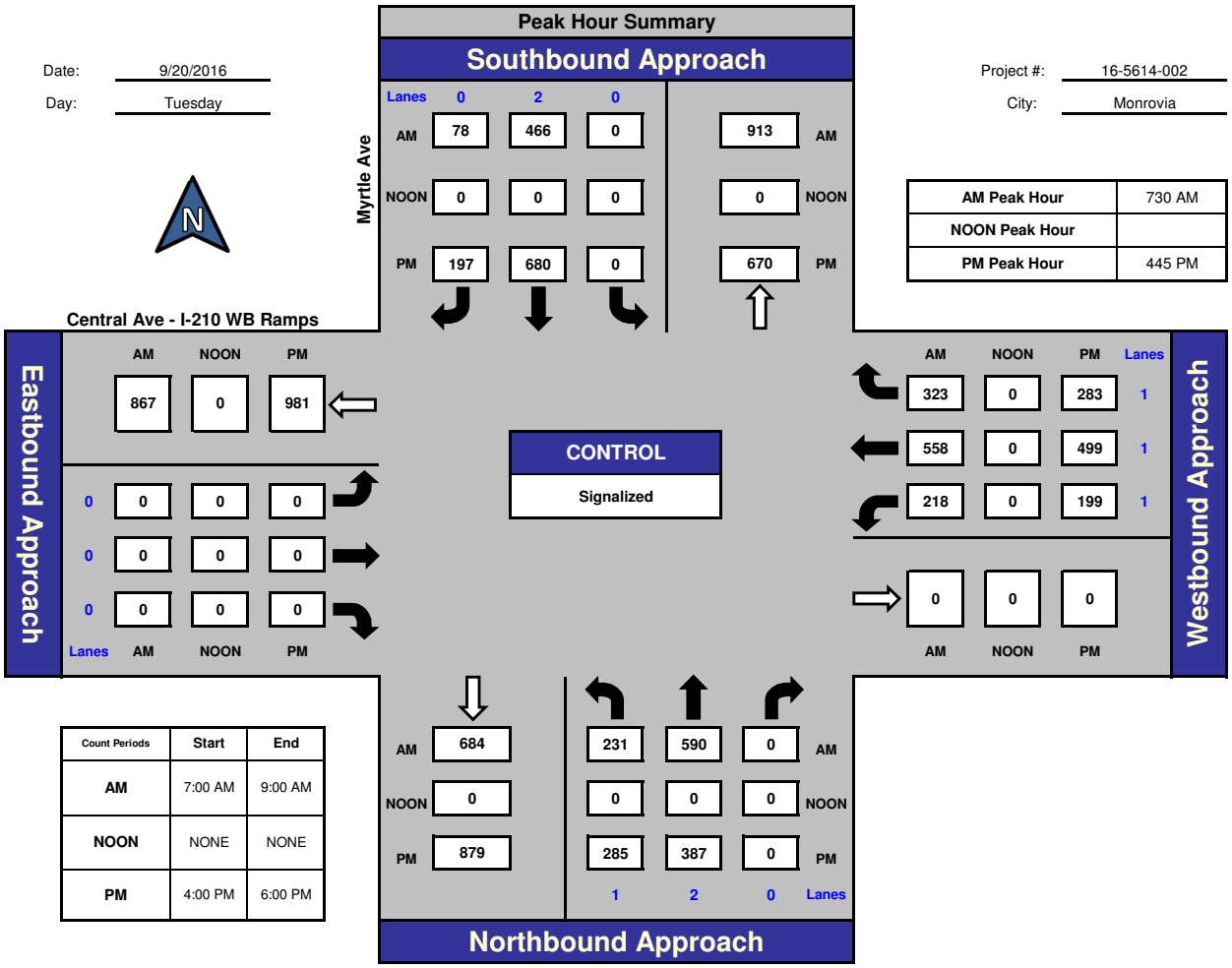
National Data & Surveying Services

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

Date: 9/20/2016
Day: Tuesday

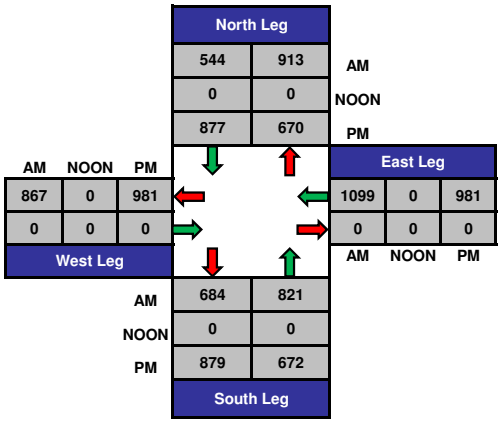
Project #: 16-5614-002
City: Monrovia

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

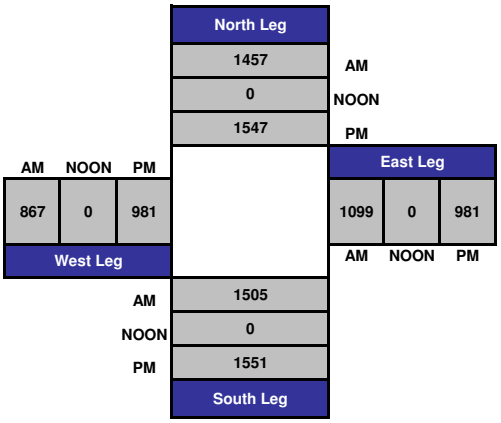


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

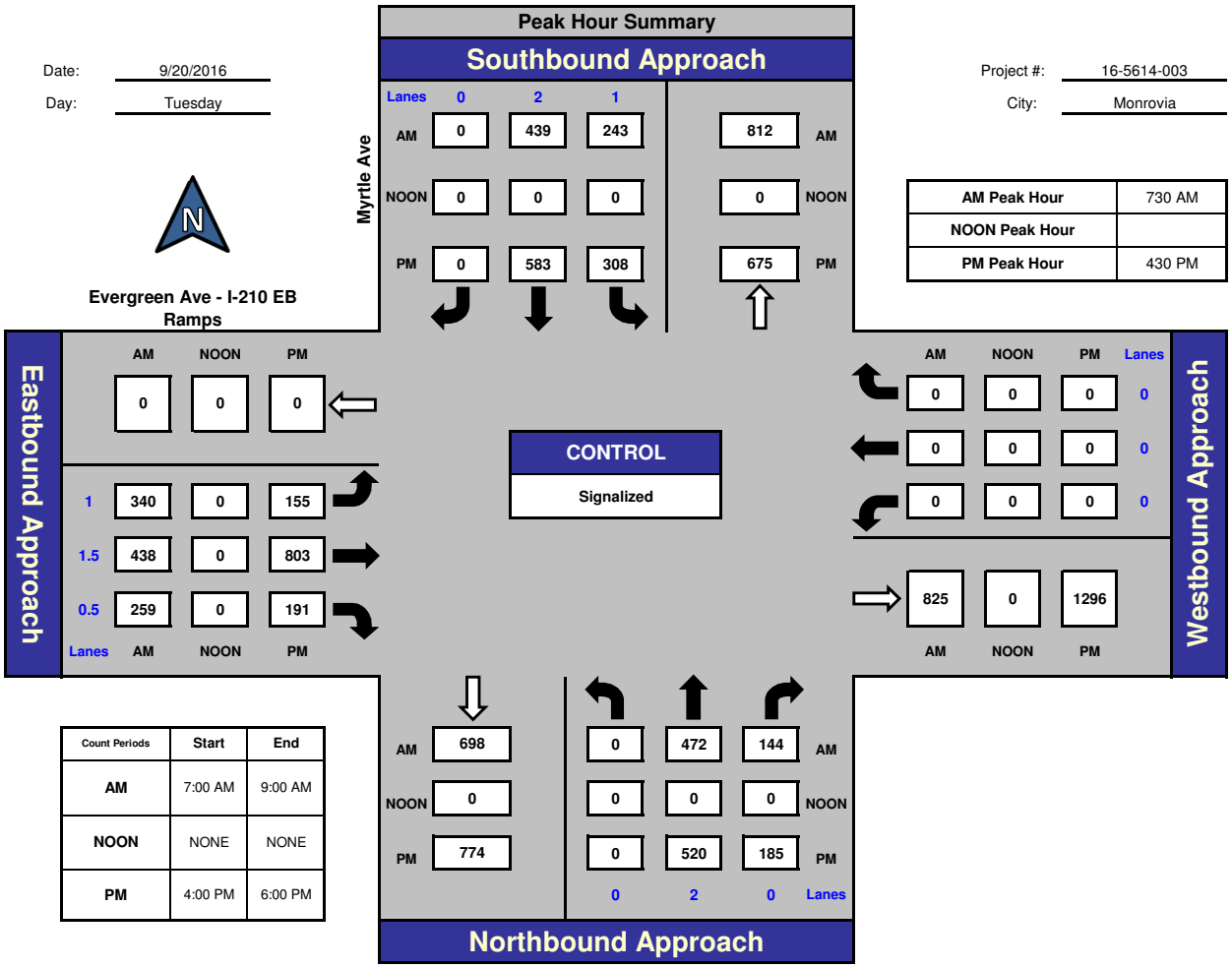
National Data & Surveying Services

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

Date: 9/20/2016
Day: Tuesday

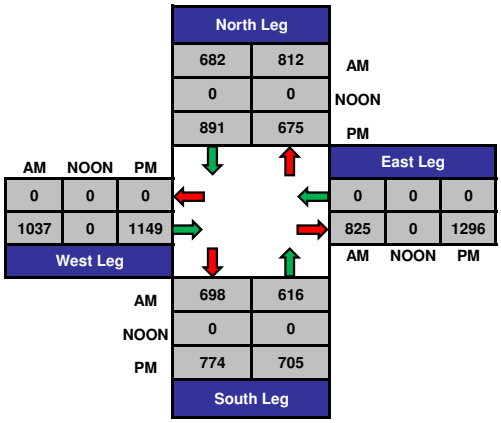
Project #: 16-5614-003
City: Monrovia

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

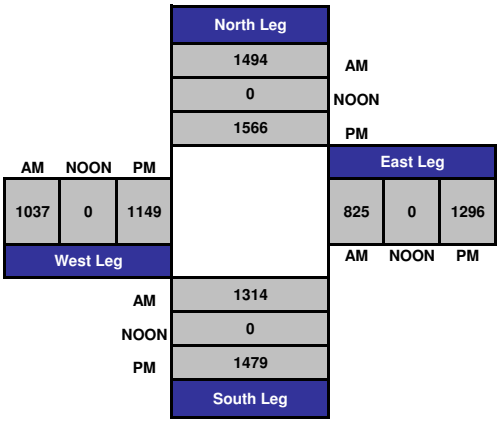


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



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:

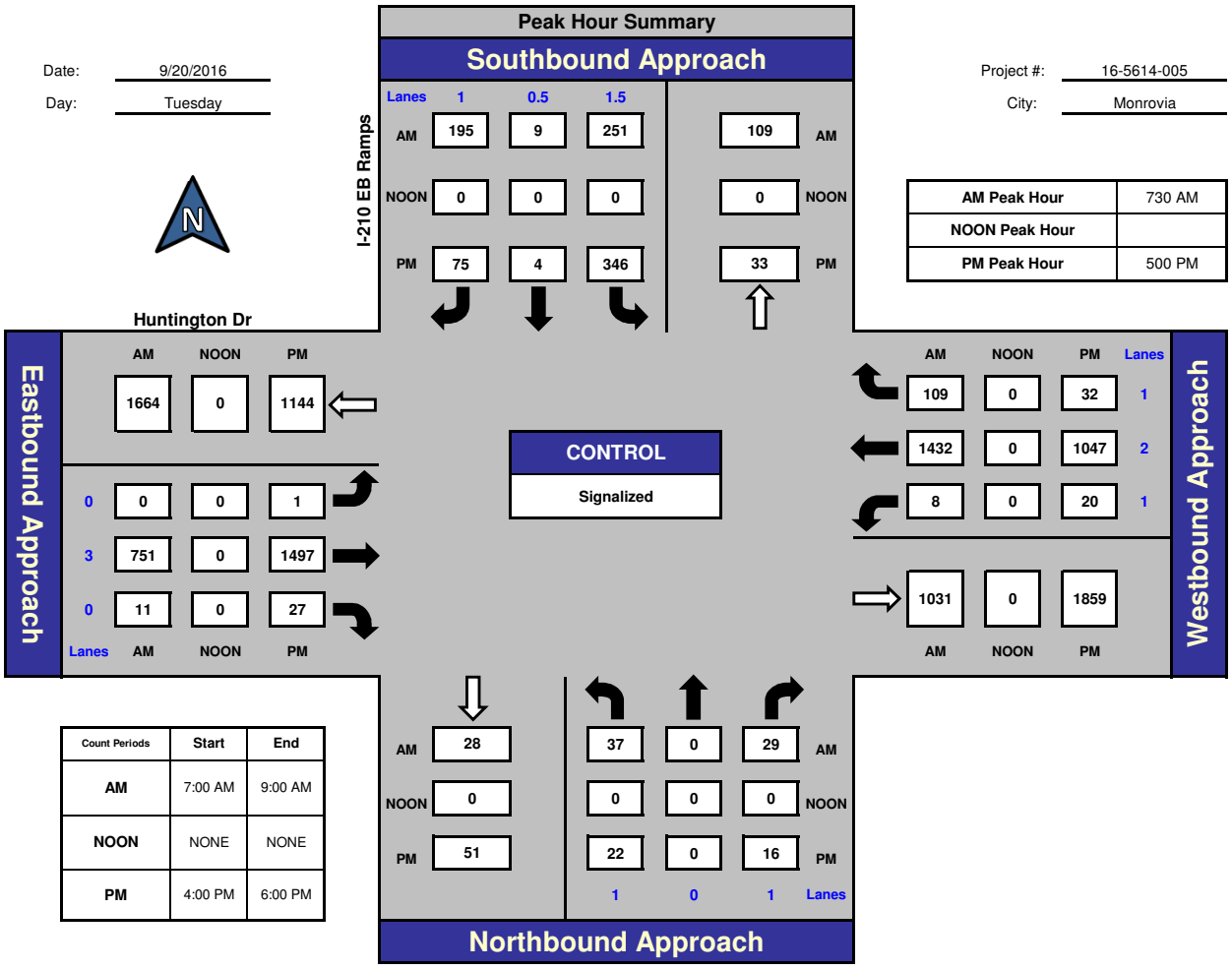
National Data & Surveying Services

I-210 EB Ramps and Huntington Dr , Monrovia

Date: 9/20/2016
Day: Tuesday

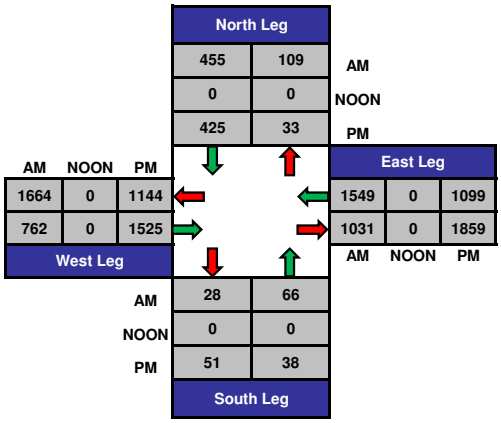
Project #: 16-5614-005
City: Monrovia

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

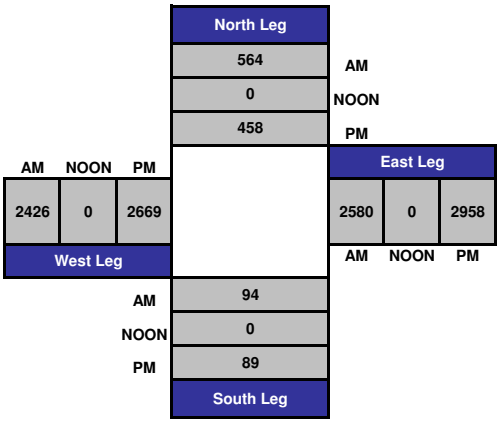


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

I-210 WB Ramps and Huntington Dr , Monrovia

Date: 9/20/2016
Day: Tuesday
Project #: 16-5614-004
City: Monrovia

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

Peak Hour Summary

Southbound Approach (I-210 WB Ramps)

	Lanes 1.5	0	0.5		
AM	169	0	23	530	AM
NOON	0	0	0	0	NOON
PM	361	0	99	569	PM

Eastbound Approach (Huntington Dr)

Lanes	AM	NOON	PM
	1564	0	1120
1	31	0	91
3	566	0	1231
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

Lanes	AM	NOON	PM
1	499	0	478
2	1395	0	759
0	1	0	0
	589	0	1330
	AM	NOON	PM

CONTROL: Signalized

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

Northbound Approach

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

Total Ins & Outs

	North Leg		
	192	530	AM
	0	0	NOON
	460	569	PM

West Leg			East Leg		
AM	NOON	PM			
1564	0	1120	1895	0	1237
597	0	1322	589	0	1330
			AM	NOON	PM

	South Leg	
AM	1	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg	
	722	AM
	0	NOON
	1029	PM

West Leg			East Leg		
AM	NOON	PM			
2161	0	2442	2484	0	2567
			AM	NOON	PM

	South Leg
AM	1
NOON	0
PM	0

APPENDIX B

LOS WORKSHEETS

Monrovia Hotel
THA1601
Existing AM

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

Intersection #1 Myrtle Avenue/Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Myrtle Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	131	23	37	39	48	75	25	542	53	50	1443	13
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:	131	23	37	39	48	75	25	542	53	50	1443	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	23	37	39	48	75	25	542	53	50	1443	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	23	37	39	48	75	25	542	53	50	1443	13
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:	131	23	37	39	48	75	25	542	53	50	1443	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.38	0.62	1.00	0.39	0.61	1.00	1.82	0.18	1.00	1.98	0.02
Final Sat.:	1600	613	987	1600	624	976	1600	2915	285	1600	3171	29
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.04	0.02	0.08	0.08	0.02	0.19	0.19	0.03	0.46	0.45
Crit Moves:	****			****			****			****		

Monrovia Hotel
THA1601
Existing AM

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

Intersection #2 Myrtle Avenue/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	551	106	36	286	27	41	385	110	111	1182	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	551	106	36	286	27	41	385	110	111	1182	73
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:	194	551	106	36	286	27	41	385	110	111	1182	73
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:	0.12	0.21	0.21	0.02	0.10	0.10	0.03	0.12	0.07	0.07	0.39	0.39
Crit Moves:		****			****			****			****	

Monrovia Hotel
THA1601
Existing AM

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

Intersection #4 Myrtle Avenue/Central Avenue - I-210 WB Ramps

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:	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			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	590	0	0	466	78	0	0	0	218	558	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	590	0	0	466	78	0	0	0	218	558	323
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:	231	590	0	0	466	78	0	0	0	218	558	323
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:	0.14	0.18	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.14	0.35	0.20
Crit Moves:	****				****						****	

Monrovia Hotel
THA1601
Existing AM

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

Intersection #5 Myrtle Avenue/Evergreen Avenue - I-210 EB Ramps

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

Street Name:	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:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	472	144	243	439	0	340	438	259	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	472	144	243	439	0	340	438	259	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	472	144	243	439	0	340	438	259	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	0.19	0.19	0.15	0.14	0.00	0.21	0.22	0.22	0.00	0.00	0.00
Crit Moves:		****		****				****				

Monrovia Hotel
THA1601
Existing AM

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

Intersection #6 Myrtle Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	30	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	444	47	31	515	153	120	283	113	54	281	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	444	47	31	515	153	120	283	113	54	281	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	444	47	31	515	153	120	283	113	54	281	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	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:	0.08	0.15	0.15	0.02	0.21	0.21	0.08	0.12	0.12	0.03	0.10	0.10
Crit Moves:	****			****			****			****		

Monrovia Hotel
THA1601
Existing AM

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

Intersection #7 I-210 EB Ramps/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	I-210 EB Ramps						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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	0 1	0 0	2	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	37	0	29	251	9	195	0	751	11	8	1432	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	0	29	251	9	195	0	751	11	8	1432	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	37	0	29	251	9	195	0	751	11	8	1432	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	29	251	9	195	0	751	11	8	1432	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	37	0	29	251	9	195	0	751	11	8	1432	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.93	0.07	1.00	0.00	2.96	0.04	1.00	2.00	1.00
Final Sat.:	1600	0	1600	3089	111	1600	0	4731	69	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.08	0.08	0.12	0.00	0.16	0.16	0.01	0.45	0.00
Crit Moves:	****					****	****				****	

Monrovia Hotel
THA1601
Existing AM

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

Intersection #8 I-210 WB Ramps/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	I-210 WB Ramps						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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	1! 0	1	1 0	3	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	23	0	169	31	566	0	0	1395	499
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	0	0	23	0	169	31	566	0	0	1395	499
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	23	0	169	31	566	0	0	1395	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	23	0	169	31	566	0	0	1395	499
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	23	0	169	31	566	0	0	1395	499
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.24	0.00	1.76	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	383	0	2817	1600	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.02	0.12	0.00	0.00	0.44	0.31
Crit Moves:				****			****				****	

Monrovia Hotel
THA1601
Existing PM

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

Intersection #1 Myrtle Avenue/Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Myrtle Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	129	48	90	46	56	55	64	1377	116	71	622	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:	129	48	90	46	56	55	64	1377	116	71	622	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	48	90	46	56	55	64	1377	116	71	622	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	48	90	46	56	55	64	1377	116	71	622	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	48	90	46	56	55	64	1377	116	71	622	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.35	0.65	1.00	0.50	0.50	1.00	1.84	0.16	1.00	1.91	0.09
Final Sat.:	1600	557	1043	1600	807	793	1600	2951	249	1600	3053	147
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.03	0.07	0.07	0.04	0.47	0.47	0.04	0.20	0.20
Crit Moves:	****			****			****			****		

Monrovia Hotel
THA1601
Existing PM

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

Intersection #2 Myrtle Avenue/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	360	137	124	533	58	77	925	150	137	685	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	360	137	124	533	58	77	925	150	137	685	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:	139	360	137	124	533	58	77	925	150	137	685	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	1.45	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	0.18	0.18	0.05	0.29	0.09	0.09	0.23	0.23
Crit Moves:	****			****			****			****		

Monrovia Hotel
THA1601
Existing PM

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

Intersection #4 Myrtle Avenue/Central Avenue - I-210 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	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			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	387	0	0	680	197	0	0	0	199	499	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	387	0	0	680	197	0	0	0	199	499	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:	285	387	0	0	680	197	0	0	0	199	499	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:	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:	0.18	0.12	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.12	0.31	0.18
Crit Moves:	****				****						****	

Monrovia Hotel
THA1601
Existing PM

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

Intersection #5 Myrtle Avenue/Evergreen Avenue - I-210 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	520	185	308	583	0	155	803	191	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	520	185	308	583	0	155	803	191	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	520	185	308	583	0	155	803	191	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	0.22	0.22	0.19	0.18	0.00	0.10	0.31	0.31	0.00	0.00	0.00
Crit Moves:		****		****				****				

Monrovia Hotel
THA1601
Existing PM

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

Intersection #6 Myrtle Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	30	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	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:	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	427	45	43	608	161	143	463	263	65	308	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	427	45	43	608	161	143	463	263	65	308	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	427	45	43	608	161	143	463	263	65	308	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	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	0.24	0.24	0.09	0.23	0.23	0.04	0.11	0.10
Crit Moves:	****			****			****			****		

Monrovia Hotel
THA1601
Existing PM

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

Intersection #7 I-210 EB Ramps/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	I-210 EB Ramps						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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	0 1	0 0	2	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	22	0	16	346	4	75	0	1497	27	20	1047	32
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:	22	0	16	346	4	75	0	1497	27	20	1047	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	22	0	16	346	4	75	0	1497	27	20	1047	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	16	346	4	75	0	1497	27	20	1047	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	22	0	16	346	4	75	0	1497	27	20	1047	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.98	0.02	1.00	0.00	2.95	0.05	1.00	2.00	1.00
Final Sat.:	1600	0	1600	3163	37	1600	0	4715	85	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.11	0.11	0.05	0.00	0.32	0.32	0.01	0.33	0.00
Crit Moves:	****			****				****		****		

Monrovia Hotel
THA1601
Existing PM

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

Intersection #8 I-210 WB Ramps/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	I-210 WB Ramps						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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	1! 0	1	1 0	3	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	99	0	361	91	1231	0	0	759	478
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	0	0	99	0	361	91	1231	0	0	759	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	99	0	361	91	1231	0	0	759	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	99	0	361	91	1231	0	0	759	478
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	99	0	361	91	1231	0	0	759	478
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.43	0.00	1.57	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	689	0	2511	1600	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.06	0.26	0.00	0.00	0.24	0.30
Crit Moves:				****			****					****

Monrovia Hotel
THA1601
Existing Plus Project AM

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

Intersection #1 Myrtle Avenue/Foothill Boulevard

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						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	132	23	37	39	48	75	25	542	54	50	1443	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	23	37	39	48	75	25	542	54	50	1443	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	23	37	39	48	75	25	542	54	50	1443	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	23	37	39	48	75	25	542	54	50	1443	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	23	37	39	48	75	25	542	54	50	1443	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.38	0.62	1.00	0.39	0.61	1.00	1.82	0.18	1.00	1.98	0.02
Final Sat.:	1600	613	987	1600	624	976	1600	2910	290	1600	3171	29
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.04	0.02	0.08	0.08	0.02	0.19	0.19	0.03	0.46	0.45
Crit Moves:	****			****			****			****		

Monrovia Hotel
THA1601
Existing Plus Project AM

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

Intersection #2 Myrtle Avenue/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	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:	205	551	106	36	289	27	43	387	110	114	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:	205	551	106	36	289	27	43	387	110	114	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	551	106	36	289	27	43	387	110	114	1182	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	551	106	36	289	27	43	387	110	114	1182	73
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	551	106	36	289	27	43	387	110	114	1182	73
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	2927	273	1600	3200	1600	1600	3014	186
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.21	0.02	0.10	0.10	0.03	0.12	0.07	0.07	0.39	0.39
Crit Moves:	****			****			****			****		

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	8	12	882	526	7
Future Vol, veh/h	11	8	12	882	526	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	9	13	959	572	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1081	290	579	0	-	0
Stage 1	576	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	212	707	991	-	-	-
Stage 1	525	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	206	707	991	-	-	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	525	-	-	-	-	-
Stage 2	555	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.2	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	991	-	294	-	-
HCM Lane V/C Ratio	0.013	-	0.07	-	-
HCM Control Delay (s)	8.7	0.1	18.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Monrovia Hotel
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Existing Plus Project AM

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

Intersection #4 Myrtle Avenue/Central Avenue - I-210 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

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			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	231	595	0	0	472	80	0	0	0	218	558	330
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	595	0	0	472	80	0	0	0	218	558	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	595	0	0	472	80	0	0	0	218	558	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	595	0	0	472	80	0	0	0	218	558	330
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:	231	595	0	0	472	80	0	0	0	218	558	330
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	2736	464	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.14	0.35	0.21
Crit Moves:	****				****						****	

Monrovia Hotel
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Existing Plus Project AM

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

Intersection #5 Myrtle Avenue/Evergreen Avenue - I-210 EB Ramps

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

Street Name:	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:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	474	144	248	440	0	343	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	474	144	248	440	0	343	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	474	144	248	440	0	343	438	259	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	474	144	248	440	0	343	438	259	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	474	144	248	440	0	343	438	259	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	2454	746	1600	3200	0	1600	2011	1189	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.16	0.14	0.00	0.21	0.22	0.22	0.00	0.00	0.00
Crit Moves:		****		****				****				

Monrovia Hotel
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Existing Plus Project AM

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

Intersection #6 Myrtle Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	30	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	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	154	121	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	154	121	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	444	47	31	515	154	121	283	113	54	281	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	444	47	31	515	154	121	283	113	54	281	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	444	47	31	515	154	121	283	113	54	281	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	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	2463	737	1600	2287	913	1600	2910	290
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.02	0.21	0.21	0.08	0.12	0.12	0.03	0.10	0.10
Crit Moves:	****			****			****			****		

Monrovia Hotel
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Existing Plus Project AM

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

Intersection #7 I-210 EB Ramps/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	I-210 EB Ramps						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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	0 1	0 0	2	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	37	0	29	263	9	195	0	753	11	8	1433	110
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:	37	0	29	263	9	195	0	753	11	8	1433	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	37	0	29	263	9	195	0	753	11	8	1433	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	29	263	9	195	0	753	11	8	1433	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	37	0	29	263	9	195	0	753	11	8	1433	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.93	0.07	1.00	0.00	2.96	0.04	1.00	2.00	1.00
Final Sat.:	1600	0	1600	3094	106	1600	0	4731	69	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.08	0.09	0.12	0.00	0.16	0.16	0.01	0.45	0.00
Crit Moves:	****					****	****				****	

Monrovia Hotel
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Existing Plus Project AM

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

Intersection #8 I-210 WB Ramps/Huntington Drive

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:	I-210 WB Ramps						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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	1! 0	1	1 0	3	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	24	0	169	31	580	0	0	1397	507
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	0	0	24	0	169	31	580	0	0	1397	507
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	24	0	169	31	580	0	0	1397	507
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	24	0	169	31	580	0	0	1397	507
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	24	0	169	31	580	0	0	1397	507
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.25	0.00	1.75	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	398	0	2802	1600	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.02	0.12	0.00	0.00	0.44	0.32
Crit Moves:				****			****				****	

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	563	15	0	1660	0	5
Future Vol, veh/h	563	15	0	1660	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	612	16	0	1804	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	314
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	682
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	682
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	682	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	10.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Monrovia Hotel
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Existing Plus Project PM

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

Intersection #1 Myrtle Avenue/Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Myrtle Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0	1 0	1	1 0
Volume Module:												
Base Vol:	130	48	90	46	56	55	64	1377	117	71	622	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:	130	48	90	46	56	55	64	1377	117	71	622	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	48	90	46	56	55	64	1377	117	71	622	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	48	90	46	56	55	64	1377	117	71	622	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	48	90	46	56	55	64	1377	117	71	622	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.35	0.65	1.00	0.50	0.50	1.00	1.84	0.16	1.00	1.91	0.09
Final Sat.:	1600	557	1043	1600	807	793	1600	2949	251	1600	3053	147
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.03	0.07	0.07	0.04	0.47	0.47	0.04	0.20	0.20
Crit Moves:	****			****			****			****		

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

Intersection #2 Myrtle Avenue/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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:	153	360	137	124	536	58	80	928	150	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:	153	360	137	124	536	58	80	928	150	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	360	137	124	536	58	80	928	150	140	685	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	360	137	124	536	58	80	928	150	140	685	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:	153	360	137	124	536	58	80	928	150	140	685	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	1.45	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	2888	312	1600	3200	1600	1600	2978	222
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.16	0.08	0.19	0.19	0.05	0.29	0.09	0.09	0.23	0.23
Crit Moves:	****			****			****			****		

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	11	12	653	849	7
Future Vol, veh/h	14	11	12	653	849	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	12	13	710	923	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1308	465	930	0	-	0
Stage 1	927	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	151	544	731	-	-	-
Stage 1	346	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	147	544	731	-	-	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	346	-	-	-	-	-
Stage 2	641	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	731	-	217	-	-
HCM Lane V/C Ratio	0.018	-	0.125	-	-
HCM Control Delay (s)	10	0.1	24	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

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

Intersection #4 Myrtle Avenue/Central Avenue - I-210 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	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			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	285	392	0	0	688	200	0	0	0	199	499	290
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	392	0	0	688	200	0	0	0	199	499	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	392	0	0	688	200	0	0	0	199	499	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	392	0	0	688	200	0	0	0	199	499	290
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:	285	392	0	0	688	200	0	0	0	199	499	290
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	2479	721	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.12	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.12	0.31	0.18
Crit Moves:	****				****						****	

Monrovia Hotel
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Existing Plus Project PM

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

Intersection #5 Myrtle Avenue/Evergreen Avenue - I-210 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	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:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	522	185	314	585	0	158	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	522	185	314	585	0	158	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	522	185	314	585	0	158	803	191	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	522	185	314	585	0	158	803	191	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	522	185	314	585	0	158	803	191	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	2363	837	1600	3200	0	1600	2585	615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.20	0.18	0.00	0.10	0.31	0.31	0.00	0.00	0.00
Crit Moves:		****		****				****				

Monrovia Hotel
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Existing Plus Project PM

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

Intersection #6 Myrtle Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	30	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	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:	92	427	45	43	608	162	144	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	162	144	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	427	45	43	608	162	144	463	263	65	308	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	427	45	43	608	162	144	463	263	65	308	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	427	45	43	608	162	144	463	263	65	308	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	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	2527	673	1600	2041	1159	1600	2933	267
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.03	0.24	0.24	0.09	0.23	0.23	0.04	0.11	0.10
Crit Moves:	****			****			****			****		

Monrovia Hotel
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Existing Plus Project PM

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

Intersection #7 I-210 EB Ramps/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	I-210 EB Ramps						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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	0 1	0 0	2	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	22	0	16	358	4	75	0	1499	27	20	1049	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:	22	0	16	358	4	75	0	1499	27	20	1049	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	22	0	16	358	4	75	0	1499	27	20	1049	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	16	358	4	75	0	1499	27	20	1049	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	22	0	16	358	4	75	0	1499	27	20	1049	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.98	0.02	1.00	0.00	2.95	0.05	1.00	2.00	1.00
Final Sat.:	1600	0	1600	3165	35	1600	0	4715	85	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.11	0.11	0.05	0.00	0.32	0.32	0.01	0.33	0.00
Crit Moves:	****			****				****		****		

Monrovia Hotel
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Existing Plus Project PM

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

Intersection #8 I-210 WB Ramps/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	I-210 WB Ramps						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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0	0	1! 0 1	1	0	3 0 0	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	100	0	361	91	1245	0	0	761	489
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	0	0	100	0	361	91	1245	0	0	761	489
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	100	0	361	91	1245	0	0	761	489
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	100	0	361	91	1245	0	0	761	489
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	100	0	361	91	1245	0	0	761	489
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.43	0.00	1.57	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	694	0	2506	1600	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.06	0.26	0.00	0.00	0.24	0.31
Crit Moves:						****	****					****

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1241	15	0	1074	0	6
Future Vol, veh/h	1241	15	0	1074	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1349	16	0	1167	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	683
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	392
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	392
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	392	-	-	-
HCM Lane V/C Ratio	0.017	-	-	-
HCM Control Delay (s)	14.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Monrovia Hotel
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Cumulative AM

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

Intersection #1 Myrtle Avenue/Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Myrtle Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	137	25	39	40	49	77	26	555	54	51	1478	13
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:	137	25	39	40	49	77	26	555	54	51	1478	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	25	39	40	49	77	26	555	54	51	1478	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	25	39	40	49	77	26	555	54	51	1478	13
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:	137	25	39	40	49	77	26	555	54	51	1478	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.39	0.61	1.00	0.39	0.61	1.00	1.82	0.18	1.00	1.98	0.02
Final Sat.:	1600	625	975	1600	622	978	1600	2916	284	1600	3172	28
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.04	0.03	0.08	0.08	0.02	0.19	0.19	0.03	0.47	0.47
Crit Moves:	****			****			****			****		

Monrovia Hotel
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Cumulative AM

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

Intersection #2 Myrtle Avenue/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	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:	240	610	132	48	353	101	80	445	149	133	1248	77
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:	240	610	132	48	353	101	80	445	149	133	1248	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	610	132	48	353	101	80	445	149	133	1248	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	610	132	48	353	101	80	445	149	133	1248	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:	240	610	132	48	353	101	80	445	149	133	1248	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	1.64	0.36	1.00	1.56	0.44	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1600	2631	569	1600	2488	712	1600	3200	1600	1600	3014	186
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.23	0.03	0.14	0.14	0.05	0.14	0.09	0.08	0.41	0.41
Crit Moves:	****			****			****			****		

Monrovia Hotel
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Cumulative AM

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

Intersection #4 Myrtle Avenue/Central Avenue - I-210 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	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			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 2	0 1	0	0 0	0 0	1	0 1	0 1
Volume Module:												
Base Vol:	353	702	0	0	575	132	0	0	0	252	579	335
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:	353	702	0	0	575	132	0	0	0	252	579	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	353	702	0	0	575	132	0	0	0	252	579	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	702	0	0	575	132	0	0	0	252	579	335
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:	353	702	0	0	575	132	0	0	0	252	579	335
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.00	0.00	0.18	0.08	0.00	0.00	0.00	0.16	0.36	0.21
Crit Moves:	****				****						****	

Monrovia Hotel
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Cumulative AM

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

Intersection #5 Myrtle Avenue/Evergreen Avenue - I-210 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
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:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	651	190	265	562	0	393	503	316	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	651	190	265	562	0	393	503	316	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	651	190	265	562	0	393	503	316	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	651	190	265	562	0	393	503	316	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	651	190	265	562	0	393	503	316	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	1.55	0.45	1.00	2.00	0.00	1.00	1.23	0.77	0.00	0.00	0.00
Final Sat.:	0	2477	723	1600	3200	0	1600	1965	1235	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.17	0.18	0.00	0.25	0.26	0.26	0.00	0.00	0.00
Crit Moves:		****		****					****			

Monrovia Hotel
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Cumulative AM

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

Intersection #6 Myrtle Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	30	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	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:	131	475	48	44	549	170	167	305	131	55	288	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:	131	475	48	44	549	170	167	305	131	55	288	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	475	48	44	549	170	167	305	131	55	288	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	475	48	44	549	170	167	305	131	55	288	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	475	48	44	549	170	167	305	131	55	288	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.53	0.47	1.00	1.40	0.60	1.00	1.76	0.24
Final Sat.:	1600	2906	294	1600	2443	757	1600	2239	961	1600	2810	390
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.03	0.22	0.22	0.10	0.14	0.14	0.03	0.10	0.10
Crit Moves:	****			****			****			****		

Monrovia Hotel
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Cumulative AM

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

Intersection #7 I-210 EB Ramps/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	I-210 EB Ramps						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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	0 1	0 0	2	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	38	0	30	273	9	207	0	808	11	8	1496	119
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	0	30	273	9	207	0	808	11	8	1496	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	38	0	30	273	9	207	0	808	11	8	1496	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	30	273	9	207	0	808	11	8	1496	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	38	0	30	273	9	207	0	808	11	8	1496	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.94	0.06	1.00	0.00	2.96	0.04	1.00	2.00	1.00
Final Sat.:	1600	0	1600	3098	102	1600	0	4736	64	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.09	0.09	0.13	0.00	0.17	0.17	0.01	0.47	0.00
Crit Moves:	****					****	****				****	

Monrovia Hotel
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Cumulative AM

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

Intersection #8 I-210 WB Ramps/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	I-210 WB Ramps						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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0	0 1!	0 1	1 0	3	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	29	0	177	54	615	0	0	1460	569
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	0	0	29	0	177	54	615	0	0	1460	569
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	177	54	615	0	0	1460	569
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	177	54	615	0	0	1460	569
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	177	54	615	0	0	1460	569
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.28	0.00	1.72	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	450	0	2750	1600	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.03	0.13	0.00	0.00	0.46	0.36
Crit Moves:						****	****				****	

Monrovia Hotel
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Cumulative PM

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

Intersection #1 Myrtle Avenue/Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Myrtle Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	134	49	92	47	58	56	66	1411	122	74	637	31
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:	134	49	92	47	58	56	66	1411	122	74	637	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	49	92	47	58	56	66	1411	122	74	637	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	49	92	47	58	56	66	1411	122	74	637	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:	134	49	92	47	58	56	66	1411	122	74	637	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	0.35	0.65	1.00	0.51	0.49	1.00	1.84	0.16	1.00	1.91	0.09
Final Sat.:	1600	556	1044	1600	814	786	1600	2945	255	1600	3051	149
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.03	0.07	0.07	0.04	0.48	0.48	0.05	0.21	0.21
Crit Moves:	****			****			****			****		

Monrovia Hotel
THA1601
Cumulative PM

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

Intersection #2 Myrtle Avenue/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.835
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	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:	170	419	152	132	593	113	156	990	191	158	751	63
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:	170	419	152	132	593	113	156	990	191	158	751	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	419	152	132	593	113	156	990	191	158	751	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	419	152	132	593	113	156	990	191	158	751	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	419	152	132	593	113	156	990	191	158	751	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.00	1.68	0.32	1.00	2.00	1.00	1.00	1.85	0.15
Final Sat.:	1600	2348	852	1600	2688	512	1600	3200	1600	1600	2952	248
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.08	0.22	0.22	0.10	0.31	0.12	0.10	0.25	0.25
Crit Moves:	****			****			****			****		

Monrovia Hotel
THA1601
Cumulative PM

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

Intersection #4 Myrtle Avenue/Central Avenue - I-210 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.911
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	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			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 2	0 1	0	0 0	0 0	1	0 1	0 1
Volume Module:												
Base Vol:	350	461	0	0	781	219	0	0	0	245	557	305
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:	350	461	0	0	781	219	0	0	0	245	557	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	461	0	0	781	219	0	0	0	245	557	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	461	0	0	781	219	0	0	0	245	557	305
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:	350	461	0	0	781	219	0	0	0	245	557	305
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.14	0.00	0.00	0.24	0.14	0.00	0.00	0.00	0.15	0.35	0.19
Crit Moves:	****				****						****	

Monrovia Hotel
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Cumulative PM

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

Intersection #5 Myrtle Avenue/Evergreen Avenue - I-210 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.936
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	122	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:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	629	212	325	714	0	185	846	337	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	629	212	325	714	0	185	846	337	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	629	212	325	714	0	185	846	337	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	629	212	325	714	0	185	846	337	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	629	212	325	714	0	185	846	337	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	1.50	0.50	1.00	2.00	0.00	1.00	1.43	0.57	0.00	0.00	0.00
Final Sat.:	0	2393	807	1600	3200	0	1600	2288	912	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.20	0.22	0.00	0.12	0.37	0.37	0.00	0.00	0.00
Crit Moves:		****		****				****				

Monrovia Hotel
THA1601
Cumulative PM

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

Intersection #6 Myrtle Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	30	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	125	Level Of Service:	E

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:	108	455	46	50	636	231	166	480	275	67	330	39
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:	108	455	46	50	636	231	166	480	275	67	330	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	455	46	50	636	231	166	480	275	67	330	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	455	46	50	636	231	166	480	275	67	330	39
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:	108	455	46	50	636	231	166	480	275	67	330	39
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	1.82	0.18	1.00	1.47	0.53	1.00	1.27	0.73	1.00	1.79	0.21
Final Sat.:	1600	2906	294	1600	2347	853	1600	2034	1166	1600	2862	338
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.03	0.27	0.27	0.10	0.24	0.24	0.04	0.12	0.12
Crit Moves:	****			****			****			****		

Monrovia Hotel
THA1601
Cumulative PM

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

Intersection #7 I-210 EB Ramps/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	I-210 EB Ramps						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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	0 1	0 0	2	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	23	0	16	412	4	124	0	1586	28	20	1123	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:	23	0	16	412	4	124	0	1586	28	20	1123	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	23	0	16	412	4	124	0	1586	28	20	1123	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	16	412	4	124	0	1586	28	20	1123	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	23	0	16	412	4	124	0	1586	28	20	1123	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.98	0.02	1.00	0.00	2.95	0.05	1.00	2.00	1.00
Final Sat.:	1600	0	1600	3169	31	1600	0	4717	83	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.13	0.13	0.08	0.00	0.34	0.34	0.01	0.35	0.00
Crit Moves:	****			****			****			****		

Monrovia Hotel
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Cumulative PM

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

Intersection #8 I-210 WB Ramps/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	I-210 WB Ramps						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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0	0 1!	0 1	1 0	3	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	115	0	386	105	1384	0	0	826	537
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	0	0	115	0	386	105	1384	0	0	826	537
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	115	0	386	105	1384	0	0	826	537
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	386	105	1384	0	0	826	537
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	115	0	386	105	1384	0	0	826	537
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.46	0.00	1.54	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	735	0	2465	1600	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.07	0.29	0.00	0.00	0.26	0.34
Crit Moves:						****	****					****

Monrovia Hotel
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Cumulative Plus Project AM

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

Intersection #1 Myrtle Avenue/Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Myrtle Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	138	25	39	40	49	77	26	555	55	51	1478	13
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:	138	25	39	40	49	77	26	555	55	51	1478	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	25	39	40	49	77	26	555	55	51	1478	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	25	39	40	49	77	26	555	55	51	1478	13
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:	138	25	39	40	49	77	26	555	55	51	1478	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.39	0.61	1.00	0.39	0.61	1.00	1.82	0.18	1.00	1.98	0.02
Final Sat.:	1600	625	975	1600	622	978	1600	2911	289	1600	3172	28
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.04	0.03	0.08	0.08	0.02	0.19	0.19	0.03	0.47	0.47
Crit Moves:	****			****			****			****		

Monrovia Hotel
THA1601
Cumulative Plus Project AM

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

Intersection #2 Myrtle Avenue/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	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:	251	610	132	48	356	101	82	447	149	136	1248	77
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:	251	610	132	48	356	101	82	447	149	136	1248	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	610	132	48	356	101	82	447	149	136	1248	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	610	132	48	356	101	82	447	149	136	1248	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:	251	610	132	48	356	101	82	447	149	136	1248	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	1.64	0.36	1.00	1.56	0.44	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1600	2631	569	1600	2493	707	1600	3200	1600	1600	3014	186
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.23	0.03	0.14	0.14	0.05	0.14	0.09	0.09	0.41	0.41
Crit Moves:	****			****			****			****		

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	8	12	1007	650	7
Future Vol, veh/h	11	8	12	1007	650	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	9	13	1095	707	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1283	357	714	0	-	0
Stage 1	710	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	157	639	882	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	151	639	882	-	-	-
Mov Cap-2 Maneuver	151	-	-	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.8	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	882	-	223	-	-
HCM Lane V/C Ratio	0.015	-	0.093	-	-
HCM Control Delay (s)	9.1	0.2	22.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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

Intersection #4 Myrtle Avenue/Central Avenue - I-210 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	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			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 2	0 1	0	0 0	0 0	1	0 1	0 1
Volume Module:												
Base Vol:	353	707	0	0	581	134	0	0	0	252	579	342
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:	353	707	0	0	581	134	0	0	0	252	579	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	353	707	0	0	581	134	0	0	0	252	579	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	707	0	0	581	134	0	0	0	252	579	342
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:	353	707	0	0	581	134	0	0	0	252	579	342
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.00	0.00	0.18	0.08	0.00	0.00	0.00	0.16	0.36	0.21
Crit Moves:	****				****						****	

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

Intersection #5 Myrtle Avenue/Evergreen Avenue - I-210 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	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:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	653	190	270	563	0	396	503	316	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	653	190	270	563	0	396	503	316	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	653	190	270	563	0	396	503	316	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	653	190	270	563	0	396	503	316	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	653	190	270	563	0	396	503	316	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	1.55	0.45	1.00	2.00	0.00	1.00	1.23	0.77	0.00	0.00	0.00
Final Sat.:	0	2479	721	1600	3200	0	1600	1965	1235	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.17	0.18	0.00	0.25	0.26	0.26	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 #6 Myrtle Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	30	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	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:	131	475	48	44	549	171	168	305	131	55	288	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:	131	475	48	44	549	171	168	305	131	55	288	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	475	48	44	549	171	168	305	131	55	288	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	475	48	44	549	171	168	305	131	55	288	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	475	48	44	549	171	168	305	131	55	288	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.52	0.48	1.00	1.40	0.60	1.00	1.76	0.24
Final Sat.:	1600	2906	294	1600	2440	760	1600	2239	961	1600	2810	390
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.03	0.23	0.23	0.11	0.14	0.14	0.03	0.10	0.10
Crit Moves:	****			****			****			****		

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

Intersection #7 I-210 EB Ramps/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	I-210 EB Ramps						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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	0 1	0 0	2	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	38	0	30	285	9	207	0	810	11	8	1497	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	0	30	285	9	207	0	810	11	8	1497	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	38	0	30	285	9	207	0	810	11	8	1497	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	30	285	9	207	0	810	11	8	1497	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	38	0	30	285	9	207	0	810	11	8	1497	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.94	0.06	1.00	0.00	2.96	0.04	1.00	2.00	1.00
Final Sat.:	1600	0	1600	3102	98	1600	0	4736	64	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.09	0.09	0.13	0.00	0.17	0.17	0.01	0.47	0.00
Crit Moves:	****					****	****				****	

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

Intersection #8 I-210 WB Ramps/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	I-210 WB Ramps						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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0	0 1!	0 1	1 0	3	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	30	0	177	54	629	0	0	1462	577
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	0	0	30	0	177	54	629	0	0	1462	577
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	177	54	629	0	0	1462	577
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	177	54	629	0	0	1462	577
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	177	54	629	0	0	1462	577
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.29	0.00	1.71	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	464	0	2736	1600	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.03	0.13	0.00	0.00	0.46	0.36
Crit Moves:						****	****				****	

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	641	15	0	1802	0	5
Future Vol, veh/h	641	15	0	1802	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	697	16	0	1959	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	357
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	639
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	639
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	639	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s)	10.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

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

Intersection #1 Myrtle Avenue/Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Myrtle Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	135	49	92	47	58	56	66	1411	123	74	637	31
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:	135	49	92	47	58	56	66	1411	123	74	637	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	49	92	47	58	56	66	1411	123	74	637	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	49	92	47	58	56	66	1411	123	74	637	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:	135	49	92	47	58	56	66	1411	123	74	637	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	0.35	0.65	1.00	0.51	0.49	1.00	1.84	0.16	1.00	1.91	0.09
Final Sat.:	1600	556	1044	1600	814	786	1600	2943	257	1600	3051	149
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.03	0.07	0.07	0.04	0.48	0.48	0.05	0.21	0.21
Crit Moves:	****			****			****			****		

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

Intersection #2 Myrtle Avenue/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	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:	184	419	152	132	596	113	159	993	191	161	751	63
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:	184	419	152	132	596	113	159	993	191	161	751	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	419	152	132	596	113	159	993	191	161	751	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	419	152	132	596	113	159	993	191	161	751	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	419	152	132	596	113	159	993	191	161	751	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.00	1.68	0.32	1.00	2.00	1.00	1.00	1.85	0.15
Final Sat.:	1600	2348	852	1600	2690	510	1600	3200	1600	1600	2952	248
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.08	0.22	0.22	0.10	0.31	0.12	0.10	0.25	0.25
Crit Moves:	****			****			****			****		

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	11	12	758	969	7
Future Vol, veh/h	14	11	12	758	969	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	12	13	824	1053	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1495	530	1061	0	-	0
Stage 1	1057	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	114	493	652	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	493	652	-	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.7	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	652	-	167	-	-
HCM Lane V/C Ratio	0.02	-	0.163	-	-
HCM Control Delay (s)	10.6	0.2	30.7	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

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

Intersection #4 Myrtle Avenue/Central Avenue - I-210 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	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			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	350	466	0	0	789	222	0	0	0	245	557	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	466	0	0	789	222	0	0	0	245	557	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	466	0	0	789	222	0	0	0	245	557	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	466	0	0	789	222	0	0	0	245	557	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	466	0	0	789	222	0	0	0	245	557	312
OvlAdjVol:						222						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.15	0.00	0.00	0.25	0.14	0.00	0.00	0.00	0.15	0.35	0.20
Crit Moves:	****				****						****	

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

Intersection #5 Myrtle Avenue/Evergreen Avenue - I-210 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.940
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	125	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:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	631	212	331	716	0	188	846	337	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	631	212	331	716	0	188	846	337	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	631	212	331	716	0	188	846	337	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	631	212	331	716	0	188	846	337	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	631	212	331	716	0	188	846	337	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	1.50	0.50	1.00	2.00	0.00	1.00	1.43	0.57	0.00	0.00	0.00
Final Sat.:	0	2395	805	1600	3200	0	1600	2288	912	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.21	0.22	0.00	0.12	0.37	0.37	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 #6 Myrtle Avenue/Duarte Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	30	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	125	Level Of Service:	E

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:	108	455	46	50	636	232	167	480	275	67	330	39
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:	108	455	46	50	636	232	167	480	275	67	330	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	455	46	50	636	232	167	480	275	67	330	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	455	46	50	636	232	167	480	275	67	330	39
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:	108	455	46	50	636	232	167	480	275	67	330	39
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	1.82	0.18	1.00	1.47	0.53	1.00	1.27	0.73	1.00	1.79	0.21
Final Sat.:	1600	2906	294	1600	2345	855	1600	2034	1166	1600	2862	338
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.03	0.27	0.27	0.10	0.24	0.24	0.04	0.12	0.12
Crit Moves:	****			****			****			****		

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

Intersection #7 I-210 EB Ramps/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	I-210 EB Ramps						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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	1 1	0	0 1	0 0	2	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	23	0	16	424	4	124	0	1588	28	20	1125	47
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:	23	0	16	424	4	124	0	1588	28	20	1125	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	23	0	16	424	4	124	0	1588	28	20	1125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	16	424	4	124	0	1588	28	20	1125	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	23	0	16	424	4	124	0	1588	28	20	1125	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.98	0.02	1.00	0.00	2.95	0.05	1.00	2.00	1.00
Final Sat.:	1600	0	1600	3170	30	1600	0	4717	83	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.13	0.13	0.08	0.00	0.34	0.34	0.01	0.35	0.00
Crit Moves:	****			****			****			****		

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

Intersection #8 I-210 WB Ramps/Huntington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	I-210 WB Ramps						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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	1! 0	1	1 0	3	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	116	0	386	105	1398	0	0	828	548
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	0	0	116	0	386	105	1398	0	0	828	548
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	0	0	116	0	386	105	1398	0	0	828	548
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	0	386	105	1398	0	0	828	548
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	0	0	0	116	0	386	105	1398	0	0	828	548
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 0.00	0.00		0.46 0.00	1.54		1.00 3.00	0.00		0.00 2.00	1.00	
Final Sat.:	0	0	0	739	0	2461	1600	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.16 0.00	0.16		0.07 0.29	0.00		0.00 0.26	0.34	
Crit Moves:				****			****					****

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1397	15	0	1195	0	6
Future Vol, veh/h	1397	15	0	1195	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1518	16	0	1299	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	767
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	345
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	345
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	345	-	-	-
HCM Lane V/C Ratio	0.019	-	-	-
HCM Control Delay (s)	15.6	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

APPENDIX C

CUMULATIVE PROJECT LIST

City of Monrovia
Cumulative Project List – Land Development Projects

1. **725 East Huntington Drive (Former Albertsons Center) - NONRESIDENTIAL**
    - Commercial center façade renovations and interior tenant improvements to accommodate four brand name retail stores.
    - Lot Size: 6.06 Acres
    - Building Area: 98,000 SF (Existing area under proposed Tenant Improvement)
    - Under Construction

2. **530 Fano Street – NEW MULTIFAMILY**
    - 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
    - Under Construction

3. **1218 South 5th Avenue (City of Hope –Tenant Improvement) - NONRESIDENTIAL**
    - 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)
    - Under Construction

4. **SWC of Pomona Avenue between Primrose and Magnolia (MODA) - NEW MULTIFAMILY**
    - 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) – NEW MULTIFAMILY**
    - 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 - NONRESIDENTIAL**
    - 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 December 2016 – Project has not been submitted into building plan check.

7. **239 West Chestnut Avenue (10-Unit Development) NONRESIDENTIAL**
    - 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. **303 South Madison Avenue - NEW MULTIFAMILY**
    - 6 detached, two-story residential units for sale.
    - Lot Size: 20,241 SF
    - Building Area: 9,305 SF
    - Under Construction

9. **717-721 West Duarte Road- NEW MULTIFAMILY**
    - 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)

10. **1601 South Myrtle Avenue – City Park and Ride Lot - NEW MULTIFAMILY & PARKING LOT**
    - 103 residential units with a public parking structure component
    - APNs: 8507-003-915, 916, 907, 908, and 909
    - Site Area: 1.07 AC
    - In Pre-Application Review (entitlements not yet granted)

11. **N/E Corner of Magnolia Avenue and Duarte Road - NEW MULTIFAMILY**
    - Richman Group – 296 Residential Apartments
    - 205 and 225 W Duarte Road, 1725 Peck Rd (8507-003-045, 046, 047 and 048)
    - Site Area: 163,254 SF (3.75 Acres)
    - Density: 79 units per acre
    - Total New Residential Square Footage: 251,348 SF
    - In Planning Pre-Application Review (entitlements not yet granted)

12. **1625 South Magnolia Avenue – NEW MULTIFAMILY**
    - Trammell Crow - 392 Residential Apartments
    - APNs: 8507-006-041, 042, 043, 044, 022, 024, 016
    - Site Area: 5.67 Acres
    - Concept Stage - Pre-Application Review (entitlements not yet granted)

13. **825 South Myrtle Avenue – NEW MULTIFAMILY**
    - Avalon Bay – 112 Residential Units
    - APNs: 8508-006-040, 0039,038, 037, 055, 054)
    - Site Area: 2.1 acres
    - In Planning Review (entitlements not yet granted)

14. **239 West Huntington Drive - NEW STARBUCKS**
    - New Starbucks with Drive Thru
    - APNs: 8508-008-071 and 070
    - Building Size: 2,200 SF
    - Site Area: 0.67 AC
    - In Planning Pre-Application Review (entitlements not yet granted)

15. **Corner of Myrtle and Lime – NEW MULTIFAMILY**
    - Myrtle Lime Apartments - 140 Residential Units
    - Former Frontier and Existing City Parking Lot Property
    - Concept Stage - Massing Study Submitted

APPENDIX D

HCM WORKSHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	218	558	323	231	590	0	0	466	78
Future Volume (veh/h)	0	0	0	218	558	323	231	590	0	0	466	78
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1900
Adj Flow Rate, veh/h				234	600	347	248	634	0	0	501	84
Adj No. of Lanes				1	1	1	1	2	0	0	2	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				644	676	575	266	1652	0	0	760	127
Arrive On Green				0.36	0.36	0.36	0.15	0.47	0.00	0.00	0.25	0.25
Sat Flow, veh/h				1774	1863	1583	1774	3632	0	0	3129	507
Grp Volume(v), veh/h				234	600	347	248	634	0	0	291	294
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1774	1770	0	0	1770	1773
Q Serve(g_s), s				5.8	18.2	10.7	8.3	7.0	0.0	0.0	8.9	8.9
Cycle Q Clear(g_c), s				5.8	18.2	10.7	8.3	7.0	0.0	0.0	8.9	8.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.29
Lane Grp Cap(c), veh/h				644	676	575	266	1652	0	0	443	444
V/C Ratio(X)				0.36	0.89	0.60	0.93	0.38	0.00	0.00	0.66	0.66
Avail Cap(c_a), veh/h				680	714	607	266	1652	0	0	443	444
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.68	0.68	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				14.0	18.0	15.6	25.2	10.4	0.0	0.0	20.2	20.2
Incr Delay (d2), s/veh				0.3	12.6	1.6	28.9	0.5	0.0	0.0	7.4	7.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.9	11.7	4.9	6.2	3.5	0.0	0.0	5.2	5.3
LnGrp Delay(d),s/veh				14.4	30.5	17.1	54.1	10.8	0.0	0.0	27.6	27.8
LnGrp LOS				B	C	B	D	B			C	C
Approach Vol, veh/h					1181			882			585	
Approach Delay, s/veh					23.4			23.0			27.7	
Approach LOS					C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		33.1			13.0	20.1		26.9
Change Period (Y+Rc), s		5.1			4.0	5.1		5.1
Max Green Setting (Gmax), s		26.8			9.0	13.8		23.0
Max Q Clear Time (g_c+I1), s		9.0			10.3	10.9		20.2
Green Ext Time (p_c), s		7.4			0.0	1.9		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	24.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	438	259	0	0	0	0	472	144	243	439	0
Future Volume (veh/h)	340	438	259	0	0	0	0	472	144	243	439	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	374	481	285				0	519	158	267	482	0
Adj No. of Lanes	1	2	0				0	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	525	635	374				0	847	257	300	1936	0
Arrive On Green	0.30	0.30	0.30				0.00	0.32	0.32	0.17	0.55	0.00
Sat Flow, veh/h	1774	2144	1265				0	2771	811	1774	3632	0
Grp Volume(v), veh/h	374	397	369				0	342	335	267	482	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1640				0	1770	1720	1774	1770	0
Q Serve(g_s), s	12.2	13.2	13.3				0.0	10.7	10.7	9.6	4.6	0.0
Cycle Q Clear(g_c), s	12.2	13.2	13.3				0.0	10.7	10.7	9.6	4.6	0.0
Prop In Lane	1.00		0.77				0.00		0.47	1.00		0.00
Lane Grp Cap(c), veh/h	525	524	485				0	560	544	300	1936	0
V/C Ratio(X)	0.71	0.76	0.76				0.00	0.61	0.62	0.89	0.25	0.00
Avail Cap(c_a), veh/h	655	653	605				0	560	544	300	1936	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.76	0.76	0.00
Uniform Delay (d), s/veh	20.4	20.8	20.8				0.0	18.8	18.9	26.4	7.7	0.0
Incr Delay (d2), s/veh	2.7	4.0	4.4				0.0	4.9	5.1	21.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	7.0	6.5				0.0	5.9	5.9	6.5	2.3	0.0
LnGrp Delay(d),s/veh	23.1	24.7	25.2				0.0	23.8	24.0	47.7	8.0	0.0
LnGrp LOS	C	C	C					C	C	D	A	
Approach Vol, veh/h		1140						677			749	
Approach Delay, s/veh		24.4						23.9			22.1	
Approach LOS		C						C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	15.0	25.7		24.3		40.7		
Change Period (Y+Rc), s	4.0	5.1		5.1		5.1		
Max Green Setting (Gmax), s	11.0	15.8		24.0		30.8		
Max Q Clear Time (g_c+I1), s	11.6	12.7		15.3		6.6		
Green Ext Time (p_c), s	0.0	1.9		3.9		8.0		

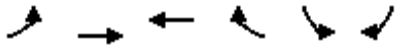
Intersection Summary	
HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	751	11	8	1432	109	37	0	29	251	9	195
Future Volume (veh/h)	0	751	11	8	1432	109	37	0	29	251	9	195
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	0	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	799	12	9	1523	0	39	0	31	274	0	207
Adj No. of Lanes	0	3	0	1	2	1	1	0	1	2	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	0	3285	49	508	2252	1008	0	0	0	655	0	292
Arrive On Green	0.00	0.64	0.64	0.64	0.64	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Sat Flow, veh/h	0	5329	77	670	3539	1583		0		3548	0	1583
Grp Volume(v), veh/h	0	525	286	9	1523	0		0.0		274	0	207
Grp Sat Flow(s),veh/h/ln	0	1695	1849	670	1770	1583				1774	0	1583
Q Serve(g_s), s	0.0	3.8	3.8	0.3	15.6	0.0				3.9	0.0	7.0
Cycle Q Clear(g_c), s	0.0	3.8	3.8	4.1	15.6	0.0				3.9	0.0	7.0
Prop In Lane	0.00		0.04	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2158	1177	508	2252	1008				655	0	292
V/C Ratio(X)	0.00	0.24	0.24	0.02	0.68	0.00				0.42	0.00	0.71
Avail Cap(c_a), veh/h	0	2493	1360	574	2603	1164				1544	0	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.5	4.5	5.3	6.6	0.0				20.5	0.0	21.8
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.6	0.0				0.4	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	1.9	0.1	7.6	0.0				1.9	0.0	3.3
LnGrp Delay(d),s/veh	0.0	4.5	4.6	5.4	7.2	0.0				21.0	0.0	24.9
LnGrp LOS		A	A	A	A					C		C
Approach Vol, veh/h		811			1532						481	
Approach Delay, s/veh		4.5			7.2						22.7	
Approach LOS		A			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		15.6		41.4				41.4
Change Period (Y+Rc), s		5.1		5.1				5.1
Max Green Setting (Gmax), s		24.8		41.9				41.9
Max Q Clear Time (g_c+I1), s		9.0		17.6				5.8
Green Ext Time (p_c), s		1.5		18.6				25.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

Notes



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	566	1395	499	23	169
Future Volume (veh/h)	31	566	1395	499	23	169
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	33	602	1484	531	0	206
Adj No. of Lanes	1	3	2	1	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	150	3658	2007	898	192	343
Arrive On Green	0.08	0.72	0.57	0.57	0.00	0.11
Sat Flow, veh/h	1774	5253	3632	1583	1774	3167
Grp Volume(v), veh/h	33	602	1484	531	0	206
Grp Sat Flow(s),veh/h/ln	1774	1695	1770	1583	1774	1583
Q Serve(g_s), s	1.0	2.2	18.5	12.9	0.0	3.7
Cycle Q Clear(g_c), s	1.0	2.2	18.5	12.9	0.0	3.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	150	3658	2007	898	192	343
V/C Ratio(X)	0.22	0.16	0.74	0.59	0.00	0.60
Avail Cap(c_a), veh/h	540	4977	2148	961	807	1440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.3	2.6	9.5	8.3	0.0	25.2
Incr Delay (d2), s/veh	0.7	0.0	1.3	0.9	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.0	9.2	5.8	0.0	3.3
LnGrp Delay(d),s/veh	26.0	2.7	10.8	9.2	0.0	26.8
LnGrp LOS	C	A	B	A		C
Approach Vol, veh/h		635	2015		206	
Approach Delay, s/veh		3.9	10.4		26.8	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				47.7		11.5	9.0	38.7
Change Period (Y+Rc), s				5.1		5.1	4.0	5.1
Max Green Setting (Gmax), s				57.9		26.9	18.0	35.9
Max Q Clear Time (g_c+I1), s				4.2		5.7	3.0	20.5
Green Ext Time (p_c), s				33.8		0.7	0.0	13.1

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	199	499	283	285	387	0	0	680	197
Future Volume (veh/h)	0	0	0	199	499	283	285	387	0	0	680	197
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1900
Adj Flow Rate, veh/h				214	537	304	306	416	0	0	731	212
Adj No. of Lanes				1	1	1	1	2	0	0	2	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				602	632	538	266	1736	0	0	742	215
Arrive On Green				0.34	0.34	0.34	0.15	0.49	0.00	0.00	0.27	0.27
Sat Flow, veh/h				1774	1863	1583	1774	3632	0	0	2801	785
Grp Volume(v), veh/h				214	537	304	306	416	0	0	478	465
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1774	1770	0	0	1770	1724
Q Serve(g_s), s				5.4	16.1	9.4	9.0	4.1	0.0	0.0	16.1	16.1
Cycle Q Clear(g_c), s				5.4	16.1	9.4	9.0	4.1	0.0	0.0	16.1	16.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.46
Lane Grp Cap(c), veh/h				602	632	538	266	1736	0	0	485	472
V/C Ratio(X)				0.36	0.85	0.57	1.15	0.24	0.00	0.00	0.99	0.99
Avail Cap(c_a), veh/h				680	714	607	266	1736	0	0	485	472
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.56	0.56	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				14.9	18.4	16.2	25.5	8.8	0.0	0.0	21.7	21.7
Incr Delay (d2), s/veh				0.4	8.7	0.9	89.3	0.2	0.0	0.0	37.5	38.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.7	9.7	4.2	11.0	2.0	0.0	0.0	12.9	12.6
LnGrp Delay(d),s/veh				15.2	27.1	17.1	114.8	9.0	0.0	0.0	59.2	59.7
LnGrp LOS				B	C	B	F	A			E	E
Approach Vol, veh/h					1055			722			943	
Approach Delay, s/veh					21.8			53.8			59.4	
Approach LOS					C			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		34.5			13.0	21.5		25.5
Change Period (Y+Rc), s		5.1			4.0	5.1		5.1
Max Green Setting (Gmax), s		26.8			9.0	13.8		23.0
Max Q Clear Time (g_c+I1), s		6.1			11.0	18.1		18.1
Green Ext Time (p_c), s		9.1			0.0	0.0		2.3

Intersection Summary	
HCM 2010 Ctrl Delay	43.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	803	191	0	0	0	0	520	185	308	583	0
Future Volume (veh/h)	155	803	191	0	0	0	0	520	185	308	583	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	165	854	203				0	553	197	328	620	0
Adj No. of Lanes	1	2	0				0	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	617	987	235				0	678	241	300	1753	0
Arrive On Green	0.35	0.35	0.35				0.00	0.26	0.26	0.17	0.50	0.00
Sat Flow, veh/h	1774	2839	675				0	2655	910	1774	3632	0
Grp Volume(v), veh/h	165	532	525				0	381	369	328	620	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1744				0	1770	1702	1774	1770	0
Q Serve(g_s), s	4.3	18.2	18.3				0.0	13.1	13.2	11.0	7.0	0.0
Cycle Q Clear(g_c), s	4.3	18.2	18.3				0.0	13.1	13.2	11.0	7.0	0.0
Prop In Lane	1.00		0.39				0.00		0.53	1.00		0.00
Lane Grp Cap(c), veh/h	617	615	606				0	468	450	300	1753	0
V/C Ratio(X)	0.27	0.86	0.87				0.00	0.81	0.82	1.09	0.35	0.00
Avail Cap(c_a), veh/h	655	653	644				0	468	450	300	1753	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.12	0.12	0.00
Uniform Delay (d), s/veh	15.2	19.8	19.8				0.0	22.4	22.4	27.0	10.0	0.0
Incr Delay (d2), s/veh	0.2	11.2	11.4				0.0	14.4	15.2	48.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	10.8	10.7				0.0	8.2	8.0	9.4	3.4	0.0
LnGrp Delay(d),s/veh	15.5	31.0	31.2				0.0	36.8	37.6	75.8	10.1	0.0
LnGrp LOS	B	C	C					D	D	F	B	
Approach Vol, veh/h		1222						750			948	
Approach Delay, s/veh		29.0						37.2			32.8	
Approach LOS		C						D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	15.0	22.3		27.7		37.3		
Change Period (Y+Rc), s	4.0	5.1		5.1		5.1		
Max Green Setting (Gmax), s	11.0	15.8		24.0		30.8		
Max Q Clear Time (g_c+I1), s	13.3	15.2		20.3		9.0		
Green Ext Time (p_c), s	0.0	0.5		2.4		9.4		

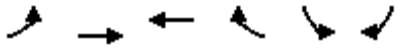
Intersection Summary	
HCM 2010 Ctrl Delay	32.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1497	27	20	1047	32	22	0	16	346	4	75
Future Volume (veh/h)	0	1497	27	20	1047	32	22	0	16	346	4	75
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	0	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	1528	28	20	1068	0	22	0	16	356	0	77
Adj No. of Lanes	0	3	0	1	2	1	1	0	1	2	0	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	0	3160	58	304	2175	973	0	0	0	591	0	264
Arrive On Green	0.00	0.61	0.61	0.61	0.61	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Sat Flow, veh/h	0	5310	94	330	3539	1583		0		3548	0	1583
Grp Volume(v), veh/h	0	1007	549	20	1068	0		0.0		356	0	77
Grp Sat Flow(s),veh/h/ln	0	1695	1846	330	1770	1583				1774	0	1583
Q Serve(g_s), s	0.0	7.6	7.6	1.6	7.8	0.0				4.3	0.0	2.0
Cycle Q Clear(g_c), s	0.0	7.6	7.6	9.2	7.8	0.0				4.3	0.0	2.0
Prop In Lane	0.00		0.05	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2084	1135	304	2175	973				591	0	264
V/C Ratio(X)	0.00	0.48	0.48	0.07	0.49	0.00				0.60	0.00	0.29
Avail Cap(c_a), veh/h	0	2319	1263	326	2421	1083				1887	0	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.9	4.9	7.5	5.0	0.0				18.0	0.0	17.0
Incr Delay (d2), s/veh	0.0	0.2	0.3	0.1	0.2	0.0				1.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	3.9	0.2	3.8	0.0				2.2	0.0	0.9
LnGrp Delay(d),s/veh	0.0	5.1	5.2	7.6	5.1	0.0				19.0	0.0	17.6
LnGrp LOS		A	A	A	A					B		B
Approach Vol, veh/h		1556			1088						433	
Approach Delay, s/veh		5.2			5.2						18.7	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		12.9		33.8				33.8
Change Period (Y+Rc), s		5.1		5.1				5.1
Max Green Setting (Gmax), s		24.8		31.9				31.9
Max Q Clear Time (g_c+I1), s		6.3		11.2				9.6
Green Ext Time (p_c), s		1.4		17.4				18.6

Intersection Summary	
HCM 2010 Ctrl Delay	7.1
HCM 2010 LOS	A

Notes



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	91	1231	759	478	99	361
Future Volume (veh/h)	91	1231	759	478	99	361
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	99	1338	825	520	241	250
Adj No. of Lanes	1	3	2	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	154	3277	1760	788	357	319
Arrive On Green	0.09	0.64	0.50	0.50	0.20	0.20
Sat Flow, veh/h	1774	5253	3632	1583	1774	1583
Grp Volume(v), veh/h	99	1338	825	520	241	250
Grp Sat Flow(s),veh/h/ln	1774	1695	1770	1583	1774	1583
Q Serve(g_s), s	3.6	8.4	10.1	16.3	8.3	9.9
Cycle Q Clear(g_c), s	3.6	8.4	10.1	16.3	8.3	9.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	154	3277	1760	788	357	319
V/C Ratio(X)	0.64	0.41	0.47	0.66	0.67	0.78
Avail Cap(c_a), veh/h	482	4446	1919	858	721	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	5.7	10.9	12.5	24.4	25.1
Incr Delay (d2), s/veh	4.4	0.1	0.2	1.7	2.2	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.9	5.0	7.4	4.3	8.6
LnGrp Delay(d),s/veh	33.7	5.8	11.1	14.1	26.7	29.3
LnGrp LOS	C	A	B	B	C	C
Approach Vol, veh/h		1437	1345		491	
Approach Delay, s/veh		7.7	12.3		28.0	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				47.8		18.4	9.7	38.0
Change Period (Y+Rc), s				5.1		5.1	4.0	5.1
Max Green Setting (Gmax), s				57.9		26.9	18.0	35.9
Max Q Clear Time (g_c+I1), s				10.4		11.9	5.6	18.3
Green Ext Time (p_c), s				31.2		1.4	0.2	14.7

Intersection Summary	
HCM 2010 Ctrl Delay	12.6
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	218	558	330	231	595	0	0	472	80
Future Volume (veh/h)	0	0	0	218	558	330	231	595	0	0	472	80
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1900
Adj Flow Rate, veh/h				234	600	355	248	640	0	0	508	86
Adj No. of Lanes				1	1	1	1	2	0	0	2	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				644	677	575	266	1652	0	0	758	128
Arrive On Green				0.36	0.36	0.36	0.15	0.47	0.00	0.00	0.25	0.25
Sat Flow, veh/h				1774	1863	1583	1774	3632	0	0	3124	511
Grp Volume(v), veh/h				234	600	355	248	640	0	0	296	298
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1774	1770	0	0	1770	1773
Q Serve(g_s), s				5.8	18.2	11.0	8.3	7.1	0.0	0.0	9.0	9.1
Cycle Q Clear(g_c), s				5.8	18.2	11.0	8.3	7.1	0.0	0.0	9.0	9.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.29
Lane Grp Cap(c), veh/h				644	677	575	266	1652	0	0	443	443
V/C Ratio(X)				0.36	0.89	0.62	0.93	0.39	0.00	0.00	0.67	0.67
Avail Cap(c_a), veh/h				680	714	607	266	1652	0	0	443	443
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.67	0.67	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				14.0	17.9	15.7	25.2	10.4	0.0	0.0	20.3	20.3
Incr Delay (d2), s/veh				0.3	12.5	1.7	28.6	0.5	0.0	0.0	7.8	7.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.9	11.7	5.1	6.2	3.5	0.0	0.0	5.3	5.4
LnGrp Delay(d),s/veh				14.4	30.5	17.4	53.8	10.9	0.0	0.0	28.0	28.2
LnGrp LOS				B	C	B	D	B			C	C
Approach Vol, veh/h					1189			888			594	
Approach Delay, s/veh					23.4			22.9			28.1	
Approach LOS					C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		33.1			13.0	20.1		26.9
Change Period (Y+Rc), s		5.1			4.0	5.1		5.1
Max Green Setting (Gmax), s		26.8			9.0	13.8		23.0
Max Q Clear Time (g_c+I1), s		9.1			10.3	11.1		20.2
Green Ext Time (p_c), s		7.5			0.0	1.8		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	343	438	259	0	0	0	0	474	144	248	440	0
Future Volume (veh/h)	343	438	259	0	0	0	0	474	144	248	440	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	377	481	285				0	521	158	273	484	0
Adj No. of Lanes	1	2	0				0	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	525	635	375				0	848	256	300	1936	0
Arrive On Green	0.30	0.30	0.30				0.00	0.32	0.32	0.17	0.55	0.00
Sat Flow, veh/h	1774	2144	1265				0	2774	809	1774	3632	0
Grp Volume(v), veh/h	377	397	369				0	343	336	273	484	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1640				0	1770	1720	1774	1770	0
Q Serve(g_s), s	12.3	13.2	13.3				0.0	10.7	10.8	9.8	4.7	0.0
Cycle Q Clear(g_c), s	12.3	13.2	13.3				0.0	10.7	10.8	9.8	4.7	0.0
Prop In Lane	1.00		0.77				0.00		0.47	1.00		0.00
Lane Grp Cap(c), veh/h	525	524	486				0	560	544	300	1936	0
V/C Ratio(X)	0.72	0.76	0.76				0.00	0.61	0.62	0.91	0.25	0.00
Avail Cap(c_a), veh/h	655	653	605				0	560	544	300	1936	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.76	0.76	0.00
Uniform Delay (d), s/veh	20.4	20.8	20.8				0.0	18.9	18.9	26.5	7.7	0.0
Incr Delay (d2), s/veh	2.8	4.0	4.4				0.0	5.0	5.2	24.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	7.0	6.5				0.0	5.9	5.9	6.8	2.3	0.0
LnGrp Delay(d),s/veh	23.3	24.7	25.2				0.0	23.8	24.1	50.9	8.0	0.0
LnGrp LOS	C	C	C					C	C	D	A	
Approach Vol, veh/h		1143						679			757	
Approach Delay, s/veh		24.4						23.9			23.5	
Approach LOS		C						C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	15.0	25.7		24.3		40.7		
Change Period (Y+Rc), s	4.0	5.1		5.1		5.1		
Max Green Setting (Gmax), s	11.0	15.8		24.0		30.8		
Max Q Clear Time (g_c+I1), s	11.3	12.8		15.3		6.7		
Green Ext Time (p_c), s	0.0	1.9		3.9		8.0		

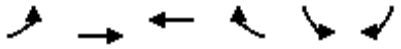
Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	753	11	8	1433	110	37	0	29	263	9	195
Future Volume (veh/h)	0	753	11	8	1433	110	37	0	29	263	9	195
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	0	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	801	12	9	1524	0	39	0	31	287	0	207
Adj No. of Lanes	0	3	0	1	2	1	1	0	1	2	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	0	3283	49	507	2251	1007	0	0	0	657	0	293
Arrive On Green	0.00	0.64	0.64	0.64	0.64	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Sat Flow, veh/h	0	5330	77	669	3539	1583		0		3548	0	1583
Grp Volume(v), veh/h	0	526	287	9	1524	0		0.0		287	0	207
Grp Sat Flow(s),veh/h/ln	0	1695	1849	669	1770	1583				1774	0	1583
Q Serve(g_s), s	0.0	3.8	3.8	0.3	15.7	0.0				4.1	0.0	7.0
Cycle Q Clear(g_c), s	0.0	3.8	3.8	4.2	15.7	0.0				4.1	0.0	7.0
Prop In Lane	0.00		0.04	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2156	1176	507	2251	1007				657	0	293
V/C Ratio(X)	0.00	0.24	0.24	0.02	0.68	0.00				0.44	0.00	0.71
Avail Cap(c_a), veh/h	0	2489	1358	572	2598	1162				1542	0	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.5	4.5	5.4	6.6	0.0				20.6	0.0	21.8
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.6	0.0				0.5	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	1.9	0.1	7.6	0.0				2.0	0.0	3.3
LnGrp Delay(d),s/veh	0.0	4.5	4.6	5.4	7.2	0.0				21.1	0.0	24.9
LnGrp LOS		A	A	A	A					C		C
Approach Vol, veh/h		813			1533						494	
Approach Delay, s/veh		4.5			7.2						22.7	
Approach LOS		A			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		15.7		41.4				41.4
Change Period (Y+Rc), s		5.1		5.1				5.1
Max Green Setting (Gmax), s		24.8		41.9				41.9
Max Q Clear Time (g_c+I1), s		9.0		17.7				5.8
Green Ext Time (p_c), s		1.6		18.6				25.1

Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

Notes



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	580	1397	507	24	169
Future Volume (veh/h)	31	580	1397	507	24	169
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	33	617	1486	539	0	208
Adj No. of Lanes	1	3	2	1	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	150	3657	2008	898	193	345
Arrive On Green	0.08	0.72	0.57	0.57	0.00	0.11
Sat Flow, veh/h	1774	5253	3632	1583	1774	3167
Grp Volume(v), veh/h	33	617	1486	539	0	208
Grp Sat Flow(s),veh/h/ln	1774	1695	1770	1583	1774	1583
Q Serve(g_s), s	1.0	2.3	18.6	13.2	0.0	3.7
Cycle Q Clear(g_c), s	1.0	2.3	18.6	13.2	0.0	3.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	150	3657	2008	898	193	345
V/C Ratio(X)	0.22	0.17	0.74	0.60	0.00	0.60
Avail Cap(c_a), veh/h	539	4966	2143	959	805	1437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.3	2.7	9.6	8.4	0.0	25.2
Incr Delay (d2), s/veh	0.7	0.0	1.3	0.9	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.0	9.2	5.9	0.0	3.3
LnGrp Delay(d),s/veh	26.1	2.7	10.9	9.4	0.0	26.9
LnGrp LOS	C	A	B	A		C
Approach Vol, veh/h		650	2025		208	
Approach Delay, s/veh		3.9	10.5		26.9	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				47.7		11.6	9.0	38.7
Change Period (Y+Rc), s				5.1		5.1	4.0	5.1
Max Green Setting (Gmax), s				57.9		26.9	18.0	35.9
Max Q Clear Time (g_c+I1), s				4.3		5.7	3.0	20.6
Green Ext Time (p_c), s				34.2		0.7	0.0	13.1

Intersection Summary	
HCM 2010 Ctrl Delay	10.2
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	199	499	290	285	392	0	0	688	200
Future Volume (veh/h)	0	0	0	199	499	290	285	392	0	0	688	200
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1900
Adj Flow Rate, veh/h				214	537	312	306	422	0	0	740	215
Adj No. of Lanes				1	1	1	1	2	0	0	2	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				603	633	538	266	1735	0	0	741	215
Arrive On Green				0.34	0.34	0.34	0.15	0.49	0.00	0.00	0.27	0.27
Sat Flow, veh/h				1774	1863	1583	1774	3632	0	0	2800	786
Grp Volume(v), veh/h				214	537	312	306	422	0	0	484	471
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1774	1770	0	0	1770	1724
Q Serve(g_s), s				5.4	16.0	9.7	9.0	4.1	0.0	0.0	16.4	16.4
Cycle Q Clear(g_c), s				5.4	16.0	9.7	9.0	4.1	0.0	0.0	16.4	16.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.46
Lane Grp Cap(c), veh/h				603	633	538	266	1735	0	0	484	472
V/C Ratio(X)				0.36	0.85	0.58	1.15	0.24	0.00	0.00	1.00	1.00
Avail Cap(c_a), veh/h				680	714	607	266	1735	0	0	484	472
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.55	0.55	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				14.9	18.4	16.3	25.5	8.8	0.0	0.0	21.8	21.8
Incr Delay (d2), s/veh				0.4	8.7	1.1	89.2	0.2	0.0	0.0	40.6	41.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.7	9.7	4.4	11.0	2.0	0.0	0.0	13.4	13.1
LnGrp Delay(d),s/veh				15.2	27.0	17.4	114.7	9.0	0.0	0.0	62.4	63.0
LnGrp LOS				B	C	B	F	A			E	E
Approach Vol, veh/h					1063			728			955	
Approach Delay, s/veh					21.8			53.4			62.7	
Approach LOS					C			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		34.5			13.0	21.5		25.5
Change Period (Y+Rc), s		5.1			4.0	5.1		5.1
Max Green Setting (Gmax), s		26.8			9.0	13.8		23.0
Max Q Clear Time (g_c+I1), s		6.1			11.0	18.4		18.0
Green Ext Time (p_c), s		9.2			0.0	0.0		2.3

Intersection Summary	
HCM 2010 Ctrl Delay	44.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	803	191	0	0	0	0	522	185	314	585	0
Future Volume (veh/h)	158	803	191	0	0	0	0	522	185	314	585	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	168	854	203				0	555	197	334	622	0
Adj No. of Lanes	1	2	0				0	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	617	987	235				0	678	240	300	1753	0
Arrive On Green	0.35	0.35	0.35				0.00	0.26	0.26	0.17	0.50	0.00
Sat Flow, veh/h	1774	2839	675				0	2658	908	1774	3632	0
Grp Volume(v), veh/h	168	532	525				0	382	370	334	622	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1744				0	1770	1703	1774	1770	0
Q Serve(g_s), s	4.4	18.2	18.2				0.0	13.2	13.3	11.0	7.0	0.0
Cycle Q Clear(g_c), s	4.4	18.2	18.2				0.0	13.2	13.3	11.0	7.0	0.0
Prop In Lane	1.00		0.39				0.00		0.53	1.00		0.00
Lane Grp Cap(c), veh/h	617	615	606				0	468	450	300	1753	0
V/C Ratio(X)	0.27	0.86	0.87				0.00	0.82	0.82	1.11	0.35	0.00
Avail Cap(c_a), veh/h	655	653	644				0	468	450	300	1753	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	15.3	19.8	19.8				0.0	22.4	22.5	27.0	10.0	0.0
Incr Delay (d2), s/veh	0.2	11.2	11.4				0.0	14.6	15.4	55.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	10.8	10.7				0.0	8.3	8.1	10.0	3.4	0.0
LnGrp Delay(d),s/veh	15.5	31.0	31.2				0.0	37.0	37.8	82.5	10.1	0.0
LnGrp LOS	B	C	C					D	D	F	B	
Approach Vol, veh/h		1225						752			956	
Approach Delay, s/veh		28.9						37.4			35.4	
Approach LOS		C						D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	15.0	22.3		27.7		37.3		
Change Period (Y+Rc), s	4.0	5.1		5.1		5.1		
Max Green Setting (Gmax), s	11.0	15.8		24.0		30.8		
Max Q Clear Time (g_c+I1), s	13.3	15.3		20.2		9.0		
Green Ext Time (p_c), s	0.0	0.4		2.4		9.4		

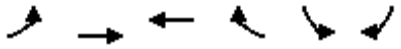
Intersection Summary	
HCM 2010 Ctrl Delay	33.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1499	27	20	1049	33	22	0	16	358	4	75
Future Volume (veh/h)	0	1499	27	20	1049	33	22	0	16	358	4	75
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	0	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	1530	28	20	1070	0	22	0	16	368	0	77
Adj No. of Lanes	0	3	0	1	2	1	1	0	1	2	0	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	0	3148	58	301	2167	969	0	0	0	604	0	270
Arrive On Green	0.00	0.61	0.61	0.61	0.61	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Sat Flow, veh/h	0	5310	94	330	3539	1583		0		3548	0	1583
Grp Volume(v), veh/h	0	1009	549	20	1070	0		0.0		368	0	77
Grp Sat Flow(s),veh/h/ln	0	1695	1846	330	1770	1583				1774	0	1583
Q Serve(g_s), s	0.0	7.7	7.7	1.7	7.9	0.0				4.5	0.0	2.0
Cycle Q Clear(g_c), s	0.0	7.7	7.7	9.4	7.9	0.0				4.5	0.0	2.0
Prop In Lane	0.00		0.05	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2076	1130	301	2167	969				604	0	270
V/C Ratio(X)	0.00	0.49	0.49	0.07	0.49	0.00				0.61	0.00	0.29
Avail Cap(c_a), veh/h	0	2306	1256	324	2407	1077				1876	0	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.0	5.0	7.6	5.1	0.0				18.0	0.0	17.0
Incr Delay (d2), s/veh	0.0	0.2	0.3	0.1	0.2	0.0				1.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	3.9	0.2	3.8	0.0				2.3	0.0	0.9
LnGrp Delay(d),s/veh	0.0	5.2	5.3	7.7	5.2	0.0				19.0	0.0	17.5
LnGrp LOS		A	A	A	A					B		B
Approach Vol, veh/h		1558			1090						445	
Approach Delay, s/veh		5.2			5.3						18.8	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		13.1		33.8				33.8
Change Period (Y+Rc), s		5.1		5.1				5.1
Max Green Setting (Gmax), s		24.8		31.9				31.9
Max Q Clear Time (g_c+I1), s		6.5		11.4				9.7
Green Ext Time (p_c), s		1.5		17.3				18.5

Intersection Summary	
HCM 2010 Ctrl Delay	7.2
HCM 2010 LOS	A

Notes



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	91	1245	761	489	100	361
Future Volume (veh/h)	91	1245	761	489	100	361
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	99	1353	827	532	241	250
Adj No. of Lanes	1	3	2	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	153	3282	1765	790	357	319
Arrive On Green	0.09	0.65	0.50	0.50	0.20	0.20
Sat Flow, veh/h	1774	5253	3632	1583	1774	1583
Grp Volume(v), veh/h	99	1353	827	532	241	250
Grp Sat Flow(s),veh/h/ln	1774	1695	1770	1583	1774	1583
Q Serve(g_s), s	3.6	8.6	10.2	16.9	8.4	10.0
Cycle Q Clear(g_c), s	3.6	8.6	10.2	16.9	8.4	10.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	153	3282	1765	790	357	319
V/C Ratio(X)	0.64	0.41	0.47	0.67	0.68	0.78
Avail Cap(c_a), veh/h	480	4425	1909	854	717	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	5.7	10.9	12.6	24.6	25.2
Incr Delay (d2), s/veh	4.5	0.1	0.2	1.9	2.2	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.9	5.0	7.7	4.3	8.7
LnGrp Delay(d),s/veh	33.9	5.8	11.1	14.5	26.8	29.5
LnGrp LOS	C	A	B	B	C	C
Approach Vol, veh/h		1452	1359		491	
Approach Delay, s/veh		7.7	12.4		28.2	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				48.1		18.5	9.8	38.3
Change Period (Y+Rc), s				5.1		5.1	4.0	5.1
Max Green Setting (Gmax), s				57.9		26.9	18.0	35.9
Max Q Clear Time (g_c+I1), s				10.6		12.0	5.6	18.9
Green Ext Time (p_c), s				31.6		1.4	0.2	14.3

Intersection Summary	
HCM 2010 Ctrl Delay	12.7
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	252	579	335	353	702	0	0	575	132
Future Volume (veh/h)	0	0	0	252	579	335	353	702	0	0	575	132
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				271	623	360	380	755	0	0	618	142
Adj No. of Lanes				1	1	1	1	2	0	0	2	1
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				657	690	587	266	1626	0	0	859	384
Arrive On Green				0.37	0.37	0.37	0.15	0.46	0.00	0.00	0.24	0.24
Sat Flow, veh/h				1774	1863	1583	1774	3632	0	0	3632	1583
Grp Volume(v), veh/h				271	623	360	380	755	0	0	618	142
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1774	1770	0	0	1770	1583
Q Serve(g_s), s				6.8	19.0	11.1	9.0	8.8	0.0	0.0	9.6	4.5
Cycle Q Clear(g_c), s				6.8	19.0	11.1	9.0	8.8	0.0	0.0	9.6	4.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				657	690	587	266	1626	0	0	859	384
V/C Ratio(X)				0.41	0.90	0.61	1.43	0.46	0.00	0.00	0.72	0.37
Avail Cap(c_a), veh/h				680	714	607	266	1626	0	0	859	384
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.27	0.27	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				14.0	17.9	15.4	25.5	11.1	0.0	0.0	20.8	18.9
Incr Delay (d2), s/veh				0.4	14.5	1.7	198.6	0.3	0.0	0.0	5.2	2.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.4	12.5	5.1	19.0	4.4	0.0	0.0	5.3	2.2
LnGrp Delay(d),s/veh				14.4	32.4	17.1	224.1	11.4	0.0	0.0	26.0	21.6
LnGrp LOS				B	C	B	F	B			C	C
Approach Vol, veh/h					1254			1135			760	
Approach Delay, s/veh					24.1			82.6			25.2	
Approach LOS					C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		32.7			13.0	19.7		27.3
Change Period (Y+Rc), s		5.1			4.0	5.1		5.1
Max Green Setting (Gmax), s		26.8			9.0	13.8		23.0
Max Q Clear Time (g_c+I1), s		10.8			11.0	11.6		21.0
Green Ext Time (p_c), s		8.7			0.0	1.7		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	45.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	393	503	316	0	0	0	0	651	190	265	562	0
Future Volume (veh/h)	393	503	316	0	0	0	0	651	190	265	562	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	432	553	347				0	715	209	291	618	0
Adj No. of Lanes	1	2	0				0	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	582	686	430				0	768	224	300	1822	0
Arrive On Green	0.33	0.33	0.33				0.00	0.28	0.28	0.17	0.51	0.00
Sat Flow, veh/h	1774	2090	1311				0	2796	790	1774	3632	0
Grp Volume(v), veh/h	432	468	432				0	468	456	291	618	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1631				0	1770	1723	1774	1770	0
Q Serve(g_s), s	14.1	15.7	15.7				0.0	16.7	16.7	10.6	6.7	0.0
Cycle Q Clear(g_c), s	14.1	15.7	15.7				0.0	16.7	16.7	10.6	6.7	0.0
Prop In Lane	1.00		0.80				0.00		0.46	1.00		0.00
Lane Grp Cap(c), veh/h	582	581	535				0	503	490	300	1822	0
V/C Ratio(X)	0.74	0.81	0.81				0.00	0.93	0.93	0.97	0.34	0.00
Avail Cap(c_a), veh/h	655	653	602				0	503	490	300	1822	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.69	0.69	0.00
Uniform Delay (d), s/veh	19.4	19.9	19.9				0.0	22.6	22.6	26.8	9.3	0.0
Incr Delay (d2), s/veh	4.0	6.6	7.2				0.0	26.2	26.7	35.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	8.7	8.1				0.0	11.7	11.6	8.1	3.3	0.0
LnGrp Delay(d),s/veh	23.4	26.6	27.1				0.0	48.9	49.4	61.9	9.6	0.0
LnGrp LOS	C	C	C					D	D	E	A	
Approach Vol, veh/h		1332						924			909	
Approach Delay, s/veh		25.7						49.1			26.3	
Approach LOS		C						D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	15.0	23.6		26.4		38.6		
Change Period (Y+Rc), s	4.0	5.1		5.1		5.1		
Max Green Setting (Gmax), s	11.0	15.8		24.0		30.8		
Max Q Clear Time (g_c+I1), s	12.6	18.7		17.7		8.7		
Green Ext Time (p_c), s	0.0	0.0		3.6		10.8		

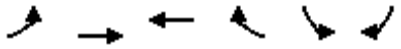
Intersection Summary	
HCM 2010 Ctrl Delay	32.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	808	11	8	1496	119	38	0	30	273	9	207
Future Volume (veh/h)	0	808	11	8	1496	119	38	0	30	273	9	207
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	0	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	860	12	9	1591	0	40	0	32	297	0	220
Adj No. of Lanes	0	3	0	1	2	1	1	0	1	2	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	0	3288	46	478	2251	1007	0	0	0	680	0	304
Arrive On Green	0.00	0.64	0.64	0.64	0.64	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Sat Flow, veh/h	0	5336	72	633	3539	1583		0		3548	0	1583
Grp Volume(v), veh/h	0	564	308	9	1591	0		0.0		297	0	220
Grp Sat Flow(s),veh/h/ln	0	1695	1850	633	1770	1583				1774	0	1583
Q Serve(g_s), s	0.0	4.3	4.3	0.4	17.6	0.0				4.4	0.0	7.7
Cycle Q Clear(g_c), s	0.0	4.3	4.3	4.7	17.6	0.0				4.4	0.0	7.7
Prop In Lane	0.00		0.04	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2157	1177	478	2251	1007				680	0	304
V/C Ratio(X)	0.00	0.26	0.26	0.02	0.71	0.00				0.44	0.00	0.72
Avail Cap(c_a), veh/h	0	2397	1308	523	2502	1119				1485	0	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.7	4.7	5.7	7.1	0.0				21.1	0.0	22.5
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.8	0.0				0.4	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	2.2	0.1	8.7	0.0				2.2	0.0	3.6
LnGrp Delay(d),s/veh	0.0	4.8	4.8	5.7	7.9	0.0				21.6	0.0	25.8
LnGrp LOS		A	A	A	A					C		C
Approach Vol, veh/h		872			1600						517	
Approach Delay, s/veh		4.8			7.9						23.4	
Approach LOS		A			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		16.5		42.8				42.8
Change Period (Y+Rc), s		5.1		5.1				5.1
Max Green Setting (Gmax), s		24.8		41.9				41.9
Max Q Clear Time (g_c+I1), s		9.7		19.6				6.3
Green Ext Time (p_c), s		1.6		18.1				26.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.7
HCM 2010 LOS	A

Notes



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	54	615	1460	569	29	177
Future Volume (veh/h)	54	615	1460	569	29	177
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	57	654	1553	605	0	221
Adj No. of Lanes	1	3	2	1	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	147	3653	2015	901	200	357
Arrive On Green	0.08	0.72	0.57	0.57	0.00	0.11
Sat Flow, veh/h	1774	5253	3632	1583	1774	3167
Grp Volume(v), veh/h	57	654	1553	605	0	221
Grp Sat Flow(s),veh/h/ln	1774	1695	1770	1583	1774	1583
Q Serve(g_s), s	1.8	2.5	20.3	16.1	0.0	4.0
Cycle Q Clear(g_c), s	1.8	2.5	20.3	16.1	0.0	4.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	147	3653	2015	901	200	357
V/C Ratio(X)	0.39	0.18	0.77	0.67	0.00	0.62
Avail Cap(c_a), veh/h	529	4875	2104	941	790	1410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.2	2.7	10.0	9.1	0.0	25.6
Incr Delay (d2), s/veh	1.7	0.0	1.7	1.8	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.2	10.2	7.3	0.0	3.6
LnGrp Delay(d),s/veh	27.9	2.8	11.7	10.8	0.0	27.3
LnGrp LOS	C	A	B	B		C
Approach Vol, veh/h		711	2158		221	
Approach Delay, s/veh		4.8	11.5		27.3	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				48.5		11.9	9.0	39.5
Change Period (Y+Rc), s				5.1		5.1	4.0	5.1
Max Green Setting (Gmax), s				57.9		26.9	18.0	35.9
Max Q Clear Time (g_c+I1), s				4.5		6.0	3.8	22.3
Green Ext Time (p_c), s				36.8		0.8	0.1	12.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	245	557	305	350	461	0	0	781	219
Future Volume (veh/h)	0	0	0	245	557	305	350	461	0	0	781	219
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				263	599	328	376	496	0	0	840	235
Adj No. of Lanes				1	1	1	1	2	0	0	2	1
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				644	676	575	266	1653	0	0	886	397
Arrive On Green				0.36	0.36	0.36	0.15	0.47	0.00	0.00	0.25	0.25
Sat Flow, veh/h				1774	1863	1583	1774	3632	0	0	3632	1583
Grp Volume(v), veh/h				263	599	328	376	496	0	0	840	235
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1774	1770	0	0	1770	1583
Q Serve(g_s), s				6.7	18.1	10.0	9.0	5.2	0.0	0.0	14.0	7.8
Cycle Q Clear(g_c), s				6.7	18.1	10.0	9.0	5.2	0.0	0.0	14.0	7.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				644	676	575	266	1653	0	0	886	397
V/C Ratio(X)				0.41	0.89	0.57	1.41	0.30	0.00	0.00	0.95	0.59
Avail Cap(c_a), veh/h				680	714	607	266	1653	0	0	886	397
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.31	0.31	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				14.3	18.0	15.4	25.5	9.9	0.0	0.0	22.1	19.8
Incr Delay (d2), s/veh				0.4	12.5	1.2	192.7	0.1	0.0	0.0	19.9	6.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.3	11.5	4.6	18.6	2.6	0.0	0.0	9.2	4.1
LnGrp Delay(d),s/veh				14.7	30.4	16.5	218.2	10.1	0.0	0.0	42.0	26.2
LnGrp LOS				B	C	B	F	B			D	C
Approach Vol, veh/h					1190			872			1075	
Approach Delay, s/veh					23.1			99.8			38.5	
Approach LOS					C			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		33.1			13.0	20.1		26.9
Change Period (Y+Rc), s		5.1			4.0	5.1		5.1
Max Green Setting (Gmax), s		26.8			9.0	13.8		23.0
Max Q Clear Time (g_c+I1), s		7.2			11.0	16.0		20.1
Green Ext Time (p_c), s		9.9			0.0	0.0		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	49.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	846	337	0	0	0	0	629	212	325	714	0
Future Volume (veh/h)	185	846	337	0	0	0	0	629	212	325	714	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	197	900	359				0	669	226	346	760	0
Adj No. of Lanes	1	2	0				0	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	655	914	363				0	632	213	300	1677	0
Arrive On Green	0.37	0.37	0.37				0.00	0.24	0.24	0.17	0.47	0.00
Sat Flow, veh/h	1774	2477	982				0	2693	878	1774	3632	0
Grp Volume(v), veh/h	197	642	617				0	455	440	346	760	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1689				0	1770	1708	1774	1770	0
Q Serve(g_s), s	5.1	23.3	23.6				0.0	15.8	15.8	11.0	9.4	0.0
Cycle Q Clear(g_c), s	5.1	23.3	23.6				0.0	15.8	15.8	11.0	9.4	0.0
Prop In Lane	1.00		0.58				0.00		0.51	1.00		0.00
Lane Grp Cap(c), veh/h	655	653	624				0	430	415	300	1677	0
V/C Ratio(X)	0.30	0.98	0.99				0.00	1.06	1.06	1.15	0.45	0.00
Avail Cap(c_a), veh/h	655	653	624				0	430	415	300	1677	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.35	0.35	0.00
Uniform Delay (d), s/veh	14.5	20.3	20.4				0.0	24.6	24.6	27.0	11.5	0.0
Incr Delay (d2), s/veh	0.3	30.6	33.4				0.0	59.7	60.7	81.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	16.8	16.8				0.0	14.8	14.4	12.2	4.6	0.0
LnGrp Delay(d),s/veh	14.8	50.8	53.7				0.0	84.3	85.3	108.8	11.8	0.0
LnGrp LOS	B	D	D					F	F	F	B	
Approach Vol, veh/h		1456						895			1106	
Approach Delay, s/veh		47.2						84.8			42.1	
Approach LOS		D						F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	15.0	20.9		29.1		35.9		
Change Period (Y+Rc), s	4.0	5.1		5.1		5.1		
Max Green Setting (Gmax), s	11.0	15.8		24.0		30.8		
Max Q Clear Time (g_c+I1), s	13.3	17.8		25.6		11.4		
Green Ext Time (p_c), s	0.0	0.0		0.0		10.9		

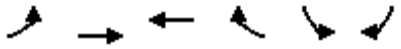
Intersection Summary	
HCM 2010 Ctrl Delay	55.3
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1586	28	20	1123	46	23	0	16	412	4	124
Future Volume (veh/h)	0	1586	28	20	1123	46	23	0	16	412	4	124
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	0	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	1618	29	20	1146	0	23	0	16	423	0	127
Adj No. of Lanes	0	3	0	1	2	1	1	0	1	2	0	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	0	3107	56	274	2137	956	0	0	0	668	0	298
Arrive On Green	0.00	0.60	0.60	0.60	0.60	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Sat Flow, veh/h	0	5312	92	302	3539	1583		0		3548	0	1583
Grp Volume(v), veh/h	0	1066	581	20	1146	0		0.0		423	0	127
Grp Sat Flow(s),veh/h/ln	0	1695	1846	302	1770	1583				1774	0	1583
Q Serve(g_s), s	0.0	8.9	8.9	2.0	9.3	0.0				5.4	0.0	3.5
Cycle Q Clear(g_c), s	0.0	8.9	8.9	10.9	9.3	0.0				5.4	0.0	3.5
Prop In Lane	0.00		0.05	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2047	1115	274	2137	956				668	0	298
V/C Ratio(X)	0.00	0.52	0.52	0.07	0.54	0.00				0.63	0.00	0.43
Avail Cap(c_a), veh/h	0	2203	1200	288	2300	1029				1792	0	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.6	5.6	8.8	5.7	0.0				18.4	0.0	17.6
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.1	0.2	0.0				1.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.1	4.5	0.2	4.5	0.0				2.7	0.0	1.6
LnGrp Delay(d),s/veh	0.0	5.8	6.0	8.9	5.9	0.0				19.4	0.0	18.5
LnGrp LOS		A	A	A	A					B		B
Approach Vol, veh/h		1647			1166						550	
Approach Delay, s/veh		5.9			6.0						19.2	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		14.3		34.7				34.7
Change Period (Y+Rc), s		5.1		5.1				5.1
Max Green Setting (Gmax), s		24.8		31.9				31.9
Max Q Clear Time (g_c+I1), s		7.4		12.9				10.9
Green Ext Time (p_c), s		1.8		16.7				18.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.1
HCM 2010 LOS	A

Notes



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	1384	826	537	115	386
Future Volume (veh/h)	105	1384	826	537	115	386
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	114	1504	898	584	263	272
Adj No. of Lanes	1	3	2	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	164	3288	1765	789	376	336
Arrive On Green	0.09	0.65	0.50	0.50	0.21	0.21
Sat Flow, veh/h	1774	5253	3632	1583	1774	1583
Grp Volume(v), veh/h	114	1504	898	584	263	272
Grp Sat Flow(s),veh/h/ln	1774	1695	1770	1583	1774	1583
Q Serve(g_s), s	4.5	10.7	12.3	21.2	9.9	11.8
Cycle Q Clear(g_c), s	4.5	10.7	12.3	21.2	9.9	11.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	164	3288	1765	789	376	336
V/C Ratio(X)	0.69	0.46	0.51	0.74	0.70	0.81
Avail Cap(c_a), veh/h	442	4079	1765	789	661	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	6.4	12.2	14.4	26.3	27.1
Incr Delay (d2), s/veh	5.2	0.1	0.2	3.7	2.4	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.9	6.0	9.9	5.1	10.2
LnGrp Delay(d),s/veh	36.9	6.5	12.4	18.1	28.7	31.7
LnGrp LOS	D	A	B	B	C	C
Approach Vol, veh/h		1618	1482		535	
Approach Delay, s/veh		8.6	14.6		30.2	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				51.8		20.4	10.7	41.1
Change Period (Y+Rc), s				5.1		5.1	4.0	5.1
Max Green Setting (Gmax), s				57.9		26.9	18.0	35.9
Max Q Clear Time (g_c+I1), s				12.7		13.8	6.5	23.2
Green Ext Time (p_c), s				34.0		1.5	0.2	11.6

Intersection Summary	
HCM 2010 Ctrl Delay	14.3
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	252	579	342	353	707	0	0	581	134
Future Volume (veh/h)	0	0	0	252	579	342	353	707	0	0	581	134
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				271	623	368	380	760	0	0	625	144
Adj No. of Lanes				1	1	1	1	2	0	0	2	1
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				658	690	587	266	1626	0	0	859	384
Arrive On Green				0.37	0.37	0.37	0.15	0.46	0.00	0.00	0.24	0.24
Sat Flow, veh/h				1774	1863	1583	1774	3632	0	0	3632	1583
Grp Volume(v), veh/h				271	623	368	380	760	0	0	625	144
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1774	1770	0	0	1770	1583
Q Serve(g_s), s				6.8	19.0	11.4	9.0	8.9	0.0	0.0	9.7	4.5
Cycle Q Clear(g_c), s				6.8	19.0	11.4	9.0	8.9	0.0	0.0	9.7	4.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				658	690	587	266	1626	0	0	859	384
V/C Ratio(X)				0.41	0.90	0.63	1.43	0.47	0.00	0.00	0.73	0.37
Avail Cap(c_a), veh/h				680	714	607	266	1626	0	0	859	384
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.25	0.25	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				14.0	17.9	15.5	25.5	11.2	0.0	0.0	20.9	18.9
Incr Delay (d2), s/veh				0.4	14.5	2.0	198.0	0.2	0.0	0.0	5.4	2.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.4	12.5	5.2	19.0	4.4	0.0	0.0	5.4	2.3
LnGrp Delay(d),s/veh				14.4	32.4	17.4	223.5	11.4	0.0	0.0	26.3	21.7
LnGrp LOS				B	C	B	F	B			C	C
Approach Vol, veh/h					1262			1140			769	
Approach Delay, s/veh					24.2			82.1			25.4	
Approach LOS					C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		32.7			13.0	19.7		27.3
Change Period (Y+Rc), s		5.1			4.0	5.1		5.1
Max Green Setting (Gmax), s		26.8			9.0	13.8		23.0
Max Q Clear Time (g_c+I1), s		10.9			11.0	11.7		21.0
Green Ext Time (p_c), s		8.7			0.0	1.6		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	45.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	396	503	316	0	0	0	0	653	190	270	563	0
Future Volume (veh/h)	396	503	316	0	0	0	0	653	190	270	563	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	435	553	347				0	718	209	297	619	0
Adj No. of Lanes	1	2	0				0	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	582	686	430				0	769	224	300	1822	0
Arrive On Green	0.33	0.33	0.33				0.00	0.28	0.28	0.17	0.51	0.00
Sat Flow, veh/h	1774	2090	1311				0	2799	788	1774	3632	0
Grp Volume(v), veh/h	435	468	432				0	470	457	297	619	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1631				0	1770	1724	1774	1770	0
Q Serve(g_s), s	14.2	15.7	15.7				0.0	16.8	16.8	10.9	6.7	0.0
Cycle Q Clear(g_c), s	14.2	15.7	15.7				0.0	16.8	16.8	10.9	6.7	0.0
Prop In Lane	1.00		0.80				0.00		0.46	1.00		0.00
Lane Grp Cap(c), veh/h	582	581	536				0	503	490	300	1822	0
V/C Ratio(X)	0.75	0.81	0.81				0.00	0.93	0.93	0.99	0.34	0.00
Avail Cap(c_a), veh/h	655	653	602				0	503	490	300	1822	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.68	0.68	0.00
Uniform Delay (d), s/veh	19.4	19.9	19.9				0.0	22.7	22.7	26.9	9.3	0.0
Incr Delay (d2), s/veh	4.2	6.6	7.2				0.0	26.7	27.2	39.9	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	8.7	8.1				0.0	11.9	11.7	8.6	3.4	0.0
LnGrp Delay(d),s/veh	23.6	26.6	27.1				0.0	49.4	49.9	66.9	9.6	0.0
LnGrp LOS	C	C	C					D	D	E	A	
Approach Vol, veh/h		1335						927			916	
Approach Delay, s/veh		25.8						49.6			28.2	
Approach LOS		C						D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	15.0	23.6		26.4		38.6		
Change Period (Y+Rc), s	4.0	5.1		5.1		5.1		
Max Green Setting (Gmax), s	11.0	15.8		24.0		30.8		
Max Q Clear Time (g_c+I1), s	12.9	18.8		17.7		8.7		
Green Ext Time (p_c), s	0.0	0.0		3.6		10.8		

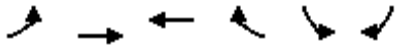
Intersection Summary	
HCM 2010 Ctrl Delay	33.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	810	11	8	1497	120	38	0	30	285	9	207
Future Volume (veh/h)	0	810	11	8	1497	120	38	0	30	285	9	207
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	0	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	862	12	9	1593	0	40	0	32	310	0	220
Adj No. of Lanes	0	3	0	1	2	1	1	0	1	2	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	0	3286	46	477	2250	1007	0	0	0	682	0	305
Arrive On Green	0.00	0.64	0.64	0.64	0.64	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Sat Flow, veh/h	0	5336	72	632	3539	1583		0		3548	0	1583
Grp Volume(v), veh/h	0	565	309	9	1593	0		0.0		310	0	220
Grp Sat Flow(s),veh/h/ln	0	1695	1850	632	1770	1583				1774	0	1583
Q Serve(g_s), s	0.0	4.3	4.3	0.4	17.7	0.0				4.6	0.0	7.7
Cycle Q Clear(g_c), s	0.0	4.3	4.3	4.7	17.7	0.0				4.6	0.0	7.7
Prop In Lane	0.00		0.04	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2156	1176	477	2250	1007				682	0	305
V/C Ratio(X)	0.00	0.26	0.26	0.02	0.71	0.00				0.45	0.00	0.72
Avail Cap(c_a), veh/h	0	2393	1306	521	2498	1118				1482	0	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.7	4.7	5.8	7.2	0.0				21.2	0.0	22.5
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.8	0.0				0.5	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	2.2	0.1	8.7	0.0				2.3	0.0	3.6
LnGrp Delay(d),s/veh	0.0	4.8	4.8	5.8	8.0	0.0				21.7	0.0	25.7
LnGrp LOS		A	A	A	A					C		C
Approach Vol, veh/h		874			1602						530	
Approach Delay, s/veh		4.8			8.0						23.4	
Approach LOS		A			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		16.5		42.8				42.8
Change Period (Y+Rc), s		5.1		5.1				5.1
Max Green Setting (Gmax), s		24.8		41.9				41.9
Max Q Clear Time (g_c+I1), s		9.7		19.7				6.3
Green Ext Time (p_c), s		1.7		18.0				26.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Notes



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	54	629	1462	577	30	177
Future Volume (veh/h)	54	629	1462	577	30	177
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	57	669	1555	614	0	222
Adj No. of Lanes	1	3	2	1	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	147	3653	2015	902	201	358
Arrive On Green	0.08	0.72	0.57	0.57	0.00	0.11
Sat Flow, veh/h	1774	5253	3632	1583	1774	3167
Grp Volume(v), veh/h	57	669	1555	614	0	222
Grp Sat Flow(s),veh/h/ln	1774	1695	1770	1583	1774	1583
Q Serve(g_s), s	1.8	2.6	20.4	16.5	0.0	4.0
Cycle Q Clear(g_c), s	1.8	2.6	20.4	16.5	0.0	4.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	147	3653	2015	902	201	358
V/C Ratio(X)	0.39	0.18	0.77	0.68	0.00	0.62
Avail Cap(c_a), veh/h	528	4868	2101	940	789	1408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.3	2.8	10.0	9.2	0.0	25.6
Incr Delay (d2), s/veh	1.7	0.0	1.8	1.9	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.2	10.2	7.5	0.0	3.6
LnGrp Delay(d),s/veh	28.0	2.8	11.8	11.1	0.0	27.3
LnGrp LOS	C	A	B	B		C
Approach Vol, veh/h		726	2169		222	
Approach Delay, s/veh		4.8	11.6		27.3	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				48.5		11.9	9.0	39.5
Change Period (Y+Rc), s				5.1		5.1	4.0	5.1
Max Green Setting (Gmax), s				57.9		26.9	18.0	35.9
Max Q Clear Time (g_c+I1), s				4.6		6.0	3.8	22.4
Green Ext Time (p_c), s				37.1		0.8	0.1	12.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	245	557	312	350	466	0	0	789	222
Future Volume (veh/h)	0	0	0	245	557	312	350	466	0	0	789	222
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				263	599	335	376	501	0	0	848	239
Adj No. of Lanes				1	1	1	1	2	0	0	2	1
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				644	676	575	266	1653	0	0	886	396
Arrive On Green				0.36	0.36	0.36	0.15	0.47	0.00	0.00	0.25	0.25
Sat Flow, veh/h				1774	1863	1583	1774	3632	0	0	3632	1583
Grp Volume(v), veh/h				263	599	335	376	501	0	0	848	239
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1774	1770	0	0	1770	1583
Q Serve(g_s), s				6.7	18.1	10.3	9.0	5.3	0.0	0.0	14.2	8.0
Cycle Q Clear(g_c), s				6.7	18.1	10.3	9.0	5.3	0.0	0.0	14.2	8.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				644	676	575	266	1653	0	0	886	396
V/C Ratio(X)				0.41	0.89	0.58	1.41	0.30	0.00	0.00	0.96	0.60
Avail Cap(c_a), veh/h				680	714	607	266	1653	0	0	886	396
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.30	0.30	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				14.3	17.9	15.4	25.5	9.9	0.0	0.0	22.2	19.9
Incr Delay (d2), s/veh				0.4	12.4	1.3	192.6	0.1	0.0	0.0	21.4	6.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.3	11.5	4.7	18.6	2.6	0.0	0.0	9.5	4.2
LnGrp Delay(d),s/veh				14.7	30.4	16.7	218.1	10.1	0.0	0.0	43.6	26.5
LnGrp LOS				B	C	B	F	B			D	C
Approach Vol, veh/h					1197			877			1087	
Approach Delay, s/veh					23.1			99.3			39.8	
Approach LOS					C			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		33.1			13.0	20.1		26.9
Change Period (Y+Rc), s		5.1			4.0	5.1		5.1
Max Green Setting (Gmax), s		26.8			9.0	13.8		23.0
Max Q Clear Time (g_c+I1), s		7.3			11.0	16.2		20.1
Green Ext Time (p_c), s		10.0			0.0	0.0		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	50.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	846	337	0	0	0	0	631	212	331	716	0
Future Volume (veh/h)	188	846	337	0	0	0	0	631	212	331	716	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	200	900	359				0	671	226	352	762	0
Adj No. of Lanes	1	2	0				0	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	655	914	363				0	632	213	300	1677	0
Arrive On Green	0.37	0.37	0.37				0.00	0.24	0.24	0.17	0.47	0.00
Sat Flow, veh/h	1774	2477	982				0	2695	876	1774	3632	0
Grp Volume(v), veh/h	200	642	617				0	456	441	352	762	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1689				0	1770	1708	1774	1770	0
Q Serve(g_s), s	5.2	23.3	23.6				0.0	15.8	15.8	11.0	9.4	0.0
Cycle Q Clear(g_c), s	5.2	23.3	23.6				0.0	15.8	15.8	11.0	9.4	0.0
Prop In Lane	1.00		0.58				0.00		0.51	1.00		0.00
Lane Grp Cap(c), veh/h	655	653	624				0	430	415	300	1677	0
V/C Ratio(X)	0.31	0.98	0.99				0.00	1.06	1.06	1.17	0.45	0.00
Avail Cap(c_a), veh/h	655	653	624				0	430	415	300	1677	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.33	0.33	0.00
Uniform Delay (d), s/veh	14.6	20.3	20.4				0.0	24.6	24.6	27.0	11.5	0.0
Incr Delay (d2), s/veh	0.3	30.6	33.4				0.0	60.4	61.4	89.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	16.8	16.8				0.0	14.9	14.5	12.8	4.6	0.0
LnGrp Delay(d),s/veh	14.8	50.8	53.7				0.0	85.0	86.0	116.3	11.8	0.0
LnGrp LOS	B	D	D					F	F	F	B	
Approach Vol, veh/h		1459						897			1114	
Approach Delay, s/veh		47.1						85.5			44.8	
Approach LOS		D						F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	15.0	20.9		29.1		35.9		
Change Period (Y+Rc), s	4.0	5.1		5.1		5.1		
Max Green Setting (Gmax), s	11.0	15.8		24.0		30.8		
Max Q Clear Time (g_c+I1), s	13.3	17.8		25.6		11.4		
Green Ext Time (p_c), s	0.0	0.0		0.0		10.9		

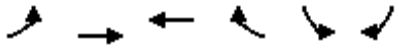
Intersection Summary	
HCM 2010 Ctrl Delay	56.3
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1588	28	20	1125	47	23	0	16	424	4	124
Future Volume (veh/h)	0	1588	28	20	1125	47	23	0	16	424	4	124
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	0	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	1620	29	20	1148	0	23	0	16	436	0	127
Adj No. of Lanes	0	3	0	1	2	1	1	0	1	2	0	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	0	3094	55	272	2128	952	0	0	0	681	0	304
Arrive On Green	0.00	0.60	0.60	0.60	0.60	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Sat Flow, veh/h	0	5312	92	302	3539	1583		0		3548	0	1583
Grp Volume(v), veh/h	0	1067	582	20	1148	0		0.0		436	0	127
Grp Sat Flow(s),veh/h/ln	0	1695	1846	302	1770	1583				1774	0	1583
Q Serve(g_s), s	0.0	9.0	9.0	2.0	9.4	0.0				5.6	0.0	3.5
Cycle Q Clear(g_c), s	0.0	9.0	9.0	11.1	9.4	0.0				5.6	0.0	3.5
Prop In Lane	0.00		0.05	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2039	1110	272	2128	952				681	0	304
V/C Ratio(X)	0.00	0.52	0.52	0.07	0.54	0.00				0.64	0.00	0.42
Avail Cap(c_a), veh/h	0	2190	1193	286	2287	1023				1782	0	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.7	5.7	9.0	5.8	0.0				18.4	0.0	17.5
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.1	0.2	0.0				1.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.2	4.6	0.2	4.5	0.0				2.8	0.0	1.6
LnGrp Delay(d),s/veh	0.0	5.9	6.1	9.1	6.0	0.0				19.4	0.0	18.4
LnGrp LOS		A	A	A	A					B		B
Approach Vol, veh/h		1649			1168						563	
Approach Delay, s/veh		6.0			6.1						19.2	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		14.6		34.8				34.8
Change Period (Y+Rc), s		5.1		5.1				5.1
Max Green Setting (Gmax), s		24.8		31.9				31.9
Max Q Clear Time (g_c+I1), s		7.6		13.1				11.0
Green Ext Time (p_c), s		1.9		16.6				18.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.2
HCM 2010 LOS	A

Notes



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	1398	828	548	116	386
Future Volume (veh/h)	105	1398	828	548	116	386
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	114	1520	900	596	263	273
Adj No. of Lanes	1	3	2	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	164	3289	1766	790	377	336
Arrive On Green	0.09	0.65	0.50	0.50	0.21	0.21
Sat Flow, veh/h	1774	5253	3632	1583	1774	1583
Grp Volume(v), veh/h	114	1520	900	596	263	273
Grp Sat Flow(s),veh/h/ln	1774	1695	1770	1583	1774	1583
Q Serve(g_s), s	4.5	10.9	12.4	21.9	9.9	11.9
Cycle Q Clear(g_c), s	4.5	10.9	12.4	21.9	9.9	11.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	164	3289	1766	790	377	336
V/C Ratio(X)	0.69	0.46	0.51	0.75	0.70	0.81
Avail Cap(c_a), veh/h	440	4062	1766	790	658	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	6.4	12.2	14.6	26.4	27.2
Incr Delay (d2), s/veh	5.2	0.1	0.2	4.1	2.3	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	5.1	6.1	10.3	5.1	10.2
LnGrp Delay(d),s/veh	37.1	6.6	12.4	18.7	28.7	31.9
LnGrp LOS	D	A	B	B	C	C
Approach Vol, veh/h		1634	1496		536	
Approach Delay, s/veh		8.7	14.9		30.3	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				52.0		20.5	10.7	41.3
Change Period (Y+Rc), s				5.1		5.1	4.0	5.1
Max Green Setting (Gmax), s				57.9		26.9	18.0	35.9
Max Q Clear Time (g_c+I1), s				12.9		13.9	6.5	23.9
Green Ext Time (p_c), s				34.0		1.5	0.2	10.9

Intersection Summary	
HCM 2010 Ctrl Delay	14.4
HCM 2010 LOS	B

Notes

APPENDIX E

EXISTING ADT COUNTS

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Foothill Blvd - Mayflower to Myrtle

Day: Thursday, March 3, 2016 **City:** Monrovia, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	14067	13524	27591

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			27		15		42		12:00			222		198		420	
00:15			13		13		26		12:15			196		199		395	
00:30			17		9		26		12:30			190		177		367	
00:45			12	69	8	45	20	114	12:45			148	756	177	751	325	1507
01:00			8		7		15		13:00			197		181		378	
01:15			7		8		15		13:15			187		218		405	
01:30			10		8		18		13:30			194		214		408	
01:45			7	32	8	31	15	63	13:45			200	778	206	819	406	1597
02:00			4		6		10		14:00			240		184		424	
02:15			2		4		6		14:15			240		180		420	
02:30			2		4		6		14:30			225		161		386	
02:45			5	13	3	17	8	30	14:45			294	999	220	745	514	1744
03:00			4		4		8		15:00			329		228		557	
03:15			3		3		6		15:15			370		156		526	
03:30			4		5		9		15:30			355		178		533	
03:45			5	16	10	22	15	38	15:45			352	1406	175	737	527	2143
04:00			4		9		13		16:00			389		173		562	
04:15			6		11		17		16:15			431		180		611	
04:30			10		20		30		16:30			418		171		589	
04:45			12	32	16	56	28	88	16:45			402	1640	192	716	594	2356
05:00			13		29		42		17:00			408		199		607	
05:15			24		47		71		17:15			444		205		649	
05:30			17		67		84		17:30			452		199		651	
05:45			35	89	103	246	138	335	17:45			436	1740	170	773	606	2513
06:00			41		125		166		18:00			417		185		602	
06:15			38		180		218		18:15			374		155		529	
06:30			70		277		347		18:30			341		166		507	
06:45			82	231	380	962	462	1193	18:45			290	1422	152	658	442	2080
07:00			80		426		506		19:00			236		151		387	
07:15			97		500		597		19:15			221		121		342	
07:30			156		474		630		19:30			169		119		288	
07:45			225	558	446	1846	671	2404	19:45			167	793	110	501	277	1294
08:00			205		365		570		20:00			129		124		253	
08:15			168		295		463		20:15			114		92		206	
08:30			138		331		469		20:30			121		97		218	
08:45			159	670	280	1271	439	1941	20:45			98	462	83	396	181	858
09:00			128		284		412		21:00			111		85		196	
09:15			121		255		376		21:15			94		76		170	
09:30			114		237		351		21:30			77		71		148	
09:45			131	494	211	987	342	1481	21:45			66	348	47	279	113	627
10:00			118		176		294		22:00			73		49		122	
10:15			116		171		287		22:15			49		37		86	
10:30			140		182		322		22:30			47		45		92	
10:45			128	502	176	705	304	1207	22:45			40	209	30	161	70	370
11:00			170		152		322		23:00			34		25		59	
11:15			152		191		343		23:15			36		24		60	
11:30			182		196		378		23:30			33		19		52	
11:45			179	683	180	719	359	1402	23:45			22	125	13	81	35	206
Totals				3389		6907	10296		Totals				10678		6617	17295	
Split %				32.9%		67.1%	37.3%		Split %				61.7%		38.3%	62.7%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	14067	13524	27591

AM Peak Hour	07:30	07:00	07:15	PM Peak Hour	17:15	13:15	17:00
AM Peak Hr Volume	754	1846	2468	PM Peak Hr Volume	1749	822	2513
AM Pk Hr Factor	0.838	0.923	0.920	PM Pk Hr Factor	0.967	0.943	0.965

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Foothill Blvd - Myrtle to California

Day: Thursday, March 3, 2016 **City:** Monrovia, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	12559	11134	23693

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			28		13		41		12:00			180		153		333	
00:15			15		11		26		12:15			161		141		302	
00:30			14		6		20		12:30			177		144		321	
00:45			12	69	4	34	16	103	12:45			141	659	146	584	287	1243
01:00			5		6		11		13:00			160		136		296	
01:15			7		10		17		13:15			179		179		358	
01:30			9		3		12		13:30			168		180		348	
01:45			7	28	2	21	9	49	13:45			181	688	147	642	328	1330
02:00			3		4		7		14:00			212		147		359	
02:15			3		4		7		14:15			223		136		359	
02:30			4		3		7		14:30			207		146		353	
02:45			4	14	3	14	7	28	14:45			232	874	193	622	425	1496
03:00			4		2		6		15:00			297		188		485	
03:15			3		5		8		15:15			317		144		461	
03:30			4		8		12		15:30			311		158		469	
03:45			4	15	4	19	8	34	15:45			311	1236	135	625	446	1861
04:00			3		5		8		16:00			363		156		519	
04:15			5		6		11		16:15			373		145		518	
04:30			13		19		32		16:30			381		157		538	
04:45			14	35	17	47	31	82	16:45			362	1479	148	606	510	2085
05:00			13		18		31		17:00			395		168		563	
05:15			21		36		57		17:15			387		160		547	
05:30			23		51		74		17:30			369		146		515	
05:45			33	90	77	182	110	272	17:45			378	1529	172	646	550	2175
06:00			40		103		143		18:00			346		157		503	
06:15			36		152		188		18:15			353		120		473	
06:30			61		217		278		18:30			276		127		403	
06:45			81	218	340	812	421	1030	18:45			279	1254	136	540	415	1794
07:00			78		390		468		19:00			217		132		349	
07:15			101		409		510		19:15			196		104		300	
07:30			131		422		553		19:30			156		107		263	
07:45			208	518	388	1609	596	2127	19:45			132	701	97	440	229	1141
08:00			162		312		474		20:00			130		97		227	
08:15			136		132		268		20:15			109		67		176	
08:30			108		305		413		20:30			125		63		188	
08:45			144	550	237	986	381	1536	20:45			87	451	67	294	154	745
09:00			139		228		367		21:00			105		74		179	
09:15			108		205		313		21:15			102		70		172	
09:30			103		201		304		21:30			70		50		120	
09:45			125	475	165	799	290	1274	21:45			68	345	47	241	115	586
10:00			111		150		261		22:00			72		48		120	
10:15			101		142		243		22:15			42		32		74	
10:30			126		140		266		22:30			40		34		74	
10:45			106	444	153	585	259	1029	22:45			37	191	24	138	61	329
11:00			149		140		289		23:00			40		21		61	
11:15			128		138		266		23:15			20		26		46	
11:30			152		144		296		23:30			29		13		42	
11:45			164	593	157	579	321	1172	23:45			14	103	9	69	23	172
Totals				3049		5687	8736		Totals				9510		5447	14957	
Split %				34.9%		65.1%	36.9%		Split %				63.6%		36.4%	63.1%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	12559	11134	23693

AM Peak Hour	07:30	07:00	07:15	PM Peak Hour	17:00	14:45	17:00
AM Peak Hr Volume	637	1609	2133	PM Peak Hr Volume	1529	683	2175
AM Pk Hr Factor	0.766	0.953	0.895	PM Pk Hr Factor	0.968	0.885	0.966

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Huntington Avenue - 5th to Mayflower

Day: Wednesday, February 17, 2016 **City:** Monrovia, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	12892	14734	27626

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			19		10		29		12:00			222		241		463	
00:15			12		14		26		12:15			212		257		469	
00:30			13		9		22		12:30			234		238		472	
00:45			10	54	6	39	16	93	12:45			254	922	201	937	455	1859
01:00			10		8		18		13:00			251		212		463	
01:15			7		6		13		13:15			227		221		448	
01:30			7		7		14		13:30			220		243		463	
01:45			2	26	5	26	7	52	13:45			248	946	185	861	433	1807
02:00			6		5		11		14:00			231		239		470	
02:15			10		2		12		14:15			208		175		383	
02:30			4		4		8		14:30			201		199		400	
02:45			3	23	6	17	9	40	14:45			180	820	180	793	360	1613
03:00			3		4		7		15:00			252		198		450	
03:15			1		8		9		15:15			239		163		402	
03:30			6		3		9		15:30			259		211		470	
03:45			6	16	6	21	12	37	15:45			307	1057	174	746	481	1803
04:00			6		18		24		16:00			279		211		490	
04:15			2		21		23		16:15			291		211		502	
04:30			15		13		28		16:30			291		214		505	
04:45			17	40	33	85	50	125	16:45			305	1166	232	868	537	2034
05:00			17		47		64		17:00			294		275		569	
05:15			19		71		90		17:15			332		261		593	
05:30			22		89		111		17:30			322		224		546	
05:45			43	101	119	326	162	427	17:45			320	1268	230	990	550	2258
06:00			33		147		180		18:00			291		201		492	
06:15			39		218		257		18:15			304		217		521	
06:30			49		317		366		18:30			281		183		464	
06:45			86	207	337	1019	423	1226	18:45			265	1141	139	740	404	1881
07:00			94		370		464		19:00			229		134		363	
07:15			123		413		536		19:15			217		119		336	
07:30			145		420		565		19:30			188		124		312	
07:45			155	517	394	1597	549	2114	19:45			163	797	97	474	260	1271
08:00			162		382		544		20:00			145		93		238	
08:15			135		399		534		20:15			117		108		225	
08:30			130		377		507		20:30			126		82		208	
08:45			122	549	379	1537	501	2086	20:45			103	491	87	370	190	861
09:00			132		304		436		21:00			102		76		178	
09:15			136		307		443		21:15			99		66		165	
09:30			147		244		391		21:30			73		68		141	
09:45			170	585	249	1104	419	1689	21:45			57	331	44	254	101	585
10:00			164		190		354		22:00			72		45		117	
10:15			166		224		390		22:15			45		39		84	
10:30			191		205		396		22:30			34		34		68	
10:45			174	695	199	818	373	1513	22:45			29	180	22	140	51	320
11:00			179		229		408		23:00			32		20		52	
11:15			221		220		441		23:15			26		16		42	
11:30			223		216		439		23:30			26		11		37	
11:45			244	867	235	900	479	1767	23:45			9	93	25	72	34	165
Totals				3680		7489	11169		Totals				9212		7245	16457	
Split %				32.9%		67.1%	40.4%		Split %				56.0%		44.0%	59.6%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	12892	14734	27626

AM Peak Hour	11:00	07:15	07:15	PM Peak Hour	17:00	16:45	17:00
AM Peak Hr Volume	867	1609	2194	PM Peak Hr Volume	1268	992	2258
AM Pk Hr Factor	0.888	0.958	0.971	PM Pk Hr Factor	0.955	0.902	0.952

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Huntington Avenue - Mayflower to Myrtle

Day: Wednesday, February 17, 2016 **City:** Monrovia, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	11306	13993	25299

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00					13		12		25		12:00					220		234		454	
00:15					6		11		17		12:15					219		244		463	
00:30					15		15		30		12:30					235		215		450	
00:45					5	39	9	47	14	86	12:45					252	926	235	928	487	1854
01:00					13		8		21		13:00					221		196		417	
01:15					4		5		9		13:15					209		167		376	
01:30					7		2		9		13:30					215		148		363	
01:45					3	27	5	20	8	47	13:45					183	828	187	698	370	1526
02:00					7		6		13		14:00					221		146		367	
02:15					5		4		9		14:15					188		162		350	
02:30					3		8		11		14:30					191		201		392	
02:45					4	19	6	24	10	43	14:45					190	790	152	661	342	1451
03:00					2		2		4		15:00					230		214		444	
03:15					0		5		5		15:15					219		165		384	
03:30					2		3		5		15:30					262		198		460	
03:45					5	9	2	12	7	21	15:45					273	984	235	812	508	1796
04:00					8		9		17		16:00					255		185		440	
04:15					9		11		20		16:15					276		196		472	
04:30					11		15		26		16:30					302		235		537	
04:45					25	53	12	47	37	100	16:45					289	1122	198	814	487	1936
05:00					10		16		26		17:00					305		235		540	
05:15					23		37		60		17:15					288		286		574	
05:30					20		52		72		17:30					289		238		527	
05:45					30	83	60	165	90	248	17:45					276	1158	285	1044	561	2202
06:00					34		106		140		18:00					211		235		446	
06:15					39		185		224		18:15					181		235		416	
06:30					46		260		306		18:30					192		245		437	
06:45					60	179	300	851	360	1030	18:45					250	834	235	950	485	1784
07:00					61		289		350		19:00					211		212		423	
07:15					92		340		432		19:15					197		196		393	
07:30					116		302		418		19:30					149		157		306	
07:45					144	413	308	1239	452	1652	19:45					132	689	126	691	258	1380
08:00					132		351		483		20:00					127		111		238	
08:15					131		348		479		20:15					123		145		268	
08:30					96		351		447		20:30					113		125		238	
08:45					111	470	257	1307	368	1777	20:45					92	455	98	479	190	934
09:00					108		257		365		21:00					93		95		188	
09:15					101		240		341		21:15					78		87		165	
09:30					116		234		350		21:30					76		76		152	
09:45					124	449	239	970	363	1419	21:45					61	308	45	303	106	611
10:00					121		188		309		22:00					48		65		113	
10:15					149		210		359		22:15					36		42		78	
10:30					144		205		349		22:30					25		38		63	
10:45					140	554	208	811	348	1365	22:45					21	130	25	170	46	300
11:00					149		218		367		23:00					14		35		49	
11:15					182		190		372		23:15					12		24		36	
11:30					192		222		414		23:30					27		22		49	
11:45					194	717	230	860	424	1577	23:45					17	70	9	90	26	160
Totals						3012		6353	9365		Totals						8294		7640	15934	
Split %						32.2%		67.8%	37.0%		Split %						52.1%		47.9%	63.0%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	11306	13993	25299

AM Peak Hour	11:00	07:45	07:45	PM Peak Hour	16:30	17:15	17:00
AM Peak Hr Volume	717	1358	1861	PM Peak Hr Volume	1184	1044	2202
AM Pk Hr Factor	0.924	0.967	0.963	PM Pk Hr Factor	0.970	0.913	0.959

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Huntington Avenue - Myrtle to California

Day: Tuesday, February 16, 2016 **City:** Monrovia, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	11287	13525	24812

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			10		15		25		12:00			180		263		443	
00:15			11		15		26		12:15			217		250		467	
00:30			18		14		32		12:30			175		231		406	
00:45			9	48	11	55	20	103	12:45			213	785	196	940	409	1725
01:00			7		9		16		13:00			186		173		359	
01:15			3		1		4		13:15			249		179		428	
01:30			0		7		7		13:30			179		184		363	
01:45			3	13	6	23	9	36	13:45			201	815	177	713	378	1528
02:00			4		4		8		14:00			222		169		391	
02:15			10		5		15		14:15			212		138		350	
02:30			3		4		7		14:30			197		204		401	
02:45			4	21	8	21	12	42	14:45			195	826	182	693	377	1519
03:00			4		5		9		15:00			239		213		452	
03:15			1		1		2		15:15			222		177		399	
03:30			2		3		5		15:30			264		165		429	
03:45			6	13	3	12	9	25	15:45			260	985	177	732	437	1717
04:00			3		5		8		16:00			275		176		451	
04:15			4		12		16		16:15			300		205		505	
04:30			3		17		20		16:30			283		210		493	
04:45			14	24	13	47	27	71	16:45			292	1150	169	760	461	1910
05:00			17		23		40		17:00			280		203		483	
05:15			14		34		48		17:15			338		196		534	
05:30			23		44		67		17:30			299		198		497	
05:45			20	74	66	167	86	241	17:45			309	1226	205	802	514	2028
06:00			28		95		123		18:00			258		194		452	
06:15			40		184		224		18:15			262		169		431	
06:30			48		320		368		18:30			250		145		395	
06:45			49	165	265	864	314	1029	18:45			219	989	184	692	403	1681
07:00			54		359		413		19:00			210		128		338	
07:15			76		349		425		19:15			192		150		342	
07:30			107		321		428		19:30			150		127		277	
07:45			125	362	282	1311	407	1673	19:45			124	676	95	500	219	1176
08:00			140		351		491		20:00			146		108		254	
08:15			99		323		422		20:15			126		121		247	
08:30			103		328		431		20:30			122		137		259	
08:45			112	454	289	1291	401	1745	20:45			100	494	80	446	180	940
09:00			110		252		362		21:00			91		81		172	
09:15			116		249		365		21:15			85		85		170	
09:30			117		244		361		21:30			63		66		129	
09:45			133	476	231	976	364	1452	21:45			40	279	54	286	94	565
10:00			130		233		363		22:00			56		45		101	
10:15			128		232		360		22:15			44		45		89	
10:30			116		249		365		22:30			39		35		74	
10:45			124	498	249	963	373	1461	22:45			32	171	33	158	65	329
11:00			133		229		362		23:00			21		30		51	
11:15			151		212		363		23:15			24		20		44	
11:30			140		279		419		23:30			26		17		43	
11:45			220	644	274	994	494	1638	23:45			28	99	12	79	40	178
Totals				2792		6724	9516		Totals				8495		6801	15296	
Split %				29.3%		70.7%	38.4%		Split %				55.5%		44.5%	61.6%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	11287	13525	24812

AM Peak Hour	11:00	07:00	07:45	PM Peak Hour	17:00	12:00	17:00
AM Peak Hr Volume	644	1311	1751	PM Peak Hr Volume	1226	940	2028
AM Pk Hr Factor	0.732	0.913	0.892	PM Pk Hr Factor	0.907	0.894	0.949

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Central Avenue - Magnolia to Myrtle

Day: Wednesday, February 3, 2016 **City:** Monrovia, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	**0**	**4207**	**4207**

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		9		9		**12:00**			0		54		54	
00:15			0		10		10		**12:15**			0		66		66	
00:30			0		4		4		**12:30**			0		64		64	
00:45			0	0	7	30	7	30	**12:45**			0	0	66	250	66	250
01:00			0		4		4		**13:00**			0		63		63	
01:15			0		2		2		**13:15**			0		56		56	
01:30			0		5		5		**13:30**			0		63		63	
01:45			0	0	0	11	0	11	**13:45**			0	0	67	249	67	249
02:00			0		2		2		**14:00**			0		64		64	
02:15			0		1		1		**14:15**			0		55		55	
02:30			0		2		2		**14:30**			0		50		50	
02:45			0	0	3	8	3	8	**14:45**			0	0	69	238	69	238
03:00			0		2		2		**15:00**			0		58		58	
03:15			0		1		1		**15:15**			0		60		60	
03:30			0		2		2		**15:30**			0		58		58	
03:45			0	0	4	9	4	9	**15:45**			0	0	61	237	61	237
04:00			0		4		4		**16:00**			0		53		53	
04:15			0		2		2		**16:15**			0		60		60	
04:30			0		9		9		**16:30**			0		57		57	
04:45			0	0	20	35	20	35	**16:45**			0	0	75	245	75	245
05:00			0		17		17		**17:00**			0		52		52	
05:15			0		20		20		**17:15**			0		73		73	
05:30			0		30		30		**17:30**			0		79		79	
05:45			0	0	35	102	35	102	**17:45**			0	0	83	287	83	287
06:00			0		25		25		**18:00**			0		66		66	
06:15			0		28		28		**18:15**			0		58		58	
06:30			0		44		44		**18:30**			0		62		62	
06:45			0	0	66	163	66	163	**18:45**			0	0	69	255	69	255
07:00			0		83		83		**19:00**			0		77		77	
07:15			0		73		73		**19:15**			0		51		51	
07:30			0		97		97		**19:30**			0		49		49	
07:45			0	0	92	345	92	345	**19:45**			0	0	53	230	53	230
08:00			0		102		102		**20:00**			0		49		49	
08:15			0		102		102		**20:15**			0		39		39	
08:30			0		103		103		**20:30**			0		36		36	
08:45			0	0	79	386	79	386	**20:45**			0	0	42	166	42	166
09:00			0		69		69		**21:00**			0		28		28	
09:15			0		77		77		**21:15**			0		44		44	
09:30			0		68		68		**21:30**			0		30		30	
09:45			0	0	67	281	67	281	**21:45**			0	0	17	119	17	119
10:00			0		65		65		**22:00**			0		17		17	
10:15			0		47		47		**22:15**			0		27		27	
10:30			0		51		51		**22:30**			0		17		17	
10:45			0	0	50	213	50	213	**22:45**			0	0	19	80	19	80
11:00			0		62		62		**23:00**			0		12		12	
11:15			0		48		48		**23:15**			0		10		10	
11:30			0		56		56		**23:30**			0		12		12	
11:45			0	0	60	226	60	226	**23:45**			0	0	8	42	8	42
Totals				0		1809	**1809**		**Totals**				0		2398	**2398**	
Split %				0.0%		100.0%	**43.0%**		**Split %**				0.0%		100.0%	**57.0%**	

Daily Totals	NB	SB	EB	WB	Total
	0	0	**0**	**4207**	**4207**

AM Peak Hour	11:00	07:45	**07:45**	**PM Peak Hour**	23:00	17:15	**17:15**
AM Peak Hr Volume	0	399	**399**	**PM Peak Hr Volume**	0	301	**301**
AM Pk Hr Factor	#DIV/0!	0.968	**0.968**	**PM Pk Hr Factor**	#DIV/0!	0.907	**0.907**

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Central Avenue - Myrtle to Shamrock

Day: Wednesday, February 3, 2016 **City:** Monrovia, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	**0**	**4191**	**4191**

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		5		5		**12:00**			0		76		76	
00:15			0		3		3		**12:15**			0		63		63	
00:30			0		7		7		**12:30**			0		46		46	
00:45			0	0	0	15	0	15	**12:45**			0	0	62	247	62	247
01:00			0		3		3		**13:00**			0		69		69	
01:15			0		0		0		**13:15**			0		73		73	
01:30			0		3		3		**13:30**			0		53		53	
01:45			0	0	1	7	1	7	**13:45**			0	0	62	257	62	257
02:00			0		4		4		**14:00**			0		40		40	
02:15			0		0		0		**14:15**			0		55		55	
02:30			0		3		3		**14:30**			0		64		64	
02:45			0	0	3	10	3	10	**14:45**			0	0	66	225	66	225
03:00			0		2		2		**15:00**			0		50		50	
03:15			0		2		2		**15:15**			0		65		65	
03:30			0		6		6		**15:30**			0		67		67	
03:45			0	0	2	12	2	12	**15:45**			0	0	56	238	56	238
04:00			0		2		2		**16:00**			0		65		65	
04:15			0		1		1		**16:15**			0		72		72	
04:30			0		3		3		**16:30**			0		58		58	
04:45			0	0	8	14	8	14	**16:45**			0	0	84	279	84	279
05:00			0		6		6		**17:00**			0		77		77	
05:15			0		11		11		**17:15**			0		60		60	
05:30			0		17		17		**17:30**			0		79		79	
05:45			0	0	33	67	33	67	**17:45**			0	0	79	295	79	295
06:00			0		23		23		**18:00**			0		66		66	
06:15			0		36		36		**18:15**			0		60		60	
06:30			0		46		46		**18:30**			0		41		41	
06:45			0	0	79	184	79	184	**18:45**			0	0	44	211	44	211
07:00			0		97		97		**19:00**			0		37		37	
07:15			0		99		99		**19:15**			0		37		37	
07:30			0		124		124		**19:30**			0		37		37	
07:45			0	0	138	458	138	458	**19:45**			0	0	33	144	33	144
08:00			0		131		131		**20:00**			0		29		29	
08:15			0		113		113		**20:15**			0		13		13	
08:30			0		103		103		**20:30**			0		24		24	
08:45			0	0	96	443	96	443	**20:45**			0	0	24	90	24	90
09:00			0		81		81		**21:00**			0		27		27	
09:15			0		92		92		**21:15**			0		11		11	
09:30			0		71		71		**21:30**			0		20		20	
09:45			0	0	77	321	77	321	**21:45**			0	0	16	74	16	74
10:00			0		69		69		**22:00**			0		17		17	
10:15			0		52		52		**22:15**			0		12		12	
10:30			0		51		51		**22:30**			0		11		11	
10:45			0	0	89	261	89	261	**22:45**			0	0	10	50	10	50
11:00			0		87		87		**23:00**			0		6		6	
11:15			0		53		53		**23:15**			0		4		4	
11:30			0		53		53		**23:30**			0		8		8	
11:45			0	0	73	266	73	266	**23:45**			0	0	5	23	5	23
Totals				0		2058	**2058**		**Totals**				0		2133	**2133**	
Split %				0.0%		100.0%	**49.1%**		**Split %**				0.0%		100.0%	**50.9%**	

Daily Totals	NB	SB	EB	WB	Total
	0	0	**0**	**4191**	**4191**

AM Peak Hour	11:00	07:30	**07:30**	**PM Peak Hour**	23:00	16:45	**16:45**
AM Peak Hr Volume	0	506	**506**	**PM Peak Hr Volume**	0	300	**300**
AM Pk Hr Factor	#DIV/0!	0.917	**0.917**	**PM Pk Hr Factor**	#DIV/0!	0.893	**0.893**

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Evergreen Avenue - Magnolia to Myrtle

Day: Wednesday, February 3, 2016 **City:** Monrovia, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	3600	0	3600

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			5		0		5		12:00			56		0		56	
00:15			5		0		5		12:15			56		0		56	
00:30			3		0		3		12:30			49		0		49	
00:45			0	13	0	0	0	13	12:45			52	213	0	0	52	213
01:00			1		0		1		13:00			57		0		57	
01:15			2		0		2		13:15			64		0		64	
01:30			3		0		3		13:30			63		0		63	
01:45			0	6	0	0	0	6	13:45			63	247	0	0	63	247
02:00			2		0		2		14:00			79		0		79	
02:15			1		0		1		14:15			70		0		70	
02:30			1		0		1		14:30			54		0		54	
02:45			0	4	0	0	0	4	14:45			62	265	0	0	62	265
03:00			1		0		1		15:00			67		0		67	
03:15			4		0		4		15:15			59		0		59	
03:30			3		0		3		15:30			68		0		68	
03:45			2	10	0	0	2	10	15:45			68	262	0	0	68	262
04:00			5		0		5		16:00			78		0		78	
04:15			9		0		9		16:15			50		0		50	
04:30			7		0		7		16:30			72		0		72	
04:45			12	33	0	0	12	33	16:45			71	271	0	0	71	271
05:00			15		0		15		17:00			94		0		94	
05:15			14		0		14		17:15			78		0		78	
05:30			20		0		20		17:30			84		0		84	
05:45			26	75	0	0	26	75	17:45			75	331	0	0	75	331
06:00			36		0		36		18:00			69		0		69	
06:15			39		0		39		18:15			49		0		49	
06:30			62		0		62		18:30			64		0		64	
06:45			51	188	0	0	51	188	18:45			39	221	0	0	39	221
07:00			60		0		60		19:00			48		0		48	
07:15			57		0		57		19:15			32		0		32	
07:30			65		0		65		19:30			34		0		34	
07:45			66	248	0	0	66	248	19:45			48	162	0	0	48	162
08:00			66		0		66		20:00			39		0		39	
08:15			57		0		57		20:15			29		0		29	
08:30			54		0		54		20:30			26		0		26	
08:45			43	220	0	0	43	220	20:45			25	119	0	0	25	119
09:00			44		0		44		21:00			26		0		26	
09:15			43		0		43		21:15			18		0		18	
09:30			42		0		42		21:30			25		0		25	
09:45			46	175	0	0	46	175	21:45			19	88	0	0	19	88
10:00			26		0		26		22:00			18		0		18	
10:15			39		0		39		22:15			11		0		11	
10:30			39		0		39		22:30			13		0		13	
10:45			59	163	0	0	59	163	22:45			13	55	0	0	13	55
11:00			47		0		47		23:00			8		0		8	
11:15			44		0		44		23:15			9		0		9	
11:30			53		0		53		23:30			8		0		8	
11:45			58	202	0	0	58	202	23:45			4	29	0	0	4	29
Totals				1337		0	1337		Totals				2263		0	2263	
Split %				100.0%		0.0%	37.1%		Split %				100.0%		0.0%	62.9%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	3600	0	3600

AM Peak Hour	07:30	11:00	07:30	PM Peak Hour	17:00	23:00	17:00
AM Peak Hr Volume	254	0	254	PM Peak Hr Volume	331	0	331
AM Pk Hr Factor	0.962	#DIV/0!	0.962	PM Pk Hr Factor	0.880	#DIV/0!	0.880

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Evergreen Avenue - Myrtle to California

Day: Wednesday, February 3, 2016 **City:** Monrovia, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	14299	0	14299

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			39		0		39		12:00			218		0		218	
00:15			41		0		41		12:15			206		0		206	
00:30			29		0		29		12:30			199		0		199	
00:45			22	131	0	0	22	131	12:45			208	831	0	0	208	831
01:00			35		0		35		13:00			219		0		219	
01:15			23		0		23		13:15			224		0		224	
01:30			19		0		19		13:30			202		0		202	
01:45			16	93	0	0	16	93	13:45			232	877	0	0	232	877
02:00			11		0		11		14:00			239		0		239	
02:15			8		0		8		14:15			264		0		264	
02:30			8		0		8		14:30			283		0		283	
02:45			5	32	0	0	5	32	14:45			244	1030	0	0	244	1030
03:00			4		0		4		15:00			252		0		252	
03:15			14		0		14		15:15			264		0		264	
03:30			10		0		10		15:30			272		0		272	
03:45			14	42	0	0	14	42	15:45			234	1022	0	0	234	1022
04:00			17		0		17		16:00			313		0		313	
04:15			27		0		27		16:15			299		0		299	
04:30			25		0		25		16:30			312		0		312	
04:45			47	116	0	0	47	116	16:45			320	1244	0	0	320	1244
05:00			54		0		54		17:00			350		0		350	
05:15			59		0		59		17:15			317		0		317	
05:30			81		0		81		17:30			358		0		358	
05:45			82	276	0	0	82	276	17:45			314	1339	0	0	314	1339
06:00			113		0		113		18:00			287		0		287	
06:15			120		0		120		18:15			253		0		253	
06:30			159		0		159		18:30			234		0		234	
06:45			139	531	0	0	139	531	18:45			228	1002	0	0	228	1002
07:00			194		0		194		19:00			213		0		213	
07:15			225		0		225		19:15			168		0		168	
07:30			237		0		237		19:30			157		0		157	
07:45			226	882	0	0	226	882	19:45			159	697	0	0	159	697
08:00			204		0		204		20:00			159		0		159	
08:15			189		0		189		20:15			129		0		129	
08:30			185		0		185		20:30			130		0		130	
08:45			162	740	0	0	162	740	20:45			106	524	0	0	106	524
09:00			157		0		157		21:00			138		0		138	
09:15			152		0		152		21:15			108		0		108	
09:30			178		0		178		21:30			100		0		100	
09:45			155	642	0	0	155	642	21:45			66	412	0	0	66	412
10:00			161		0		161		22:00			69		0		69	
10:15			161		0		161		22:15			55		0		55	
10:30			180		0		180		22:30			51		0		51	
10:45			200	702	0	0	200	702	22:45			56	231	0	0	56	231
11:00			179		0		179		23:00			45		0		45	
11:15			183		0		183		23:15			49		0		49	
11:30			168		0		168		23:30			46		0		46	
11:45			189	719	0	0	189	719	23:45			44	184	0	0	44	184
Totals				4906		0	4906		Totals				9393		0	9393	
Split %				100.0%		0.0%	34.3%		Split %				100.0%		0.0%	65.7%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	14299	0	14299

AM Peak Hour	07:15	11:00	07:15	PM Peak Hour	16:45	23:00	16:45
AM Peak Hr Volume	892	0	892	PM Peak Hr Volume	1345	0	1345
AM Pk Hr Factor	0.941	#DIV/0!	0.941	PM Pk Hr Factor	0.939	#DIV/0!	0.939

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Duarte Road - Mayflower to Myrtle

Day: Tuesday, February 2, 2016 **City:** Monrovia, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	9306	8225	17531

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			18		9		27		12:00			157		129		286	
00:15			13		8		21		12:15			132		112		244	
00:30			6		8		14		12:30			164		148		312	
00:45			4	41	4	29	8	70	12:45			151	604	135	524	286	1128
01:00			9		0		9		13:00			146		109		255	
01:15			4		6		10		13:15			132		107		239	
01:30			5		5		10		13:30			191		135		326	
01:45			0	18	1	12	1	30	13:45			136	605	106	457	242	1062
02:00			1		2		3		14:00			151		130		281	
02:15			2		1		3		14:15			149		112		261	
02:30			4		2		6		14:30			168		132		300	
02:45			4	11	3	8	7	19	14:45			142	610	117	491	259	1101
03:00			2		2		4		15:00			212		146		358	
03:15			6		2		8		15:15			197		143		340	
03:30			13		6		19		15:30			218		151		369	
03:45			7	28	3	13	10	41	15:45			189	816	147	587	336	1403
04:00			4		1		5		16:00			232		134		366	
04:15			6		7		13		16:15			210		147		357	
04:30			9		14		23		16:30			246		150		396	
04:45			15	34	20	42	35	76	16:45			227	915	161	592	388	1507
05:00			12		20		32		17:00			233		167		400	
05:15			21		19		40		17:15			251		165		416	
05:30			38		37		75		17:30			254		172		426	
05:45			38	109	45	121	83	230	17:45			205	943	155	659	360	1602
06:00			40		31		71		18:00			256		152		408	
06:15			61		49		110		18:15			191		127		318	
06:30			63		97		160		18:30			183		112		295	
06:45			72	236	143	320	215	556	18:45			152	782	109	500	261	1282
07:00			98		143		241		19:00			138		108		246	
07:15			106		194		300		19:15			95		76		171	
07:30			202		206		408		19:30			82		86		168	
07:45			190	596	173	716	363	1312	19:45			86	401	65	335	151	736
08:00			157		196		353		20:00			96		55		151	
08:15			139		206		345		20:15			75		69		144	
08:30			112		162		274		20:30			58		81		139	
08:45			106	514	175	739	281	1253	20:45			66	295	54	259	120	554
09:00			120		129		249		21:00			71		61		132	
09:15			93		138		231		21:15			47		43		90	
09:30			114		117		231		21:30			51		32		83	
09:45			103	430	110	494	213	924	21:45			33	202	34	170	67	372
10:00			123		117		240		22:00			35		37		72	
10:15			104		116		220		22:15			23		36		59	
10:30			100		126		226		22:30			32		26		58	
10:45			117	444	117	476	234	920	22:45			30	120	26	125	56	245
11:00			121		124		245		23:00			14		24		38	
11:15			113		112		225		23:15			26		19		45	
11:30			125		106		231		23:30			18		18		36	
11:45			120	479	140	482	260	961	23:45			15	73	13	74	28	147
Totals				2940		3452	6392		Totals				6366		4773	11139	
Split %				46.0%		54.0%	36.5%		Split %				57.2%		42.8%	63.5%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	9306	8225	17531

AM Peak Hour	07:30	07:30	07:30	PM Peak Hour	17:15	16:45	16:45
AM Peak Hr Volume	688	781	1469	PM Peak Hr Volume	966	665	1630
AM Pk Hr Factor	0.851	0.948	0.900	PM Pk Hr Factor	0.943	0.967	0.957

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Duarte Road - Myrtle to California

Day: Tuesday, February 2, 2016 **City:** Monrovia, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	5286	5381	10667

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			10		10		20		12:00			105		84		189	
00:15			10		13		23		12:15			76		91		167	
00:30			5		6		11		12:30			87		112		199	
00:45			1	26	8	37	9	63	12:45			83	351	69	356	152	707
01:00			2		2		4		13:00			98		78		176	
01:15			4		3		7		13:15			62		76		138	
01:30			4		1		5		13:30			112		79		191	
01:45			1	11	4	10	5	21	13:45			82	354	80	313	162	667
02:00			1		1		2		14:00			85		83		168	
02:15			0		2		2		14:15			72		55		127	
02:30			4		0		4		14:30			116		103		219	
02:45			1	6	3	6	4	12	14:45			93	366	87	328	180	694
03:00			0		1		1		15:00			136		117		253	
03:15			1		3		4		15:15			118		91		209	
03:30			10		6		16		15:30			127		91		218	
03:45			3	14	3	13	6	27	15:45			130	511	96	395	226	906
04:00			0		2		2		16:00			132		104		236	
04:15			2		4		6		16:15			125		98		223	
04:30			3		8		11		16:30			150		112		262	
04:45			6	11	11	25	17	36	16:45			116	523	96	410	212	933
05:00			2		11		13		17:00			110		99		209	
05:15			6		10		16		17:15			119		96		215	
05:30			12		20		32		17:30			115		91		206	
05:45			14	34	17	58	31	92	17:45			116	460	88	374	204	834
06:00			23		27		50		18:00			106		78		184	
06:15			17		44		61		18:15			108		75		183	
06:30			27		60		87		18:30			105		75		180	
06:45			51	118	93	224	144	342	18:45			75	394	62	290	137	684
07:00			33		117		150		19:00			75		68		143	
07:15			60		141		201		19:15			63		73		136	
07:30			95		140		235		19:30			53		49		102	
07:45			83	271	113	511	196	782	19:45			52	243	33	223	85	466
08:00			95		127		222		20:00			60		35		95	
08:15			75		141		216		20:15			35		38		73	
08:30			75		93		168		20:30			38		46		84	
08:45			62	307	100	461	162	768	20:45			43	176	30	149	73	325
09:00			71		74		145		21:00			36		39		75	
09:15			58		84		142		21:15			32		31		63	
09:30			55		86		141		21:30			32		24		56	
09:45			80	264	74	318	154	582	21:45			27	127	22	116	49	243
10:00			69		69		138		22:00			26		30		56	
10:15			67		62		129		22:15			11		21		32	
10:30			55		75		130		22:30			25		24		49	
10:45			80	271	78	284	158	555	22:45			13	75	23	98	36	173
11:00			76		103		179		23:00			9		20		29	
11:15			87		68		155		23:15			9		16		25	
11:30			90		71		161		23:30			11		16		27	
11:45			82	335	77	319	159	654	23:45			9	38	11	63	20	101
Totals				1668		2266	3934		Totals				3618		3115	6733	
Split %				42.4%		57.6%	36.9%		Split %				53.7%		46.3%	63.1%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	5286	5381	10667

AM Peak Hour	07:30	07:30	07:30	PM Peak Hour	15:45	16:00	15:45
AM Peak Hr Volume	348	521	869	PM Peak Hr Volume	537	410	947
AM Pk Hr Factor	0.916	0.924	0.924	PM Pk Hr Factor	0.895	0.915	0.904

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Myrtle Avenue - Hillcrest to Foothill

Day: Thursday, February 25, 2016 **City:** Monrovia, CA

Daily Totals	NB	SB	EB	WB	Total
	1144	1487	0	0	2631

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	0		0				0		12:00	22		14				36	
00:15	0		0				0		12:15	24		24				48	
00:30	1		4				5		12:30	13		21				34	
00:45	1	2	0	4			1	6	12:45	15	74	17	76			32	150
01:00	0		0				0		13:00	18		26				44	
01:15	0		2				2		13:15	13		28				41	
01:30	1		0				1		13:30	15		19				34	
01:45	0	1	1	3			1	4	13:45	27	73	18	91			45	164
02:00	1		0				1		14:00	15		21				36	
02:15	0		0				0		14:15	16		28				44	
02:30	0		0				0		14:30	21		30				51	
02:45	1	2	0	0			1	2	14:45	22	74	19	98			41	172
03:00	0		0				0		15:00	29		26				55	
03:15	1		3				4		15:15	21		27				48	
03:30	0		0				0		15:30	12		34				46	
03:45	1	2	1	4			2	6	15:45	16	78	33	120			49	198
04:00	0		0				0		16:00	15		32				47	
04:15	2		2				4		16:15	27		31				58	
04:30	0		4				4		16:30	21		34				55	
04:45	0	2	2	8			2	10	16:45	28	91	33	130			61	221
05:00	0		9				9		17:00	25		33				58	
05:15	4		8				12		17:15	26		21				47	
05:30	2		9				11		17:30	21		12				33	
05:45	4	10	14	40			18	50	17:45	25	97	14	80			39	177
06:00	4		10				14		18:00	20		28				48	
06:15	4		11				15		18:15	21		24				45	
06:30	6		19				25		18:30	19		22				41	
06:45	10	24	38	78			48	102	18:45	22	82	21	95			43	177
07:00	7		23				30		19:00	22		16				38	
07:15	10		33				43		19:15	21		14				35	
07:30	25		31				56		19:30	10		17				27	
07:45	17	59	40	127			57	186	19:45	14	67	14	61			28	128
08:00	17		42				59		20:00	23		11				34	
08:15	15		20				35		20:15	16		9				25	
08:30	14		22				36		20:30	20		9				29	
08:45	8	54	26	110			34	164	20:45	16	75	5	34			21	109
09:00	21		27				48		21:00	12		4				16	
09:15	19		26				45		21:15	9		2				11	
09:30	15		21				36		21:30	7		5				12	
09:45	17	72	24	98			41	170	21:45	3	31	5	16			8	47
10:00	19		31				50		22:00	8		2				10	
10:15	17		18				35		22:15	6		3				9	
10:30	17		32				49		22:30	6		2				8	
10:45	13	66	26	107			39	173	22:45	4	24	0	7			4	31
11:00	18		24				42		23:00	5		2				7	
11:15	23		25				48		23:15	3		1				4	
11:30	13		21				34		23:30	2		3				5	
11:45	17	71	21	91			38	162	23:45	3	13	3	9			6	22
Totals		365		670			**1035**		**Totals**		779		817			**1596**	
Split %		35.3%		64.7%			**39.3%**		**Split %**		48.8%		51.2%			**60.7%**	

Daily Totals	NB	SB	EB	WB	Total
	1144	1487	0	0	2631

AM Peak Hour	07:30	07:15	07:15	**PM Peak Hour**	16:15	16:15	16:15
AM Peak Volume	74	146	215	**PM Peak Volume**	101	131	232
AM Pk Hr Factor	0.740	0.869	0.911	**PM Pk Hr Factor**	0.902	0.963	0.951

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Myrtle Avenue - Foothill to Olive

Day: Tuesday, February 16, 2016 **City:** Monrovia, CA

Daily Totals	NB	SB	EB	WB	Total
	5127	4482	0	0	9609

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	6		5				11		12:00	118		84				202	
00:15	6		5				11		12:15	88		72				160	
00:30	4		4				8		12:30	99		100				199	
00:45	7	23	2	16			9	39	12:45	73	378	83	339			156	717
01:00	1		3				4		13:00	87		93				180	
01:15	4		1				5		13:15	94		105				199	
01:30	3		0				3		13:30	84		90				174	
01:45	2	10	2	6			4	16	13:45	96	361	70	358			166	719
02:00	4		3				7		14:00	76		86				162	
02:15	0		0				0		14:15	87		96				183	
02:30	4		0				4		14:30	86		89				175	
02:45	1	9	1	4			2	13	14:45	90	339	69	340			159	679
03:00	2		0				2		15:00	103		86				189	
03:15	1		4				5		15:15	112		93				205	
03:30	1		2				3		15:30	81		90				171	
03:45	8	12	4	10			12	22	15:45	99	395	86	355			185	750
04:00	0		1				1		16:00	73		65				138	
04:15	7		1				8		16:15	75		77				152	
04:30	4		6				10		16:30	96		86				182	
04:45	13	24	3	11			16	35	16:45	112	356	102	330			214	686
05:00	21		11				32		17:00	98		82				180	
05:15	13		11				24		17:15	88		86				174	
05:30	13		11				24		17:30	81		73				154	
05:45	14	61	13	46			27	107	17:45	113	380	78	319			191	699
06:00	16		20				36		18:00	88		107				195	
06:15	22		17				39		18:15	79		80				159	
06:30	34		19				53		18:30	93		97				190	
06:45	38	110	31	87			69	197	18:45	76	336	76	360			152	696
07:00	46		33				79		19:00	64		79				143	
07:15	64		41				105		19:15	74		68				142	
07:30	60		45				105		19:30	73		61				134	
07:45	95	265	63	182			158	447	19:45	66	277	50	258			116	535
08:00	58		54				112		20:00	76		53				129	
08:15	64		45				109		20:15	62		33				95	
08:30	67		52				119		20:30	57		47				104	
08:45	69	258	54	205			123	463	20:45	53	248	43	176			96	424
09:00	78		52				130		21:00	46		36				82	
09:15	85		50				135		21:15	38		31				69	
09:30	64		61				125		21:30	32		31				63	
09:45	82	309	70	233			152	542	21:45	36	152	20	118			56	270
10:00	84		67				151		22:00	27		26				53	
10:15	76		64				140		22:15	22		15				37	
10:30	81		74				155		22:30	27		20				47	
10:45	70	311	65	270			135	581	22:45	20	96	21	82			41	178
11:00	86		75				161		23:00	10		11				21	
11:15	86		69				155		23:15	13		15				28	
11:30	100		77				177		23:30	13		10				23	
11:45	103	375	114	335			217	710	23:45	6	42	6	42			12	84
Totals		1767		1405			3172		Totals		3360		3077			6437	
Split %		55.7%		44.3%			33.0%		Split %		52.2%		47.8%			67.0%	

Daily Totals	NB	SB	EB	WB	Total
	5127	4482	0	0	9609

AM Peak Hour	11:00	11:00	11:00	PM Peak Hour	15:00	12:30	16:30
AM Peak Volume	375	335	710	PM Peak Volume	395	381	750
AM Pk Hr Factor	0.910	0.735	0.818	PM Pk Hr Factor	0.882	0.907	0.876

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Myrtle Avenue - Olive to Huntington

Day: Tuesday, February 16, 2016 **City:** Monrovia, CA

Daily Totals	NB	SB	EB	WB	Total
	7280	8798	0	0	16078

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	14		16				30		12:00	141		179				320	
00:15	6		12				18		12:15	135		171				306	
00:30	12		16				28		12:30	134		150				284	
00:45	7	39	10	54			17	93	12:45	113	523	177	677			290	1200
01:00	5		1				6		13:00	129		163				292	
01:15	5		2				7		13:15	106		187				293	
01:30	6		5				11		13:30	103		167				270	
01:45	4	20	6	14			10	34	13:45	128	466	193	710			321	1176
02:00	7		4				11		14:00	99		174				273	
02:15	2		1				3		14:15	113		147				260	
02:30	5		0				5		14:30	100		191				291	
02:45	2	16	2	7			4	23	14:45	108	420	172	684			280	1104
03:00	2		4				6		15:00	119		181				300	
03:15	2		3				5		15:15	108		168				276	
03:30	6		2				8		15:30	102		161				263	
03:45	4	14	6	15			10	29	15:45	107	436	172	682			279	1118
04:00	6		6				12		16:00	95		175				270	
04:15	6		5				11		16:15	87		160				247	
04:30	6		14				20		16:30	77		170				247	
04:45	13	31	9	34			22	65	16:45	102	361	219	724			321	1085
05:00	15		11				26		17:00	96		258				354	
05:15	23		19				42		17:15	121		212				333	
05:30	31		32				63		17:30	109		175				284	
05:45	45	114	22	84			67	198	17:45	122	448	192	837			314	1285
06:00	34		38				72		18:00	106		148				254	
06:15	53		47				100		18:15	126		138				264	
06:30	47		57				104		18:30	102		163				265	
06:45	95	229	68	210			163	439	18:45	110	444	109	558			219	1002
07:00	84		83				167		19:00	109		118				227	
07:15	90		79				169		19:15	112		134				246	
07:30	150		102				252		19:30	105		106				211	
07:45	154	478	90	354			244	832	19:45	94	420	98	456			192	876
08:00	121		93				214		20:00	101		100				201	
08:15	148		70				218		20:15	80		105				185	
08:30	144		95				239		20:30	66		116				182	
08:45	201	614	89	347			290	961	20:45	61	308	70	391			131	699
09:00	148		91				239		21:00	66		89				155	
09:15	123		91				214		21:15	51		74				125	
09:30	117		76				193		21:30	55		87				142	
09:45	106	494	90	348			196	842	21:45	49	221	72	322			121	543
10:00	104		96				200		22:00	44		60				104	
10:15	112		108				220		22:15	29		55				84	
10:30	91		120				211		22:30	37		54				91	
10:45	126	433	115	439			241	872	22:45	24	134	37	206			61	340
11:00	121		121				242		23:00	20		33				53	
11:15	125		135				260		23:15	23		27				50	
11:30	146		131				277		23:30	16		27				43	
11:45	152	544	148	535			300	1079	23:45	14	73	23	110			37	183
Totals		3026		2441			5467		Totals		4254		6357			10611	
Split %		55.4%		44.6%			34.0%		Split %		40.1%		59.9%			66.0%	

Daily Totals	NB	SB	EB	WB	Total
	7280	8798	0	0	16078

AM Peak Hour	08:15	11:00	11:00	PM Peak Hour	12:00	16:45	16:45
AM Peak Volume	641	535	1079	PM Peak Volume	523	864	1292
AM Pk Hr Factor	0.797	0.904	0.899	PM Pk Hr Factor	0.927	0.837	0.912

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Myrtle Avenue - Huntington to Central

Day: Thursday, February 4, 2016 **City:** Monrovia, CA

Daily Totals	NB	SB	EB	WB	Total
	10870	10461	0	0	21331

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	17		33				50		12:00	194		193				387	
00:15	19		20				39		12:15	221		163				384	
00:30	15		13				28		12:30	176		181				357	
00:45	7	58	10	76			17	134	12:45	192	783	188	725			380	1508
01:00	7		14				21		13:00	171		175				346	
01:15	12		8				20		13:15	183		165				348	
01:30	7		19				26		13:30	206		169				375	
01:45	11	37	15	56			26	93	13:45	184	744	196	705			380	1449
02:00	8		8				16		14:00	134		169				303	
02:15	6		11				17		14:15	157		180				337	
02:30	7		11				18		14:30	159		172				331	
02:45	12	33	4	34			16	67	14:45	188	638	183	704			371	1342
03:00	8		12				20		15:00	161		165				326	
03:15	10		7				17		15:15	161		154				315	
03:30	11		10				21		15:30	162		195				357	
03:45	12	41	11	40			23	81	15:45	173	657	169	683			342	1340
04:00	10		20				30		16:00	160		181				341	
04:15	9		15				24		16:15	165		161				326	
04:30	12		19				31		16:30	153		195				348	
04:45	18	49	25	79			43	128	16:45	159	637	169	706			328	1343
05:00	23		38				61		17:00	158		266				424	
05:15	40		50				90		17:15	162		183				345	
05:30	60		49				109		17:30	157		219				376	
05:45	81	204	50	187			131	391	17:45	172	649	181	849			353	1498
06:00	74		80				154		18:00	181		202				383	
06:15	81		89				170		18:15	154		142				296	
06:30	99		104				203		18:30	168		147				315	
06:45	138	392	108	381			246	773	18:45	166	669	143	634			309	1303
07:00	118		132				250		19:00	125		173				298	
07:15	150		121				271		19:15	168		129				297	
07:30	183		159				342		19:30	126		148				274	
07:45	288	739	146	558			434	1297	19:45	116	535	112	562			228	1097
08:00	218		136				354		20:00	92		137				229	
08:15	239		110				349		20:15	95		107				202	
08:30	183		120				303		20:30	97		131				228	
08:45	229	869	109	475			338	1344	20:45	85	369	119	494			204	863
09:00	207		129				336		21:00	91		125				216	
09:15	155		128				283		21:15	81		127				208	
09:30	153		111				264		21:30	68		100				168	
09:45	183	698	140	508			323	1206	21:45	82	322	91	443			173	765
10:00	185		116				301		22:00	66		74				140	
10:15	146		150				296		22:15	49		62				111	
10:30	166		138				304		22:30	54		65				119	
10:45	195	692	162	566			357	1258	22:45	33	202	44	245			77	447
11:00	161		147				308		23:00	38		42				80	
11:15	185		135				320		23:15	27		45				72	
11:30	193		163				356		23:30	24		19				43	
11:45	197	736	172	617			369	1353	23:45	28	117	28	134			56	251
Totals		4548		3577			8125		Totals		6322		6884			13206	
Split %		56.0%		44.0%			38.1%		Split %		47.9%		52.1%			61.9%	

Daily Totals	NB	SB	EB	WB	Total
	10870	10461	0	0	21331

AM Peak Hour	07:45	11:00	07:30	PM Peak Hour	12:00	17:00	12:00
AM Peak Volume	928	617	1479	PM Peak Volume	783	849	1508
AM Pk Hr Factor	0.806	0.897	0.852	PM Pk Hr Factor	0.886	0.798	0.974

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Myrtle Avenue - Central to Duarte

Day: Tuesday, February 2, 2016 **City:** Monrovia, CA

Daily Totals	NB	SB	EB	WB	Total
	9879	10025	0	0	19904

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	12		16				28		12:00	170		155				325	
00:15	12		12				24		12:15	160		125				285	
00:30	10		16				26		12:30	158		159				317	
00:45	8	42	19	63			27	105	12:45	126	614	176	615			302	1229
01:00	11		11				22		13:00	158		161				319	
01:15	13		21				34		13:15	139		181				320	
01:30	7		7				14		13:30	157		167				324	
01:45	13	44	7	46			20	90	13:45	162	616	143	652			305	1268
02:00	7		5				12		14:00	166		143				309	
02:15	7		2				9		14:15	127		158				285	
02:30	6		4				10		14:30	197		167				364	
02:45	5	25	5	16			10	41	14:45	155	645	140	608			295	1253
03:00	7		2				9		15:00	194		149				343	
03:15	6		3				9		15:15	183		172				355	
03:30	5		4				9		15:30	194		248				442	
03:45	8	26	5	14			13	40	15:45	182	753	177	746			359	1499
04:00	11		9				20		16:00	174		181				355	
04:15	22		21				43		16:15	184		188				372	
04:30	39		38				77		16:30	195		194				389	
04:45	45	117	55	123			100	240	16:45	195	748	206	769			401	1517
05:00	45		40				85		17:00	202		218				420	
05:15	57		51				108		17:15	190		216				406	
05:30	81		64				145		17:30	185		216				401	
05:45	86	269	73	228			159	497	17:45	177	754	200	850			377	1604
06:00	118		58				176		18:00	165		190				355	
06:15	95		64				159		18:15	163		183				346	
06:30	133		99				232		18:30	170		155				325	
06:45	172	518	95	316			267	834	18:45	152	650	153	681			305	1331
07:00	112		103				215		19:00	117		171				288	
07:15	186		146				332		19:15	110		119				229	
07:30	182		175				357		19:30	92		129				221	
07:45	153	633	157	581			310	1214	19:45	94	413	112	531			206	944
08:00	172		186				358		20:00	90		97				187	
08:15	185		153				338		20:15	69		77				146	
08:30	139		130				269		20:30	60		104				164	
08:45	146	642	156	625			302	1267	20:45	55	274	82	360			137	634
09:00	152		124				276		21:00	59		101				160	
09:15	144		122				266		21:15	56		77				133	
09:30	147		136				283		21:30	45		94				139	
09:45	154	597	128	510			282	1107	21:45	34	194	73	345			107	539
10:00	116		117				233		22:00	45		42				87	
10:15	124		139				263		22:15	22		39				61	
10:30	150		131				281		22:30	32		36				68	
10:45	136	526	146	533			282	1059	22:45	35	134	37	154			72	288
11:00	140		123				263		23:00	28		26				54	
11:15	109		126				235		23:15	21		23				44	
11:30	156		158				314		23:30	20		22				42	
11:45	157	562	156	563			313	1125	23:45	14	83	25	96			39	179
Totals		4001		3618			7619		Totals		5878		6407			12285	
Split %		52.5%		47.5%			38.3%		Split %		47.8%		52.2%			61.7%	

Daily Totals	NB	SB	EB	WB	Total
	9879	10025	0	0	19904

AM Peak Hour	07:15	07:30	07:30	PM Peak Hour	16:30	16:45	16:45
AM Peak Volume	693	671	1363	PM Peak Volume	782	856	1628
AM Pk Hr Factor	0.931	0.902	0.952	PM Pk Hr Factor	0.968	0.982	0.969

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Myrtle Avenue - Duarte to South City Limit

Day: Wednesday, February 3, 2016 **City:** Monrovia, CA

Daily Totals	NB	SB	EB	WB	Total
	11190	10388	0	0	21578

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	14		27				41		12:00	156		143				299	
00:15	8		19				27		12:15	152		142				294	
00:30	14		13				27		12:30	146		171				317	
00:45	6	42	26	85			32	127	12:45	172	626	151	607			323	1233
01:00	12		16				28		13:00	180		118				298	
01:15	12		18				30		13:15	166		169				335	
01:30	10		8				18		13:30	198		168				366	
01:45	12	46	10	52			22	98	13:45	172	716	166	621			338	1337
02:00	6		6				12		14:00	200		154				354	
02:15	2		4				6		14:15	230		180				410	
02:30	8		3				11		14:30	200		194				394	
02:45	0	16	4	17			4	33	14:45	212	842	182	710			394	1552
03:00	4		2				6		15:00	220		188				408	
03:15	4		3				7		15:15	234		179				413	
03:30	8		10				18		15:30	240		240				480	
03:45	14	30	8	23			22	53	15:45	216	910	200	807			416	1717
04:00	22		16				38		16:00	226		228				454	
04:15	28		14				42		16:15	250		238				488	
04:30	60		17				77		16:30	214		239				453	
04:45	72	182	47	94			119	276	16:45	202	892	215	920			417	1812
05:00	48		30				78		17:00	228		324				552	
05:15	56		39				95		17:15	200		252				452	
05:30	84		53				137		17:30	192		269				461	
05:45	108	296	62	184			170	480	17:45	214	834	245	1090			459	1924
06:00	120		50				170		18:00	196		253				449	
06:15	132		63				195		18:15	170		185				355	
06:30	226		92				318		18:30	170		170				340	
06:45	216	694	90	295			306	989	18:45	130	666	175	783			305	1449
07:00	168		131				299		19:00	114		164				278	
07:15	196		106				302		19:15	84		122				206	
07:30	198		153				351		19:30	120		142				262	
07:45	274	836	165	555			439	1391	19:45	74	392	103	531			177	923
08:00	210		125				335		20:00	76		105				181	
08:15	218		157				375		20:15	64		101				165	
08:30	190		146				336		20:30	86		98				184	
08:45	186	804	124	552			310	1356	20:45	60	286	89	393			149	679
09:00	134		157				291		21:00	58		109				167	
09:15	158		105				263		21:15	34		81				115	
09:30	128		120				248		21:30	42		91				133	
09:45	146	566	122	504			268	1070	21:45	48	182	71	352			119	534
10:00	154		83				237		22:00	32		53				85	
10:15	114		112				226		22:15	42		52				94	
10:30	174		108				282		22:30	28		67				95	
10:45	130	572	119	422			249	994	22:45	8	110	32	204			40	314
11:00	140		124				264		23:00	16		41				57	
11:15	142		117				259		23:15	18		29				47	
11:30	150		126				276		23:30	18		13				31	
11:45	154	586	111	478			265	1064	23:45	12	64	26	109			38	173
Totals		4670		3261			7931		Totals		6520		7127			13647	
Split %		58.9%		41.1%			36.8%		Split %		47.8%		52.2%			63.2%	

Daily Totals	NB	SB	EB	WB	Total
	11190	10388	0	0	21578

AM Peak Hour	07:30	07:30	07:30	PM Peak Hour	15:30	17:00	17:00
AM Peak Volume	900	600	1500	PM Peak Volume	932	1090	1924
AM Pk Hr Factor	0.821	0.909	0.854	PM Pk Hr Factor	0.932	0.841	0.871