

Appendix D

Traffic Impact Analysis

VINCENT AVENUE INDUSTRIAL BUILDING TRAFFIC IMPACT ANALYSIS

City of Irwindale
June 30, 2020
(Updated December 15, 2020)



Traffic Engineering • Transportation Planning • Parking • Noise & Vibration
Air Quality • Global Climate Change • Health Risk Assessment

VINCENT AVENUE INDUSTRIAL BUILDING TRAFFIC IMPACT ANALYSIS

City of Irwindale
June 30, 2020
(Updated December 15, 2020)

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EXECUTIVE SUMMARY

The purpose of this traffic impact analysis is to provide an assessment of traffic operations resulting from development of the proposed Vincent Avenue Industrial Building and to identify measures necessary to mitigate potentially significant traffic impacts. The traffic issues related to the proposed land use and development have been evaluated in the context of the California Environmental Quality Act (CEQA). The City of Irwindale is the lead agency responsible for evaluation of potential environmental impacts associated with the proposed project. This traffic impact analysis includes Existing Plus Project conditions and Year 2020 (cumulative) traffic conditions.

Although this is a technical study, effort has been made to write the report clearly and concisely. A glossary is provided in Appendix A to assist the reader with traffic engineering terms.

Project Description

The approximately 26-acre project site is located west of Vincent Avenue between Arrow Highway and the Little Dalton Wash Channel in the City of Irwindale. The proposed project consists of a 545,735 square foot industrial building. The project site is proposed to provide full access driveways to Vincent Avenue. The land is zoned M-2 (Heavy Manufacturing), designated "Industrial/Business Park" and "Residential" by the City of Irwindale General Plan, and subject to the Irwindale Commercial & Industrial Design Guidelines.

Existing Level of Service

Existing Conditions: The study intersections currently operate within acceptable Levels of Service during the peak hours for Existing traffic conditions, except for the following study intersections that operate at unacceptable Levels of Service (see Table 1):

- I-605 Freeway NB Ramps/Live Oak Avenue - #2 (morning/evening peak hours)
- Azusa Canyon Road/Arrow Highway - #9 (morning/evening peak hours)

Project Trip Generation

The proposed project is forecast to generate a total of approximately 3,437 daily trips in passenger car equivalents, 485 passenger car equivalent trips of which will occur during the morning peak hour and 436 passenger car equivalent trips of which will occur during the evening peak hour (see Table 2).

Future Level of Service & Improvements (Non-CEQA)

Existing Plus Project Conditions: The study intersections are projected to operate within acceptable Levels of Service during the peak hours for Existing Plus Project traffic conditions, except for the following study intersections that are projected to operate at unacceptable Levels of Service (see Table 4):

- I-605 Freeway NB Ramps/Live Oak Avenue - #2 (morning/evening peak hours)
- Azusa Canyon Road/Arrow Highway - #9 (morning/evening peak hours)
- Vincent Avenue/Gladstone Street - #17 (evening peak hour only)
- Alameda Avenue/I-210 WB Ramps/1st Street - #34 (morning peak hour only)

The proposed project is forecast to result in no significant traffic impact with the following study intersection improvements for Existing Plus Project traffic conditions:

- Mitigation Measure #2A-2C: I-605 Freeway NB Ramps/Live Oak Avenue - #2
 - Install a traffic signal.
 - Construct an additional right-turn lane at the northbound approach.
 - Construct an additional right-turn lane at the southbound approach.
- Mitigation Measure #9A-9B: Azusa Canyon Road/Arrow Highway - #9
 - Re-stripe to create a shared through/right-turn lane at the eastbound approach.
 - Re-stripe to create a shared through-right-turn lane at the westbound approach.
- Mitigation Measure #17: Vincent Avenue/Gladstone Street - #17
 - Re-stripe to create a shared left-turn/through/right-turn lane at the northbound approach.
- Mitigation Measure #34A-34B: Alameda Avenue/I-210 WB Ramps/1st Street - #34
 - Restripe the westbound approach to consist of two left turn lanes, one through lane, and one right turn lane
 - Modify signalization as necessary to accommodate east-west protected signal phasing, including necessary signal poles, mast arms, and signal heads.

Future Baseline Without Project Conditions: The study intersections are projected to operate within acceptable Levels of Service during the peak hours for Future Baseline Without Project traffic conditions, except for the following study intersections that are projected to operate at unacceptable Levels of Service (see Table 6):

- I-605 Freeway NB Ramps/Live Oak Avenue - #2 (morning/evening peak hours)
- Azusa Canyon Road/Arrow Highway - #9 (morning/evening peak hours)
- Alameda Avenue/I-210 WB Ramps/1st Street - #34 (morning peak hour only)

Future Baseline With Project Conditions: The study intersections are projected to operate within acceptable Levels of Service during the peak hours for Future Baseline With Project traffic conditions, except for the following study intersections that are projected to operate at unacceptable Levels of Service (see Table 7):

- I-605 Freeway NB Ramps/Live Oak Avenue - #2 (morning/evening peak hours)
- Arrow Highway/Live Oak Avenue - #7 (evening peak hour only)
- Azusa Canyon Road/Arrow Highway - #9 (morning/evening peak hours)
- Vincent Avenue/Gladstone Street - #17 (evening peak hour only)
- Alameda Avenue/I-210 WB Ramps/1st Street - #34 (morning peak hour only)

The proposed project is forecast to result in no significant traffic impact with the following study intersection improvements for Future Baseline With Project traffic conditions:

- Mitigation Measure #2A-2C: I-605 Freeway NB Ramps/Live Oak Avenue - #2
 - Install a traffic signal.
 - Construct an additional right-turn lane at the northbound approach.
 - Construct an additional right-turn lane at the southbound approach.
- Mitigation Measure #7A-7B: Arrow Highway/Live Oak Avenue - #7
 - Re-stripe to create an additional through lane at the eastbound approach.
 - Re-stripe to create an additional through lane at the westbound approach.
- Mitigation Measure #9A-9B: Azusa Canyon Road/Arrow Highway - #9
 - Re-stripe to create a shared through/right-turn lane at the eastbound approach.
 - Re-stripe to create a shared through-right-turn lane at the westbound approach.

- Mitigation Measure #17: Vincent Avenue/Gladstone Street - #17
 - Re-stripe to create a shared left-turn/through/right-turn lane at the northbound approach.
- Mitigation Measure #34A-34B: Alameda Avenue/I-210 WB Ramps/1st Street - #34
 - Restripe the westbound approach to consist of two left turn lanes, one through lane, and one right turn lane.
 - Modify signalization as necessary to accommodate east-west protected signal phasing, including necessary signal poles, mast arms, and signal heads.

Future Baseline Plus Cumulative Projects Without Project Conditions: The study intersections are projected to operate within acceptable Levels of Service during the peak hours for Future Baseline Plus Cumulative Projects Without Project traffic conditions, except for the following study intersections that are projected to operate at unacceptable Levels of Service (see Table 8):

▪ I-605 Freeway SB On-Ramp/Live Oak Avenue - #1	(evening peak hour only)
▪ I-605 Freeway NB Ramps/Live Oak Avenue - #2	(morning/evening peak hours)
▪ Rivergrade Road/Live Oak Avenue - #4	(evening peak hour only)
▪ Arrow Highway/Live Oak Avenue - #7	(evening peak hour only)
▪ Azusa Canyon Road/Arrow Highway - #9	(morning/evening peak hours)
▪ Alameda Avenue/I-210 WB Ramps/1st Street - #34	(morning peak hour only)

Future Baseline Plus Cumulative Projects With Project Conditions: The study intersections are projected to operate within acceptable Levels of Service during the peak hours for Future Baseline Plus Cumulative Projects With Project traffic conditions, except for the following study intersections that are projected to operate at unacceptable Levels of Service (see Table 10):

▪ I-605 Freeway SB On-Ramp/Live Oak Avenue - #1	(evening peak hour only)
▪ I-605 Freeway NB Ramps/Live Oak Avenue - #2	(morning/evening peak hours)
▪ Rivergrade Road/Live Oak Avenue - #4	(evening peak hour only)
▪ Arrow Highway/Live Oak Avenue - #7	(evening peak hour only)
▪ Azusa Canyon Road/Arrow Highway - #9	(morning/evening peak hours)
▪ Vincent Avenue/Gladstone Street - #17	(evening peak hour only)
▪ Vincent Avenue/Arrow Highway - #18	(evening peak hour only)
▪ Alameda Avenue/I-210 WB Ramps/1st Street - #34	(morning peak hour only)

The proposed project is forecast to result in no significant traffic impact with the following study intersection improvements for Future Baseline Plus Cumulative Projects With Project traffic conditions:

- Mitigation Measure #1: I-605 Freeway SB On-Ramp/ Live Oak Avenue - #1
 - Construct an additional left-turn lane at the westbound approach. Construct a receiving lane on the southern leg.
- Mitigation Measure #2A-2D: I-605 Freeway NB Ramps/Live Oak Avenue - #2
 - Install a traffic signal.
 - Construct an additional right-turn lane at the northbound approach.
 - Construct an additional right-turn lane at the southbound approach.
 - Re-stripe to create an additional through lane at the westbound approach.
- Mitigation Measure #7A-7B: Arrow Highway/Live Oak Avenue - #7
 - Re-stripe to create an additional through lane at the eastbound approach.
 - Re-stripe to create an additional through lane at the westbound approach.

- Mitigation Measure #9A-9B: Azusa Canyon Road/Arrow Highway - #9
 - Re-stripe to create a shared through/right-turn lane at the eastbound approach.
 - Re-stripe to create a shared through-right-turn lane at the westbound approach.
- Mitigation Measure #17: Vincent Avenue/Gladstone Street - #17
 - Re-stripe to create a shared left-turn/through/right-turn lane at the northbound approach.
- Mitigation Measure #18: Vincent Avenue/Arrow Highway - #18
 - Re-stripe to create a shared through/right-turn lane at the eastbound approach.
- Mitigation Measure #34A-34B: Alameda Avenue/I-210 WB Ramps/1st Street - #34
 - Restripe the westbound approach to consist of two left turn lanes, one through lane, and one right turn lane.
 - Modify signalization as necessary to accommodate east-west protected signal phasing, including necessary signal poles, mast arms, and signal heads.

Vehicle Miles Traveled (VMT) Analysis (CEQA)

The project-generated home-based work VMT per employee is equal to 17.38 with implementation of the proposed Mitigation Measure VMT-1, which does not exceed the City-established threshold of 15% below City of Irwindale average, or 19.13 home-based work VMT per employee; therefore, the proposed project would result in less than significant VMT impact with mitigation.

VMT Mitigation Measures

To mitigate the project VMT impacts to a less than significant level, the following mitigation measure is proposed:

Mitigation Measure VMT-1

The project employer shall be required to provide general commute benefits to employees, which may include financial subsidies or pre-tax deductions for transit, carpooling, and vanpooling activities. All employees shall be eligible for alternative transportation benefits.

The project-generated home-based work VMT per employee is equal to 17.38 with implementation of the proposed Mitigation Measure VMT-1, which does not exceed the City-established threshold of 15% below the City of Irwindale average, or 19.13 home-based work VMT per employee; therefore, the proposed project would result in less than significant VMT impact with mitigation.

Circulation Recommendations

Site-specific circulation and access recommendations are depicted on Figure 26.

Construct Vincent Avenue along the project site frontage at its ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as required by the City of Irwindale.

The site shall provide sufficient parking spaces to meet City of Irwindale parking code requirements in order to service on-site parking demand.

Sight distance at project access driveways should comply with applicable City of Irwindale/California Department of Transportation sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to issue of grading permits.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project. On-site traffic control plans shall comply with the California Manual of Uniform Traffic Control Devices (2014).

As is the case for any roadway design, the City of Irwindale should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

1. INTRODUCTION

This section describes the purpose of this traffic impact analysis, project location, proposed development, and study area. Figure 1 shows the project location map and Figure 2 illustrates the conceptual site plan.

PURPOSE AND OBJECTIVES

The purpose of this traffic impact analysis is to provide an assessment of traffic operations resulting from development of the proposed Vincent Avenue Industrial Building and to identify measures necessary to mitigate potentially significant traffic impacts. The traffic issues related to the proposed land use and development have been evaluated in the context of the California Environmental Quality Act (CEQA). The City of Irwindale is the lead agency responsible for evaluation of potential environmental impacts associated with the proposed project. This traffic impact analysis includes Existing traffic conditions, Existing Plus Project traffic conditions, Future Baseline traffic conditions without and with the project, and Future Baseline Plus Cumulative Projects traffic conditions without and with the project.

Although this is a technical study, effort has been made to write the report clearly and concisely. A glossary is provided in Appendix A to assist the reader with traffic engineering terms.

PROJECT DESCRIPTION

The approximately 26-acre project site is located west of Vincent Avenue between Arrow Highway and the Little Dalton Wash Channel in the City of Irwindale. The proposed project consists of a 545,735 square foot industrial building. The project site is proposed to provide full access driveways to Vincent Avenue. The land is zoned M-2 (Heavy Manufacturing), designated "Industrial/Business Park", and "Residential" by the City of Irwindale General Plan, and subject to the Irwindale Commercial & Industrial Design Guidelines.

Project buildout is planned to occur over a period of two years. Therefore, this traffic impact analysis assumes the project will be completed and generating trips at its ultimate potential by Year 2020.

STUDY AREA

Based on scoping discussions with City of Irwindale staff, the study area consists of the following study intersections:

Study Intersections ¹	Jurisdiction
1. I-605 SB On-Ramp (NS) at Live Oak Avenue (EW)	Caltrans
2. I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Caltrans
3. Graham Road (NS) at Live Oak Avenue (EW)	Irwindale
4. Rivergrade Road (NS) at Live Oak Avenue (EW)	Irwindale/Baldwin Park
5. Stewart Avenue (NS) at Live Oak Avenue (EW)	Irwindale/Baldwin Park
6. Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)	Irwindale/Baldwin Park
7. Arrow Highway (NS) at Live Oak Avenue (EW)	Irwindale
8. Maine Avenue (NS) at Arrow Highway (EW)	Irwindale/Baldwin Park
9. Azusa Canyon Road (NS) at Arrow Highway (EW)	Irwindale
10. 4th Street (NS) at Arrow Highway (EW)	Irwindale
11. Irwindale Avenue (NS) at I-210 WB Ramps (EW)	Caltrans
12. Irwindale Avenue (NS) at I-210 EB Ramps (EW)	Caltrans

¹ (NS) = north-south roadway; (EW) = east-west roadway

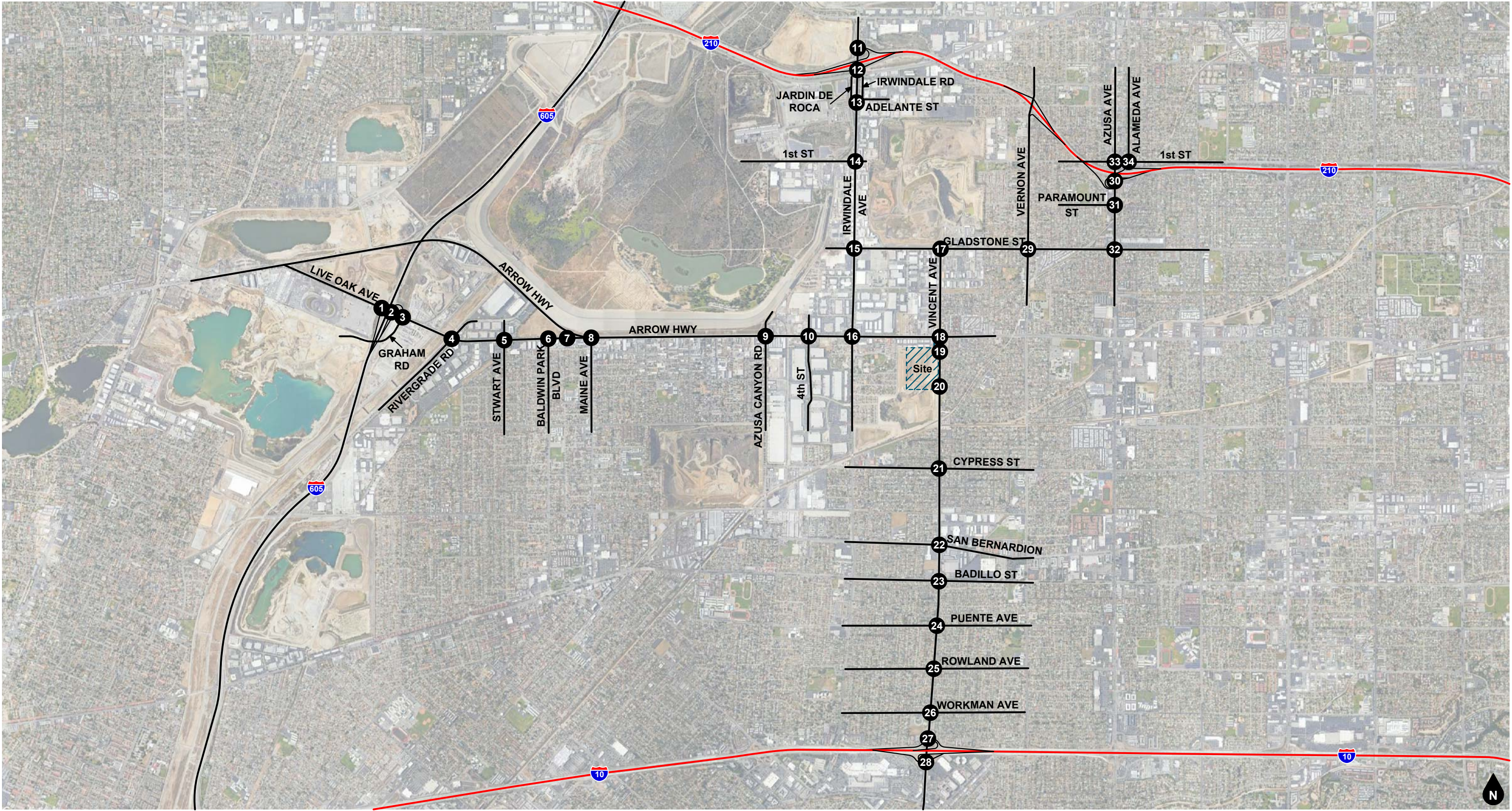
Study Intersections ¹	Jurisdiction
13. Irwindale Avenue (NS) at Jardin De Roca/Irwindale Road (EW)	Irwindale
14. Irwindale Avenue (NS) at 1st Street (EW)	Irwindale/Azusa
15. Irwindale Avenue (NS) at Gladstone Street (EW)	Irwindale/Azusa
16. Irwindale Avenue (NS) at Arrow Highway (EW)	Irwindale
17. Vincent Avenue (NS) at Gladstone Street (EW)	Azusa
18. Vincent Avenue (NS) at Arrow Highway (EW)	Irwindale/Azusa/County
19. Vincent Avenue (NS) at Project North Driveway (EW)	Irwindale
20. Vincent Avenue (NS) at Project South Driveway (EW)	Irwindale
21. Vincent Avenue (NS) at Cypress Street (EW)	County of Los Angeles
22. Vincent Avenue (NS) at San Bernardino Road (EW)	Covina/County
23. Vincent Avenue (NS) at Badillo Street (EW)	Covina/West Covina
24. Vincent Avenue (NS) at Puente Avenue (EW)	West Covina
25. Vincent Avenue (NS) at Rowland Avenue (EW)	West Covina
26. Vincent Avenue (NS) at Workman Avenue (EW)	West Covina
27. Vincent Avenue (NS) at I-10 WB Ramps (EW)	Caltrans
28. Vincent Avenue (NS) at I-10 EB Ramps (EW)	Caltrans
29. Vernon Avenue/Lake Ellen Avenue (NS) at Gladstone Street (EW)	Azusa/County
30. Azusa Avenue (NS) at I-210 EB Ramps (EW)	Caltrans
31. Azusa Avenue (NS) at Paramount Street (EW)	Azusa
32. Azusa Avenue (NS) at Gladstone Street (EW)	Azusa/County
33. Azusa Avenue/San Gabriel Avenue (NS) at 1st Street (EW)	Azusa
34. Alameda Avenue/I-210 WB Ramps (NS) at 1st Street (EW)	Azusa/Caltrans

The study intersections are analyzed in accordance with the methodologies and significance criteria required by the respective jurisdictions.

ANALYSIS SCENARIOS

In accordance with City of Irwindale requirements, the following scenarios are analyzed:

- Existing
- Existing Plus Project
- Future Baseline Without Project
- Future Baseline Plus Project
- Future Baseline Plus Cumulative Projects Without Project
- Future Baseline Plus Cumulative Projects With Project



Legend

Study Intersection

Figure 1

Project Location Map

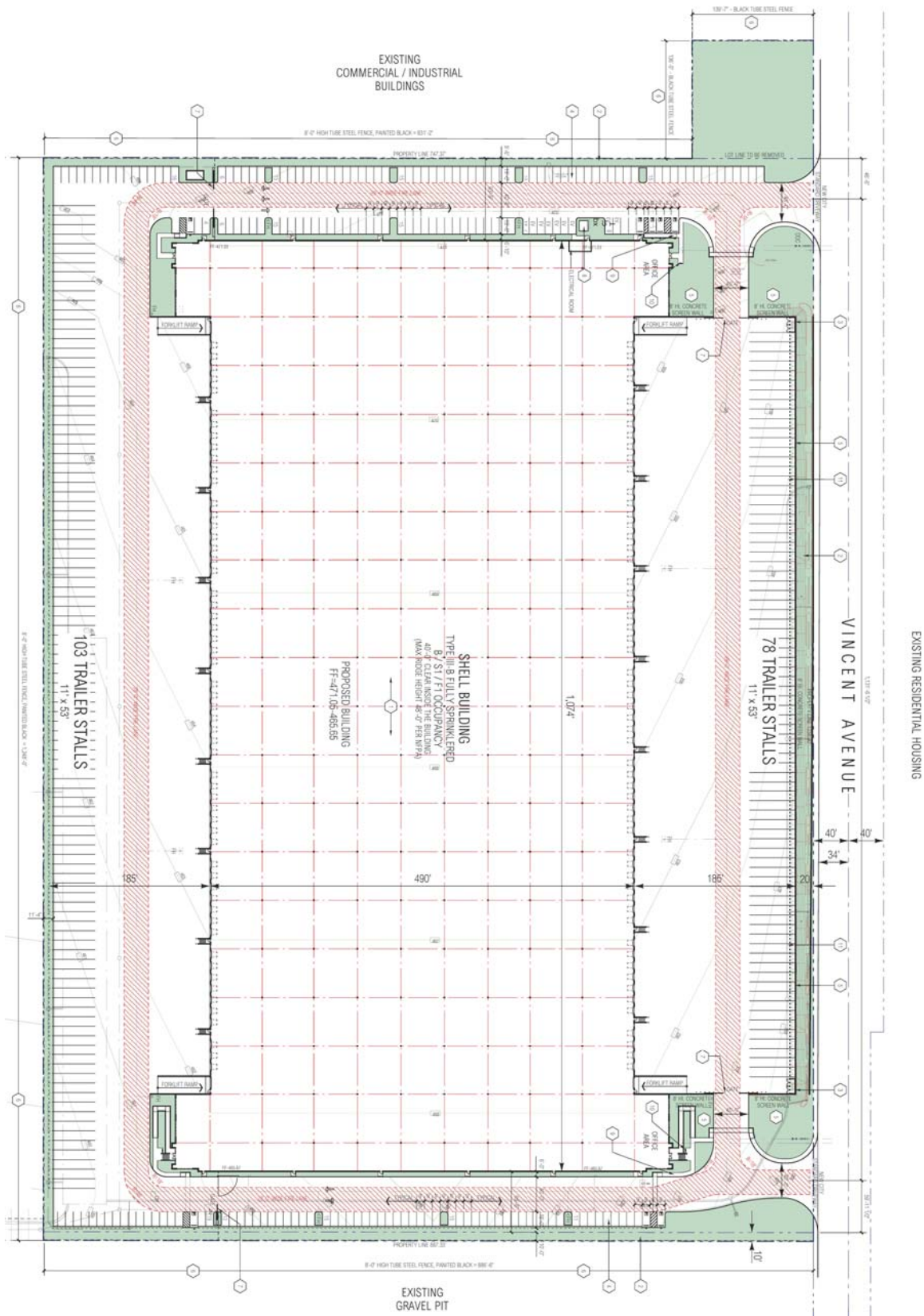


Figure 2
Site Plan

2. METHODOLOGY

This section describes the analysis methodologies used to assess transportation facility performance as adopted by the respective jurisdictional agencies.

LEVEL OF SERVICE/GENERAL PLAN CONFORMANCE ANALYSIS (NON-CEQA)

Level of Service analysis is performed for assessing General Plan operational compliance. In accordance with CEQA provisions, any Level of Service impacts identified are solely for General Plan compliance and would not constitute a significant impact under CEQA.

Intersection Capacity Utilization Methodology

Analysis of signalized intersections within the City of Irwindale is based on the Intersection Capacity Utilization (ICU) methodology. The ICU methodology compares the traffic volume using the intersection to the capacity of the intersection. The resulting volume-to-capacity ratio represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The volume-to-capacity ratio is then correlated to a performance measure known as Level of Service based on the following thresholds:

Level of Service	Volume/Capacity Ratio
A	≤ 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

Source: Transportation Research Board, Interim Materials on Highway Capacity, Transportation Research Circular No. 212, January 1980.

Level of Service is used to qualitatively describe the performance of a roadway facility, ranging from Level of Service A (free-flow conditions) to Level of Service F (extreme congestion and system failure). ICU analysis was performed using the Vistro (Version 6.00-00) software.

Based on City of Irwindale guidelines², the ICU analysis utilizes the following parameters: 1,600 vehicles per hour per lane for through and turn lanes, 2,880 vehicles per hour for dual left-turn lanes, and a total clearance adjustment of 10 percent (i.e., 0.10 added to critical Volume/Capacity).

If the paved lane width of a shared through/right turn lane is wide enough to permit a separate right turn, it is common practice for a right turn lane to be considered “de facto.” To function as a de facto right turn lane there must be sufficient width for right turning vehicles to travel outside the through lane. This analysis uses a minimum lane width of 19 feet from curb to lane stripe, but in most cases the lane was 20 feet or greater. Additionally, a de facto right turn lane was only considered where on-street parking is prohibited near the intersection approach.

² City of Irwindale Policy Guidelines for Traffic Impact Reports; December 30, 2014.

INTERSECTION DELAY METHODOLOGY

The technique used to assess the performance of unsignalized intersections and intersections within the City of Irwindale and California Department of Transportation jurisdictions is known as the intersection delay methodology based on the procedures contained in the Highway Capacity Manual. The methodology compares the traffic volume using the intersection to the capacity of the intersection to calculate the delay associated with the traffic control at the intersection. The intersection delay is then correlated to a performance measure known as Level of Service based on the following thresholds:

Level of Service	Intersection Control Delay (Seconds / Vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, Highway Capacity Manual (6th Edition).

Level of Service is used to qualitatively describe the performance of a roadway facility, ranging from Level of Service A (free-flow conditions) to Level of Service F (extreme congestion and system failure). Intersection delay analysis was performed using the Vistro (Version 6.00-00) software.

The Level of Service analysis for signalized intersections has been performed using optimized signal timing. This analysis has included an assumed lost time of two seconds per phase. Traffic signal timing optimization has considered pedestrian safety and signal coordination requirements. Appropriate time for pedestrian crossings has also been considered in the signalized intersection analysis. The following formula has been used to calculate the pedestrian minimum times for all Highway Capacity Manual runs:

$$(\text{Curb to curb distance}) / (3.5 \text{ feet/second}) + 7 \text{ seconds.}$$

In accordance with the City of Irwindale, the intersection analysis uses optimized signal timing, two seconds of lost time per phase, and 1,900 vehicles per hour of green per lane. State Highway intersections are analyzed based on measured existing peak hour factors, coordinated signal timing between freeway ramp intersections, and default saturation flow rates.

The peak hour intersection turning movement volumes have been adjusted to peak 15-minute volumes for analysis purposes using the existing observed peak 15 minute to peak hour factors for all scenarios analyzed. Where feasible improvements in accordance with the local jurisdiction's General Plan and which result in acceptable operations cannot be identified, the General Plan Buildout (Year 2040) peak hour factor has been adjusted upwards to 0.95. This is to account for the effects of congestion on peak spreading. Peak spreading refers to the tendency of traffic volumes to spread more evenly across time as congestion increases.

Performance Standards

City of Irwindale. The City of Irwindale General Plan has established Level of Service D as the minimum acceptable peak hour intersection Level of Service for intersections in the City of Irwindale. The acceptable Level of Service at State Highway facilities is E in accordance with County of Los Angeles Congestion Management Plan.

City of Azusa. The City of Azusa General Plan has established Level of Service D as the minimum acceptable peak hour intersection Level of Service for intersections in the City of Azusa.

City of Covina. The City of Covina General Plan has established Level of Service D as the minimum acceptable peak hour intersection Level of Service for intersections in the City of Covina.

City of West Covina. The City of West Covina General Plan has established Level of Service D as the minimum acceptable peak hour intersection Level of Service for intersections in the City of West Covina.

County of Los Angeles. The County of Los Angeles General Plan states that the acceptable Level of Service is determined on a case-by-case basis, but Level of Service D is generally the desired minimum acceptable Level of Service.

California Department of Transportation. As stated in the Guide for the Preparation of Traffic Impact Studies (State of California, 2002), "Caltrans endeavors to maintain a target LOS [Level of Service] at the transition between LOS "C" and LOS "D" on State highway facilities". The California Department of Transportation acknowledges this may not always be feasible and recommends consultation with the California Department of Transportation to determine the appropriate target Level of Service. For consistency with the County of Los Angeles Congestion Management Plan criteria used for freeway mainline sections and freeway ramps local requirements, this analysis defines Level of Service E as the minimum acceptable Level of Service for State Highway facilities.

Requirements for Improvements

City of Irwindale: The City of Irwindale General Plan identifies the following criteria:

- When a signalized intersection operates at Level of Service D or better under existing or future baseline conditions and the addition of the project trips degrades the intersection operations to Level of Service E or F. The project mitigation should bring the facility to operate at Level of Service D at minimum.
- When a signalized intersection operates at Level of Service E or better under existing or future baseline conditions and the addition of project trips degrades the intersection operations to Level of Service F or increases the V/C by 0.02 or greater, the project mitigation should bring the facility to operate at Level of Service E at minimum.
- When a signalized intersection operates at Level of Service F under existing or future baseline conditions and the addition of more than 50 peak hour project trips contributes to the continuing operational failure at the intersection or increases the V/C by 0.02 or greater. The project mitigation should bring the facility to pre-project conditions, which typically are defined as existing conditions.
- At an unsignalized intersection, when the minor stop-controlled approach operates at Level of Service F and does not have acceptable operation in terms of total control delay, and the addition of project trips increases the total control delay to more than 4.0 vehicle hours for a single lane approach or 5.0 vehicle hours for a multilane approach. The project mitigation should bring the facility to operate at Level of Service E minimum or to bring the total control delay to less than 4.0 vehicle hours for a single lane approach or 5.0 vehicle hours for a multilane approach at a minimum.
- At an unsignalized intersection, when the minor stop-controlled approach operates at Level of Service F and does not have an acceptable operation in terms of total control delay, and the addition of more than 50 peak hour project trips contributes to the continuing operational failure at the minor approach. The project mitigation should bring the facility to pre-project or existing conditions.

County of Los Angeles: For intersections located outside the City of Irwindale, the criteria from the Los Angeles County Traffic Impact Analysis Report Guidelines (Public Works Department, January 1997) were used. According to these criteria, a project traffic impact is considered significant if the project related increase in the volume to capacity ratio equals or exceeds the thresholds shown below:

Pre-Project Conditions		Project-Related Volume/Capacity Increase
Level of Service	Volume to Capacity	
C	0.71 - 0.80	0.04 or more
D	0.81 - 0.90	0.02 or more
E/F	0.91 - more	0.01 or more

If a project is forecast to cause a significant traffic impact, feasible mitigation measures that will reduce the impact to a less than significant level are identified. Mitigation measures can be in many forms, including the addition of lanes, traffic control modification, or demand management measures. If no feasible mitigation measures can be identified for a significantly impacted facility, the impact will remain significant and unavoidable and a statement of overriding considerations is required.

VEHICLE MILES TRAVELED ANALYSIS (CEQA)

The methodology used to evaluate the impact of land use and transportation projects under CEQA is known as Vehicle Miles Traveled (VMT). In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. Additional information and a project assessment is provided in the Vehicle Miles Traveled section presented later in this report.

3. EXISTING CONDITIONS

EXISTING ROADWAY SYSTEM

Figure 3 identifies the Existing number of through lanes and intersection controls based on a field survey of the study area.

Regional access to the project area is provided by the I-605 Freeway to the west, I-10 Freeway to the south, and the I-210 Freeway to the north. Key north-south roadways providing local access include Irwindale Avenue, Vincent Avenue, and Lark Ellen Avenue. Key east-west roadways providing local access include Gladstone Street, Arrow Highway, and Cypress Street.

EXISTING TRAFFIC VOLUMES

Existing peak hour intersection turning movement volumes are based upon morning peak period and evening peak period intersection turning movement counts obtained in May/August/November 2017, May/June 2018 and January 2019 during typical weekday conditions. The morning peak period was counted between 7:00 AM and 9:00 AM and the evening peak period was counted between 4:00 PM and 6:00 PM. The actual peak hour within the peak period is the four consecutive 15-minute periods with the highest total volume when all movements are added together. Thus, the weekday evening peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15-minute periods have the highest combined volume. Intersection turning movement count worksheets are provided in Appendix B.

Figure 4 and Figure 5 show the Existing morning peak hour and evening peak hour intersection turning movement volumes, respectively.

EXISTING INTERSECTION CAPACITY UTILIZATION/LEVEL OF SERVICE

The study intersection Levels of Service for existing traffic conditions have been calculated and are shown in Table 1. Existing Level of Service worksheets are provided in Appendix C.

As shown in Table 1, the study intersections currently operate within acceptable Levels of Service during the peak hours for Existing traffic conditions, except for the following study intersections that currently operate at unacceptable Levels of Service (E or F) during the peak hours:

- I-605 Freeway NB Ramps/Live Oak Avenue - #2 (morning/evening peak hours)
- Azusa Canyon Road/Arrow Highway - #9 (morning/evening peak hours)

CITY OF IRWINDALE GENERAL PLAN CIRCULATION ELEMENT

Figure 6 shows the City of Irwindale General Plan Circulation Element. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan.

CITY OF IRWINDALE TRUCK ROUTES

Figure 7 identifies the designated truck routes in the City of Irwindale.

EXISTING PEDESTRIAN AND BICYCLE ROUTES

Existing pedestrian facilities in the vicinity of the project site are shown on Figure 8. Figure 9 shows the City of Irwindale Bicycle route map. There are Buffered Bike Lanes/Separated Bikeways (Class II/IV) recommended along Live Oak Avenue, Arrow Highway, Azusa Canyon Road, and Irwindale Avenue in the project vicinity.

TRANSIT FACILITIES

Figure 10 shows existing transit service within the City of Irwindale. The study area is served by the Foothill Transit and Baldwin Park Transit. As shown on Figure 10, Foothill Transit Routes 185/272/492 and the Baldwin Park Teal Line provide transit service along parts of Live Oak Avenue, Baldwin Park Boulevard, Arrow Highway, and Irwindale Avenue. The nearest transit stop is for Foothill Transit Route 492 located at the intersection of Vincent Avenue/Arrow Highway approximately 300 feet from the project site.

EXISTING TRAFFIC SIGNAL WARRANT ANALYSIS

A traffic signal appears to currently be warranted at the following study intersection for Existing traffic conditions (see Appendix E):

- I-605 Freeway NB Ramps/Live Oak Avenue - #2

The unsignalized intersections have been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices (2014).

Table 1
Existing Intersection Levels of Service

ID	Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
			V/C ² or [Delay] ³	LOS ⁴	V/C ² or [Delay] ³	LOS ⁴
1.	I-605 SB On-Ramp at Live Oak Ave	TS	0.513	A	0.776	C
2.	I-605 NB On-Ramp at Live Oak Ave	CSS	[67.9]	F	[138.6]	F
3.	Graham Rd at Live Oak Ave	TS	0.565	A	0.565	A
4.	Rivergrade Rd at Live Oak Ave	TS	0.581	A	0.877	D
5.	Stewart Ave at Live Oak Ave	TS	0.804	D	0.758	C
6.	Baldwin Park Blvd at Live Oak Ave	TS	0.595	A	0.734	C
7.	Arrow Hwy at Live Oak Ave	TS	0.622	B	0.888	D
8.	Maine Ave at Arrow Hwy	TS	0.787	C	0.807	D
9.	Azusa Canyon Rd at Arrow Hwy	TS	0.921	E	0.897	D
10.	4th St at Arrow Hwy	TS	0.343	A	0.551	A
11.	Irwindale Ave at I-210 WB Ramps	TS	0.459	A	0.536	A
12.	Irwindale Ave at I-210 EB Ramps	TS	0.665	B	0.741	C
13.	Irwindale Ave at Jardin De Roca/Irwindale Rd	TS	0.565	A	0.692	B
14.	Irwindale Ave at 1st St	TS	0.503	A	0.444	A
15.	Irwindale Ave at Gladstone St	TS	0.644	B	0.646	B
16.	Irwindale Ave at Arrow Hwy	TS	0.840	D	0.754	C
17.	Vincent Ave at Gladstone St	TS	0.521	A	0.836	D
18.	Vincent Ave at Arrow Hwy	TS	0.676	B	0.776	C
21.	Vincent Ave at Cypress St	TS	0.641	B	0.720	C
22.	Vincent Ave at San Bernardino Rd	TS	0.650	B	0.652	B
23.	Vincent Ave at Badillo St	TS	0.607	B	0.757	C
24.	Vincent Ave at Puente Ave	TS	0.576	A	0.628	B
25.	Vincent Ave at Rowland Ave	TS	0.535	A	0.604	B
26.	Vincent Ave at Workman Ave	TS	0.609	B	0.685	B
27.	Vincent Ave at I-10 WB Ramps	TS	0.433	A	0.447	A
28.	Vincent Ave at I-10 EB Ramps	TS	0.482	A	0.536	A
29.	Vernon Ave/Lake Ellen Ave at Gladstone St	TS	0.681	B	0.726	C
30.	Azusa Ave at I-210 EB Ramps	TS	0.659	B	0.654	B
31.	Azusa Ave at Paramount St	TS	0.587	A	0.631	B
32.	Azusa Ave at Gladstone St	TS	0.726	C	0.730	C
33.	Azusa Ave/San Gabriel Ave at 1st St	TS	0.663	B	0.658	B
34.	Alameda Ave/I-210 WB Ramps at 1st St	TS	0.896	D	0.687	B

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

(2) V/C = Volume/Capacity

(3) Delay is shown in [seconds/vehicle]. Delay is reported for un-signalized study intersections. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

(4) LOS = Level of Service

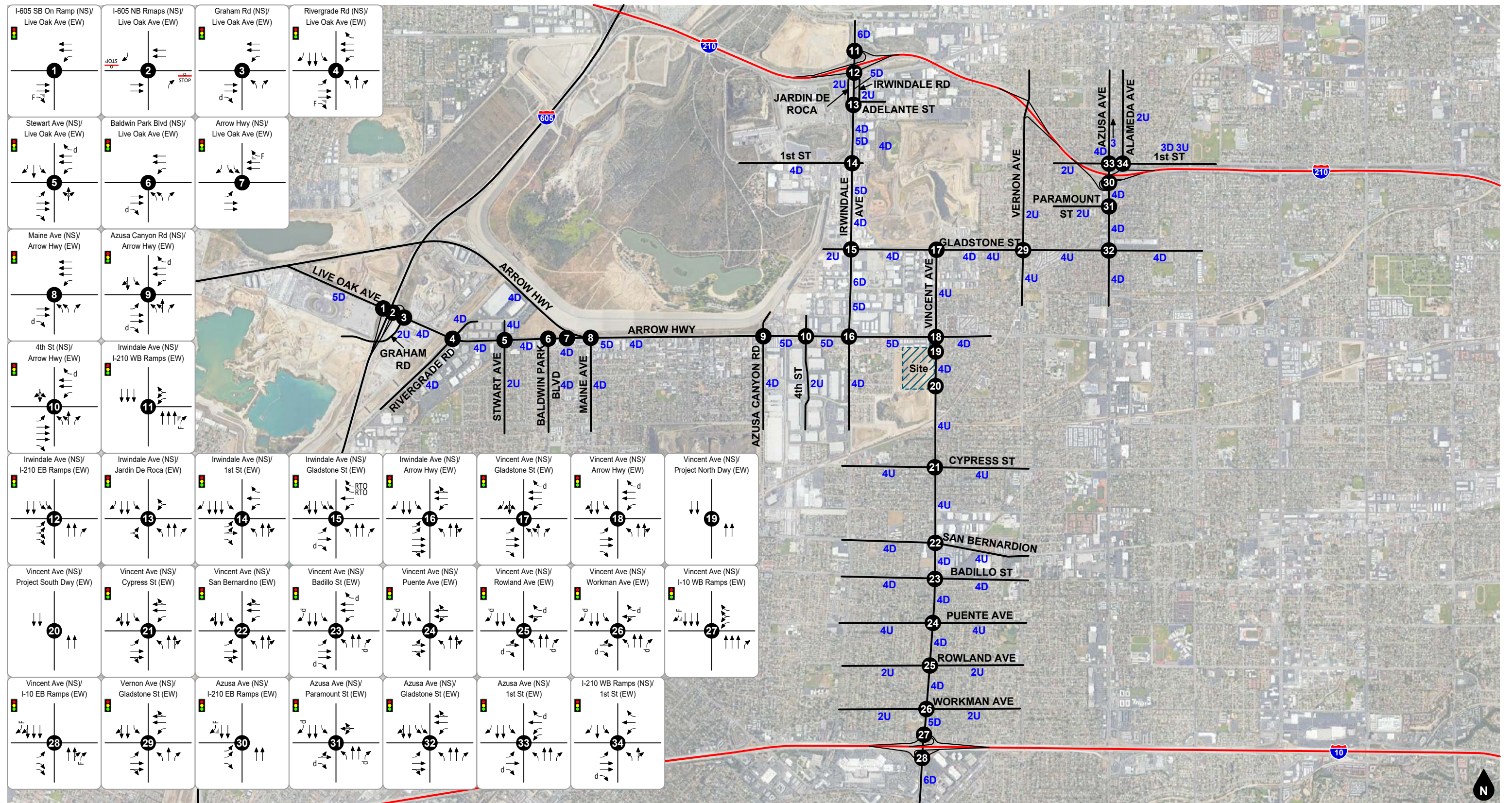


Figure 3
Existing Lane Geometry and Intersection Traffic Controls

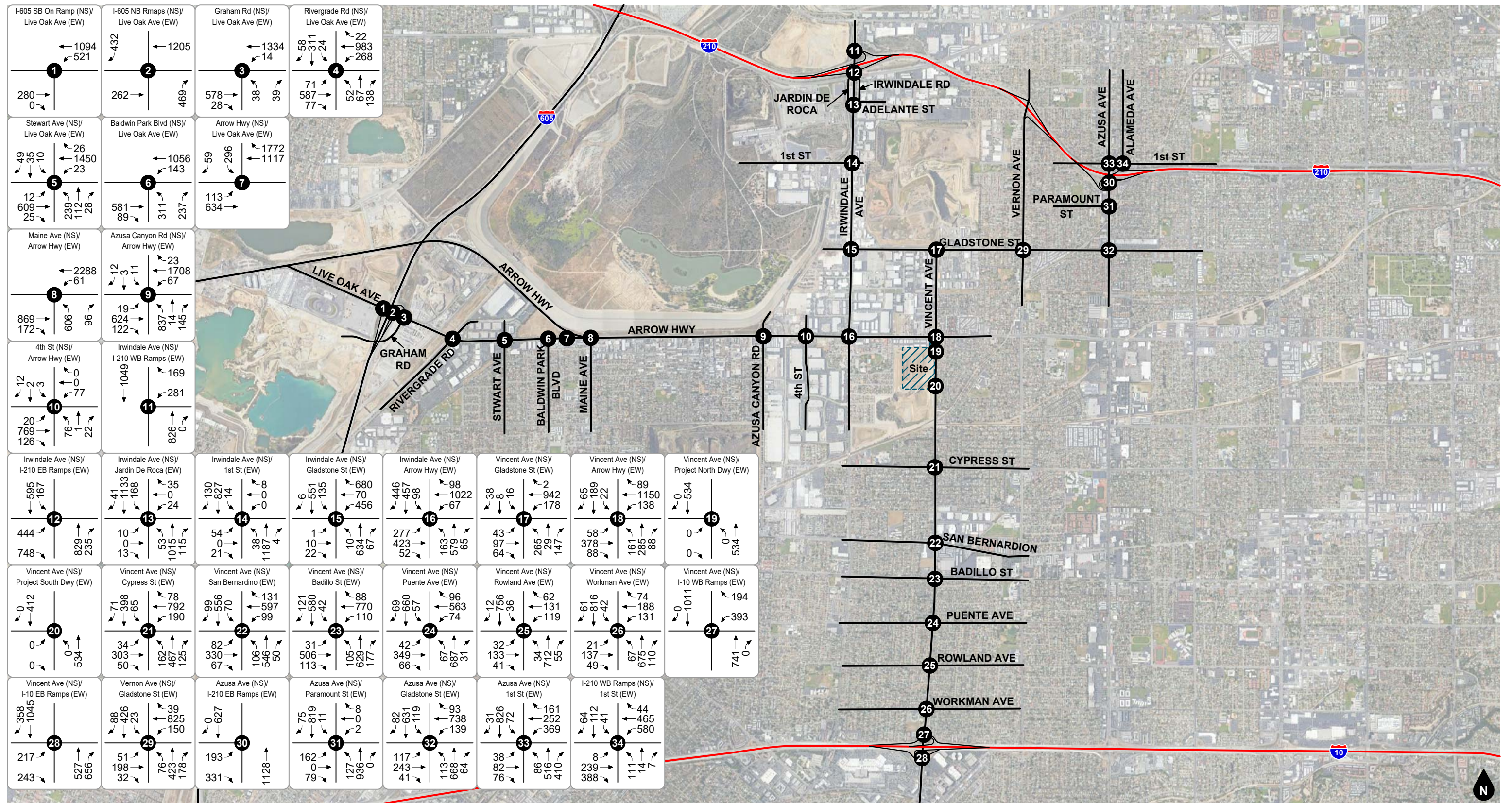


Figure 4
Existing AM Peak Hour Intersection Turning Movement Volumes

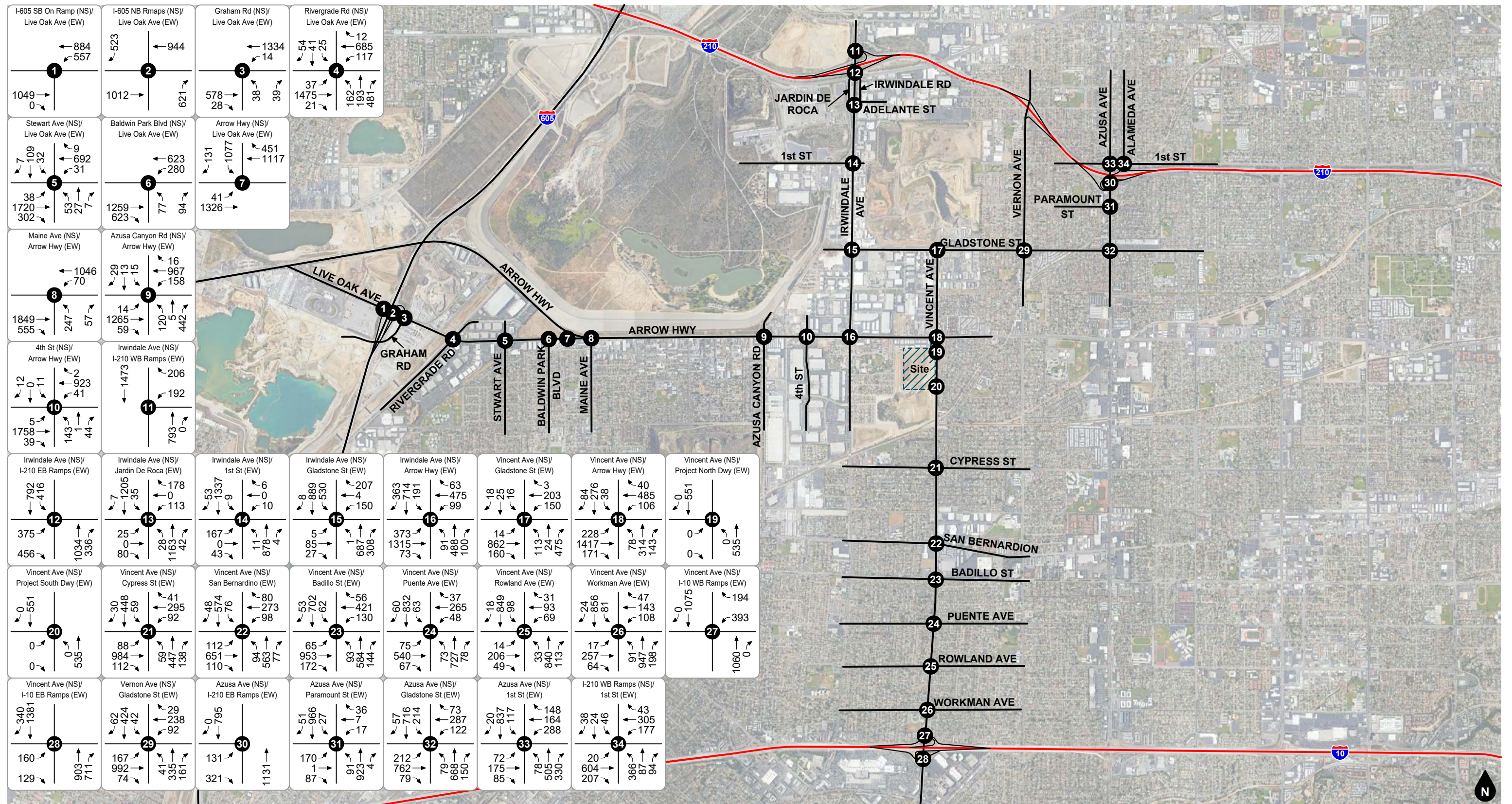
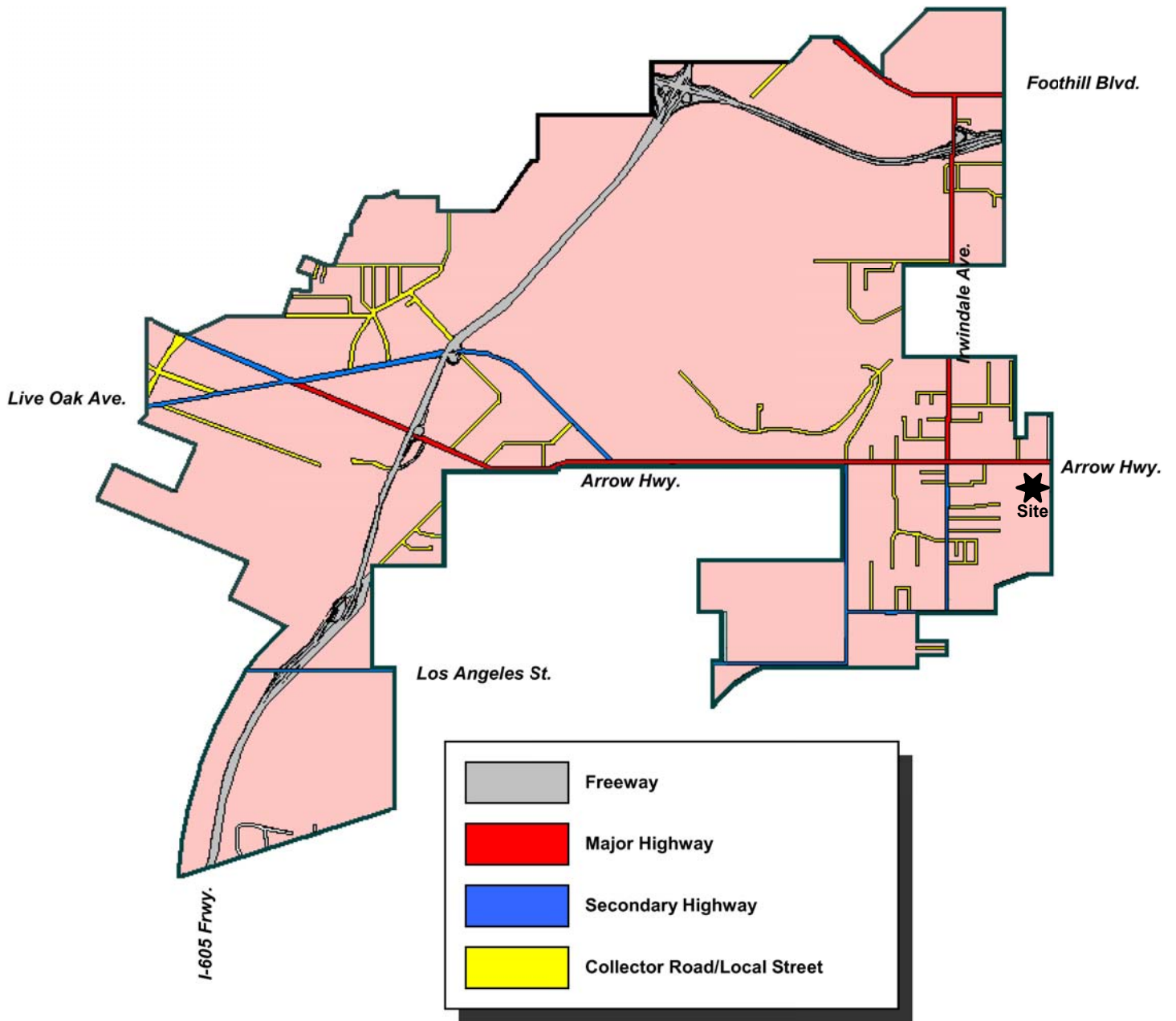


Figure 5
Existing PM Peak Hour Intersection Turning Movement Volumes

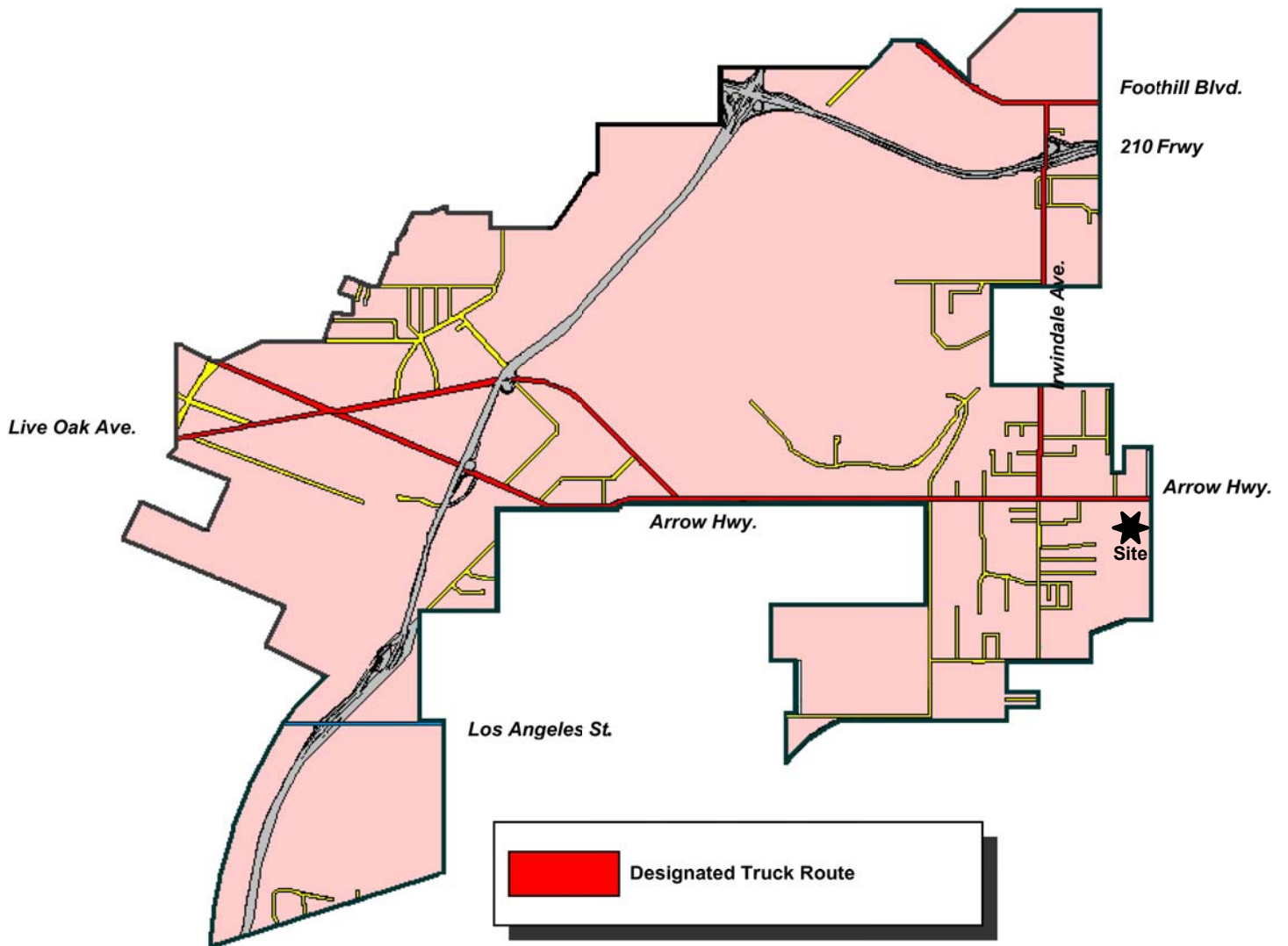


Source: City of Irwindale



Figure 6
City of Irwindale General Plan Circulation Element

Vincent Avenue Industrial Building
Traffic Impact Analysis
19257

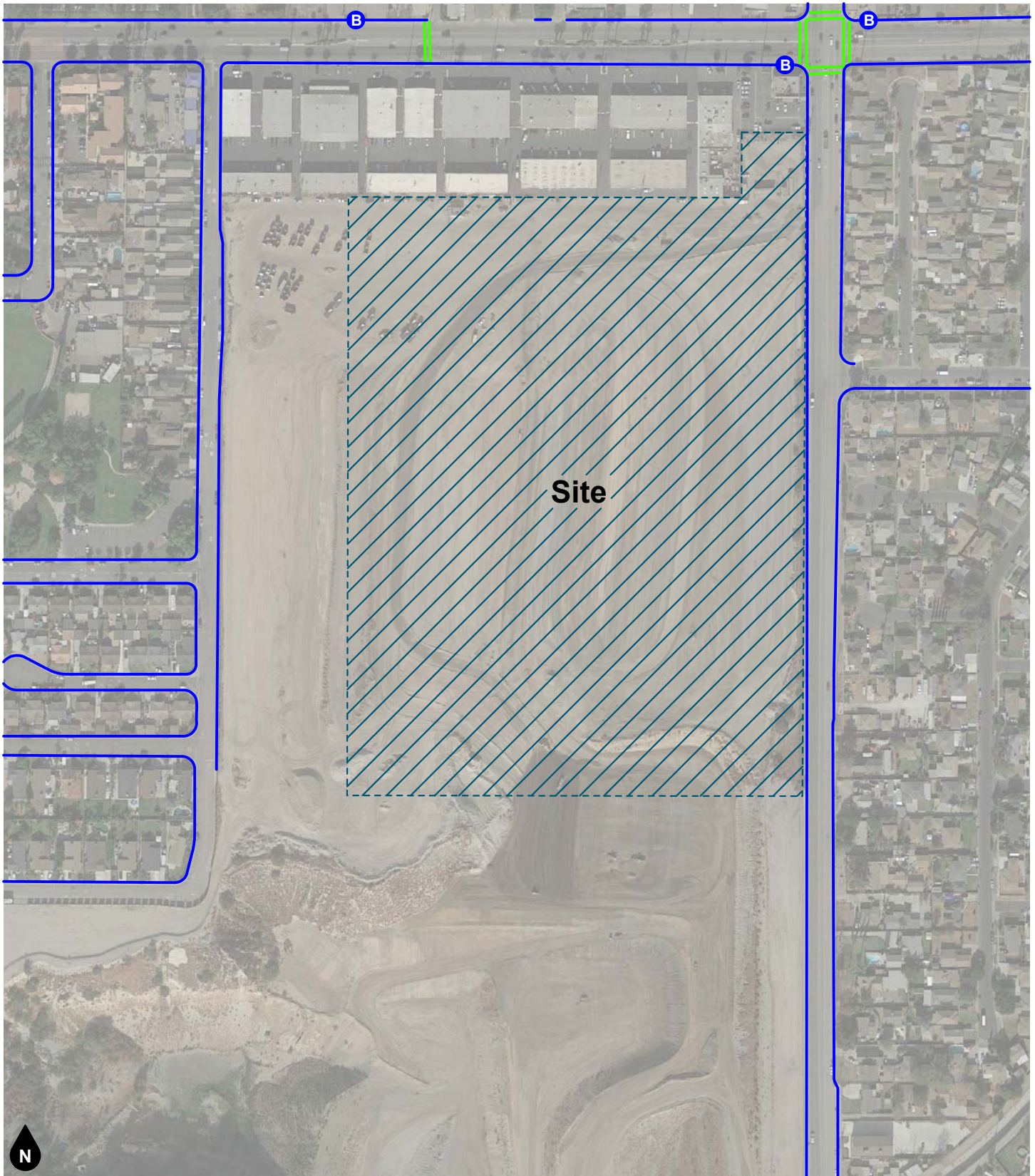


Source: City of Irwindale



Figure 7
City of Irwindale General Plan Truck Routes

Vincent Avenue Industrial Building
Traffic Impact Analysis
19257



Legend

- Sidewalk
- Cross Walk
- B Bus Stop

Figure 8
Existing Pedestrian Facilities

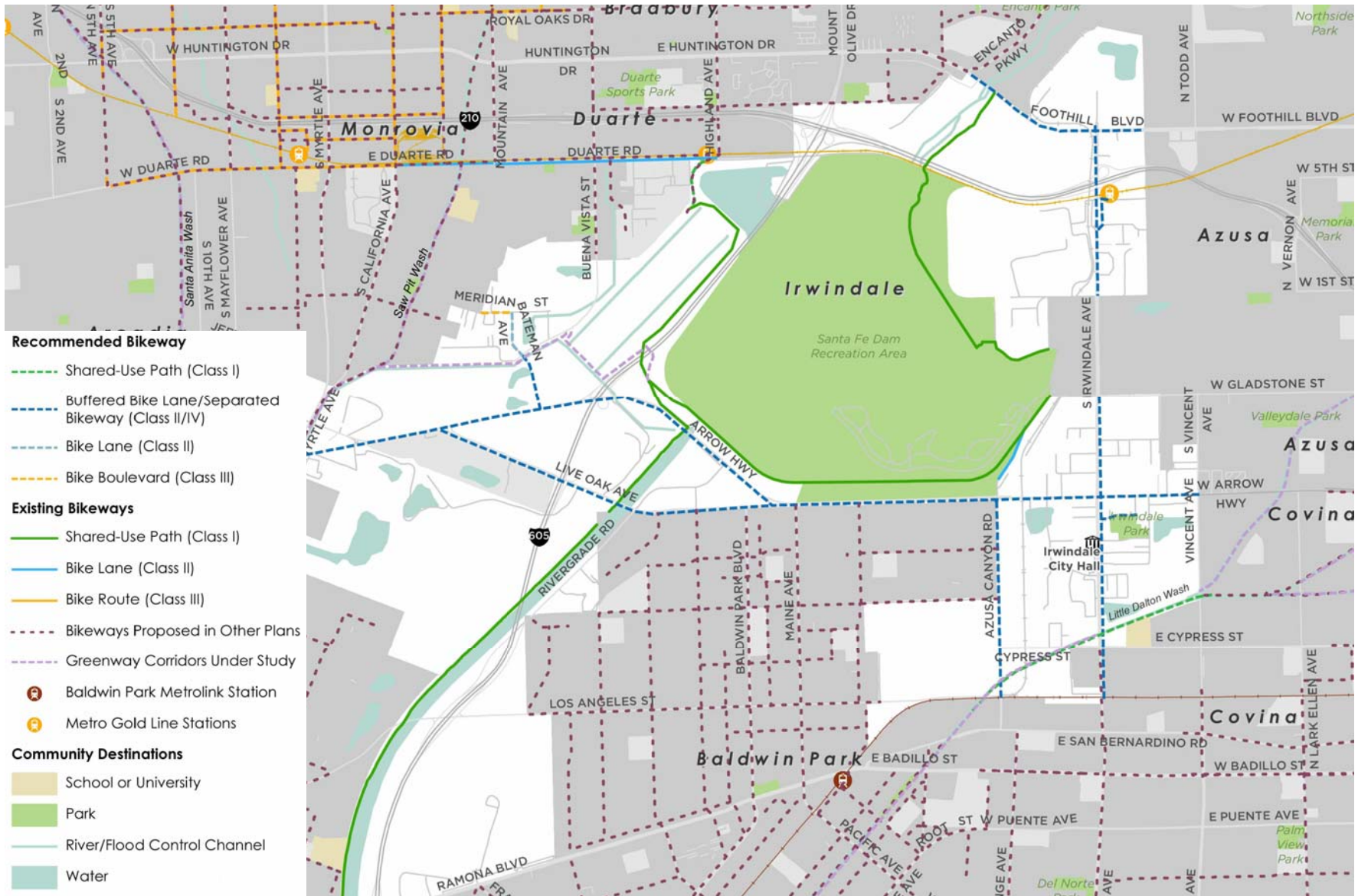
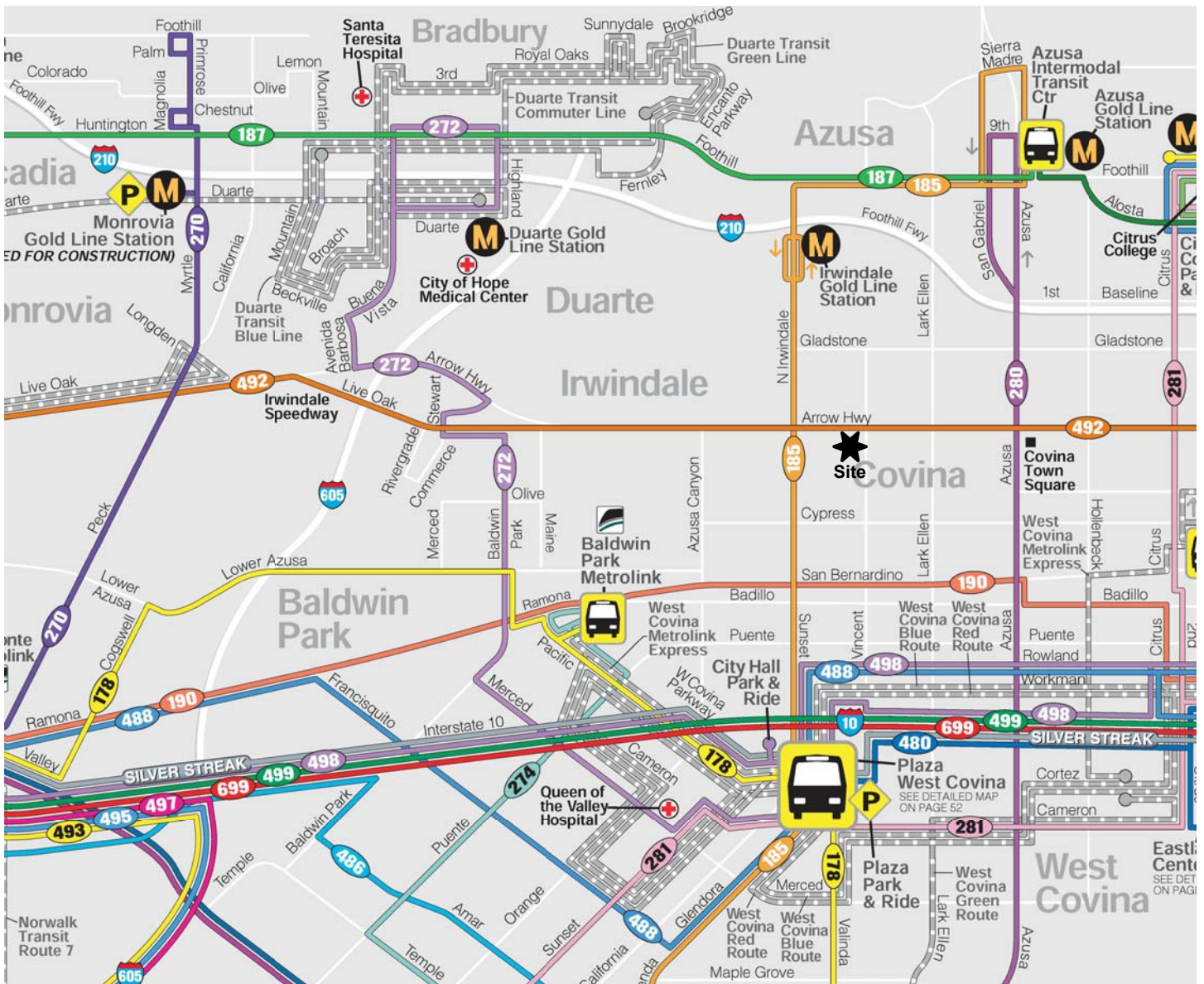


Figure 9
City of Irwindale Bicycle Master Plan

Source: City of Irwindale



ROUTE DESIGNATIONS

- Foothill Transit lines are shown with solid route lines
- Other transit lines are shown with dashed route lines
- Metro routes have an "M" in the route symbol
- Omitrans routes have an "O" in the route symbol
- Pasadena routes have a "P" in the route symbol

INFORMATION ABOUT OTHER TRANSIT AGENCIES IS LOCATED ON PG. 48 OF THE BUS BOOK



Figure 10
Transit Service Map

Source: Foothill Transit

4. PROJECT TRIP FORECASTS

This section describes how project trip generation, trip distribution, and trip assignment forecasts were developed. The forecast project volumes are illustrated on figures contained in this section.

PROJECT DESCRIPTION

The approximately 26-acre project site is located west of Vincent Avenue between Arrow Highway and the Little Dalton Wash Channel in the City of Irwindale. The proposed project consists of a 545,735 square foot industrial building. The project site is proposed to provide full access driveways to Vincent Avenue.

PROJECT TRIP GENERATION

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and life styles remain similar to what are known today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips for the proposed land use. By multiplying the trip generation rates by the land use quantity, the traffic volumes are determined. Table 2 shows the project trip generation based upon rates obtained from the Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017 and the City of Fontana, Truck Trip Generation Study, August 2003. In addition, the project trips generated were converted into passenger car equivalents.

As shown in Table 2, the proposed project is forecast to generate approximately 3,437 daily trips in passenger car equivalents, 485 passenger car equivalent trips of which will occur during the morning peak hour and 436 passenger car equivalent trips of which will occur during the evening peak hour.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Figure 11 and Figure 12 show the directional distributions of the project trips. The forecast project trip distributions were determined in consultation with City staff based on review of existing traffic volume data, surrounding land uses, and the local and regional roadway facilities in the project vicinity.

Based on the identified project trip generation and distributions, morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figure 13 and Figure 14, respectively.

Table 2
Project Trip Generation

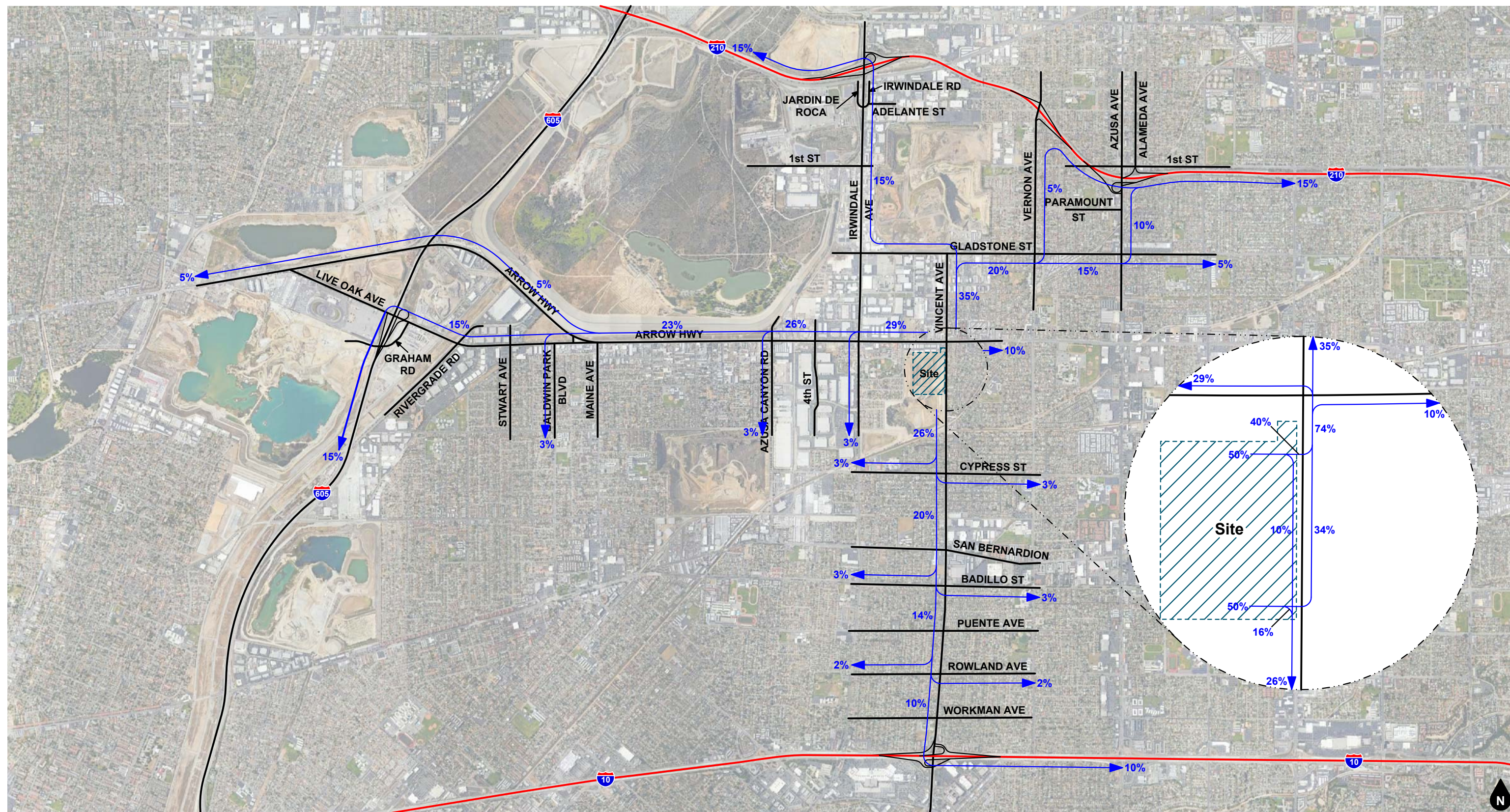
Descriptor	Quantity	Units ¹	Type of Vehicle					Total
			Passenger Car	2 Axle Truck	3 Axle Truck	4+ Axle Truck	Total Trucks	
Land Use: Light Industrial	545.735	TSF	78.6%	8.0%	3.9%	9.5%	21.4%	100%
Trip Generation Rates ² in trips per TSF								
Daily			3.899	0.397	0.193	0.471	1.061	4.96
Morning Peak Hour			0.550	0.056	0.027	0.067	0.150	0.70
Evening Peak Hour			0.495	0.050	0.025	0.060	0.135	0.63
Trip Generation in Vehicles								
Daily			2,128	217	106	257	580	2,708
Morning Peak Hour								
Inbound			264	27	13	32	72	336
Outbound			36	4	2	4	10	46
Total			300	31	15	36	82	382
Evening Peak Hour								
Inbound			35	4	2	4	10	45
Outbound			235	24	12	28	64	299
Total			270	28	14	32	74	344
Passenger Car Equivalent's (PCE'S) Factor ³			1.00	1.50	2.00	3.00		
Trip Generation in PCE's								
Daily			2,128	326	212	771	1,309	3,437
Morning Peak Hour								
Inbound			264	41	26	96	163	427
Outbound			36	6	4	12	22	58
Total			300	47	30	108	185	485
Evening Peak Hour								
Inbound			35	6	4	12	22	57
Outbound			235	36	24	84	144	379
Total			270	42	28	96	166	436

Notes:

(1) TSF = Thousand Square Feet

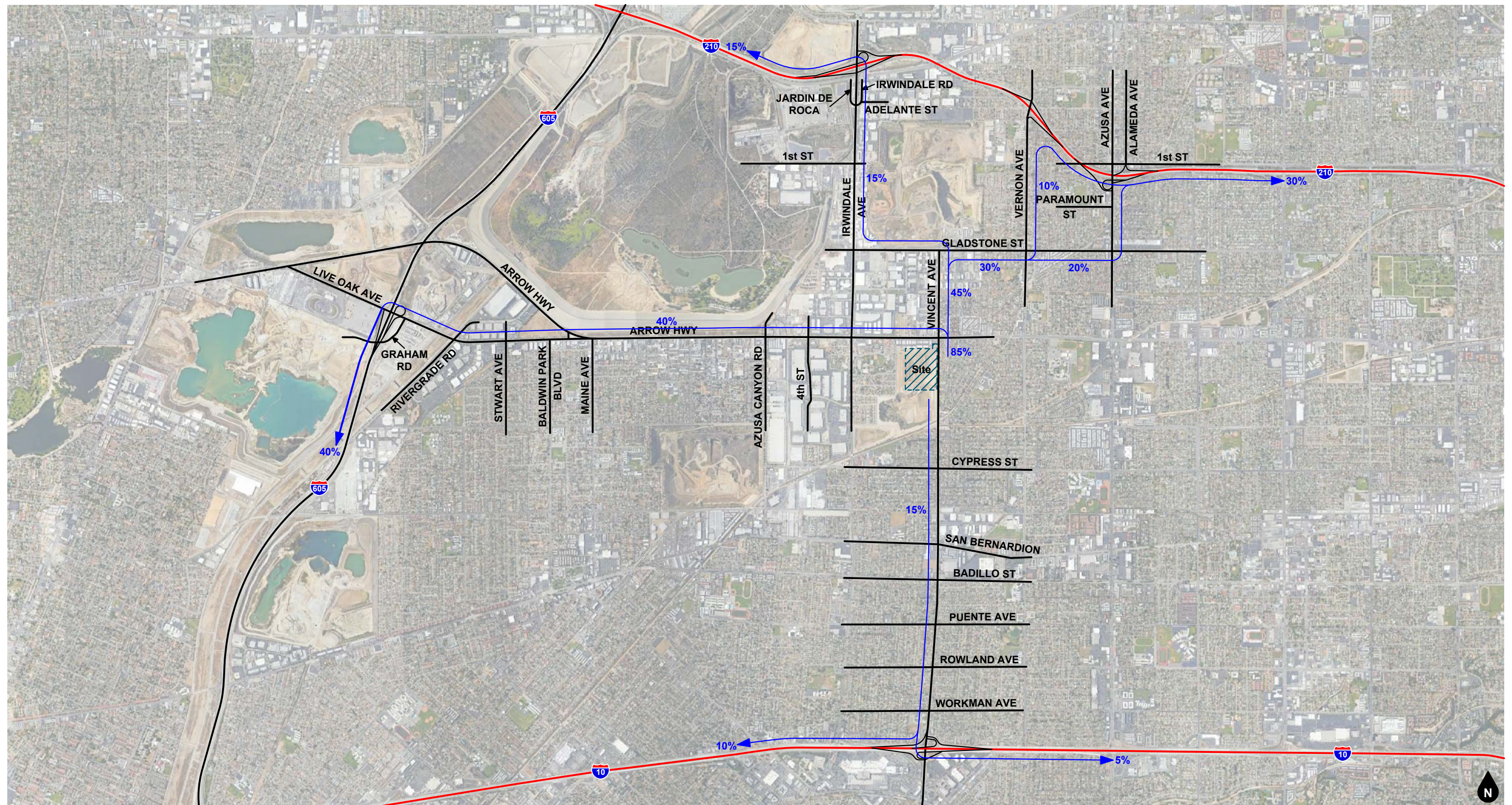
(2) Source: Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017, Land Use Code 150 and City of Fontana, Truck Trip Generation Study, August 2003.

(3) Passenger Car Equivalent factors are recommended by San Bernardino Associated Governments.



Legend
 10% Percent To/From Project

Figure 11
Project Trip Distribution - Cars



Legend
 10% Percent To/From Project

Figure 12
Project Trip Distribution - Trucks

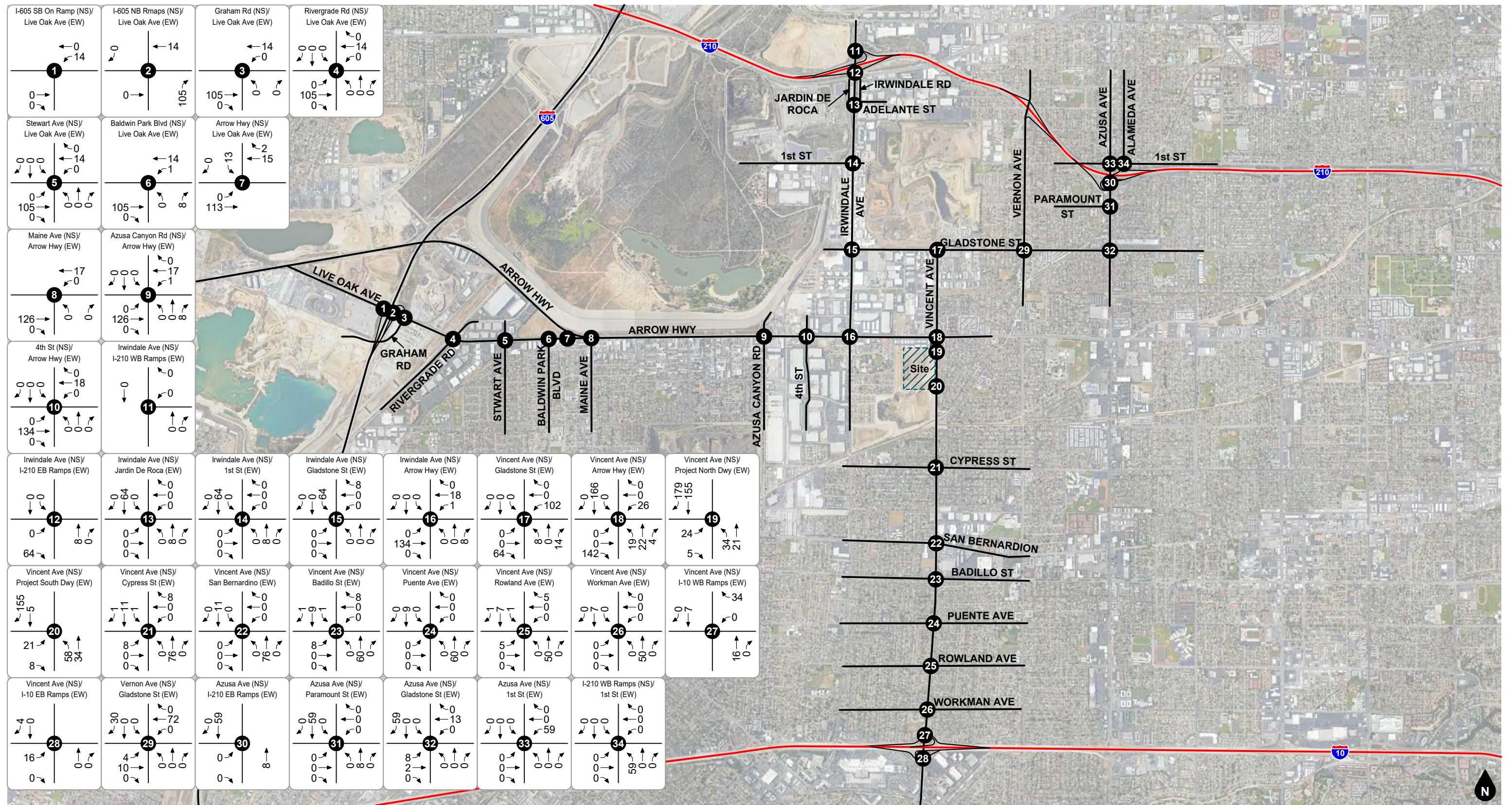
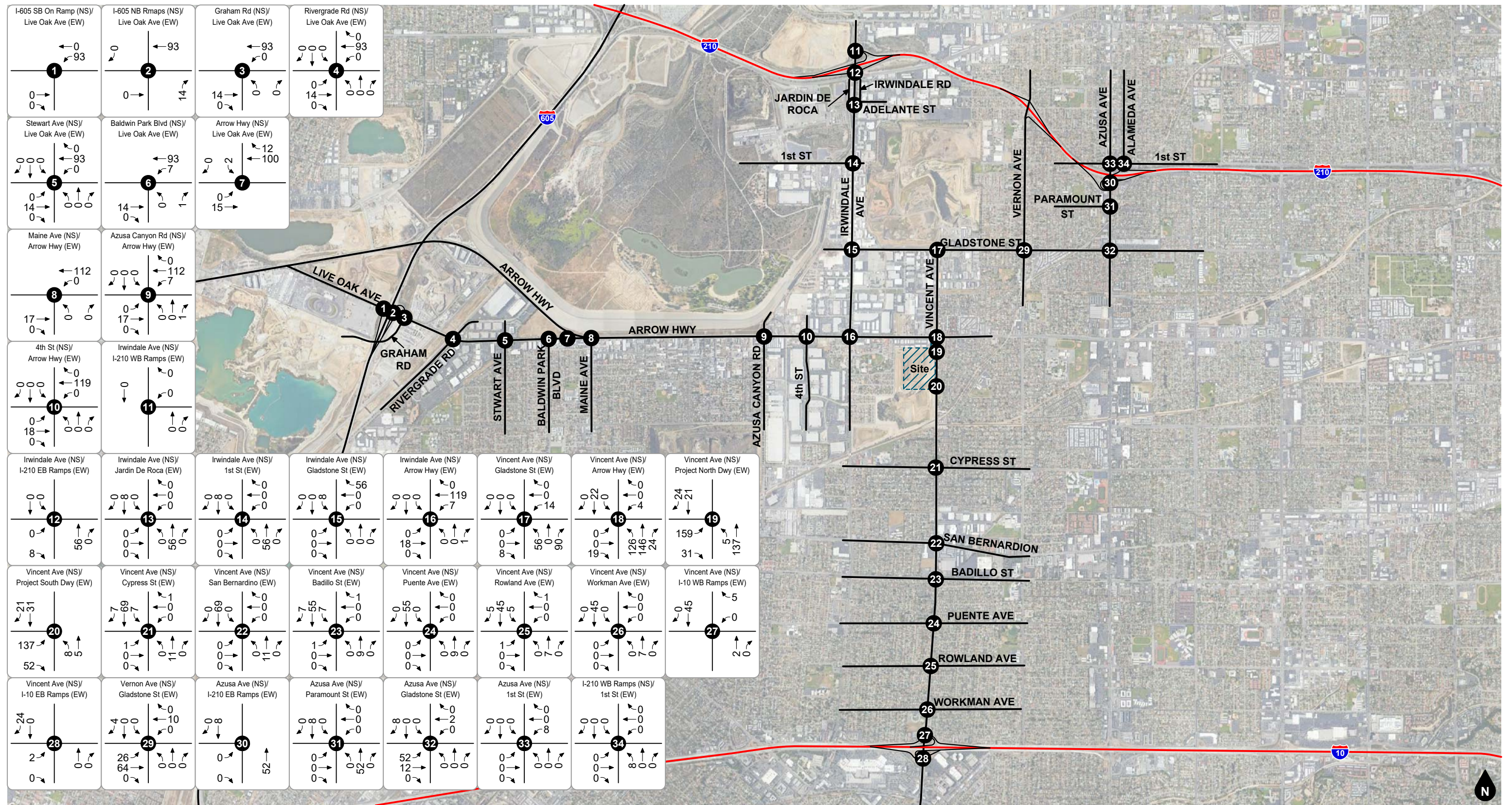


Figure 13
Project AM Peak Hour Intersection Turning Movement Volumes



Legend
 # Study Intersection

Figure 14
Project PM Peak Hour Intersection Turning Movement Volumes

5. FUTURE VOLUME FORECASTS

This section describes how future volume forecasts for each analysis scenario were developed. Forecast study area volumes are illustrated on figures contained in this section.

CUMULATIVE TRIPS

To assess future traffic conditions, existing traffic volumes are combined with project trips, regional ambient growth, and trips generated by other developments. Project buildout is planned to occur over a period of three to seven years. For purposes of this traffic impact analysis, the seven year buildout time frame is conservative since it would result in additional background traffic growth. Therefore, this traffic impact analysis assumes the project will be completed and generating trips at its ultimate potential by year 2020.

Ambient Growth Rate

To account for ambient traffic growth, existing traffic volumes were increased by 2 percent per year over a two year period based on traffic growth factors contained in the Los Angeles County 2010 Congestion Management Program (Exhibit D-1, RSA 26).

Other Development

Other cumulative projects (see Appendix D) with the potential to add trips to the study area were identified. Trips associated with other cumulative projects in the study area were assigned to the study intersections as appropriate. The trip generation forecasts for other cumulative projects are included in Table 3. The other cumulative projects location map is shown on Figure 15.

ANALYSIS SCENARIO VOLUME FORECASTS

Existing Plus Project

The traffic volumes for Existing Plus Project conditions were derived by adding project generated trips to existing traffic volumes. Existing Plus Project morning and evening peak hour intersection turning movement volumes are shown on Figure 16 and Figure 17, respectively.

Future Baseline Without Project

To assess Future Baseline Without Project traffic conditions, existing traffic volumes were combined with ambient growth. Future Baseline Without Project morning and evening peak hour intersection turning movement volumes are shown on Figure 18 and Figure 19, respectively.

Future Baseline With Project

To assess Future Baseline With Project traffic conditions, project generated trips were added to Future Baseline Without Project traffic volumes. Future Baseline With Project morning and evening peak hour intersection turning movement volumes are shown on Figure 20 and Figure 21, respectively.

Future Baseline Plus Cumulative Projects Without Project

To assess Future Baseline Plus Cumulative Projects Without Project traffic conditions, existing traffic volumes were combined with ambient growth and cumulative projects. Future Baseline Plus Cumulative Projects Without Project morning and evening peak hour intersection turning movement volumes are shown on Figure 22 and Figure 23, respectively.

Future Baseline Plus Cumulative Projects With Project

To assess Future Baseline Plus Cumulative Projects With Project traffic conditions, project generated trips were added to Future Baseline Plus Cumulative Projects Without Project traffic volumes. Future Baseline Plus Cumulative Projects With Project morning and evening peak hour intersection turning movement volumes are shown on Figure 24 and Figure 25, respectively.

Table 3
Cumulative Projects Trip Generation

IDProject/Land Use		Quantity	Units ¹	Source ²	Trips Generated						
					Morning Peak Hour			Evening Peak Hour			Daily
					In	Out	Total	In	Out	Total	
City of Irwindale											
I1	Pilot Flying J Travel Center and Truck Sales										
	Truck Stop	20.670	TSF	ITE 950	274	274	548	249	221	470	9,416
	Pass-By (62% AM, 56% PM) ³				-170	-170	-340	-139	-124	-263	-603
	Truck Sales	30.000	TSF	ITE 840	41	15	56	29	44	73	835
I2	Panattoni Industrial - 1200 Arrow Hwy	130.366	TSF	ITE 110	81	10	91	10	72	82	647
I3	Panattoni Industrial - 16203 Arrow Hwy	85.400	TSF	ITE 130	27	7	34	7	27	34	288
I4	Ayala Industrial Building	80.000	TSF	ITE 130	26	6	32	6	26	32	270
I5	Wendy's	2.300	TSF	ITE 934	47	45	92	39	36	75	1,083
	Pass-By (49% AM, 50% PM)				-23	-22	-45	-20	-18	-38	-83
I6	Reliance II Specific Plan										
	Industrial Park	1,853.500	TSF	ITE 130	593	148	741	148	593	741	6,246
	Shopping Center	10.000	TSF	ITE 820	6	3	9	18	20	38	378
	Pass-By (34% PM)							-6	-7	-13	-13
I7	City of Hope Medical Offices	90.000	TSF	ITE 720	195	55	250	87	224	311	3,132
I8	The Park at Live Oak Specific Plan										
	Industrial Park	1,451.400	TSF	ITE 130	464	117	581	116	465	581	4,891
	Shopping Center	98.600	TSF	ITE 820	125	76	201	258	280	538	5,955
	Pass-By (34% PM)				0	0	0	-88	-95	-183	-183
I9	Materials Recovery Facility & Transfer Station	6,000.00	TPD	STUDY	350	314	664	336	328	664	8,333
City of Baldwin Park											
B1	4923 Fortin Street - Single Family Residential	15	DU	ITE 210	3	8	11	9	6	15	142
B2	5115 Azusa Canyon Road Warehouse	90.000	TSF	ITE 150	12	3	15	5	12	17	157
City of Azusa											
A1	525 N. Azusa Avenue										
	Multi-Family Residential	102	DU	ITE 220	11	36	47	36	21	57	747
	Retail	4.600	TSF	ITE 820	3	1	4	8	10	18	174
A2	California Grand Village Azusa Greens	256	DU	ITE 252	18	33	51	36	31	67	947
A3	198 S. Peckham Road - Industrial	12.184	TSF	ITE 110	8	1	9	1	7	8	60
A4	Azusa Business Center	462.491	TSF	ITE 130	148	37	185	37	148	185	1,559
A5	Block 36										
	Multi-Family Residential	120	DU	ITE 220	13	42	55	42	25	67	878
	Retail	32.530	TSF	ITE 820	19	12	31	60	64	124	1,228
	Pass-By (34% PM)							-20	-22	-42	-42
A6	Starbucks	1.850	TSF	ITE 937	84	81	165	40	40	80	1,518
	Pass-By (49% AM) ⁴				-41	-40	-81	0	0	0	-81
A7	Lagunitas Brewing Company	342.629	TSF	ITE 140	164	48	212	72	158	230	1,347
A8	CT Azusa Center - Industrial	181.800	TSF	ITE 130	58	15	73	15	58	73	613
A10	Crow Holdings Industrial	146.000	TSF	ITE 130	47	11	58	12	46	58	492
A11	Gladstone Senior Villas	60	DU	ITE 252	4	8	12	8	8	16	222
City of West Covina											
W1	Public Storage	25.000	TSF	ITE 151	2	1	3	2	2	4	38
W2	1415 W Garvey Avenue Assisted Living	78.703	TSF	ITE 254	9	6	15	8	12	20	205
Total Trips Generated by Other Developments					2,598	1,181	3,779	1,421	2,718	4,139	50,796

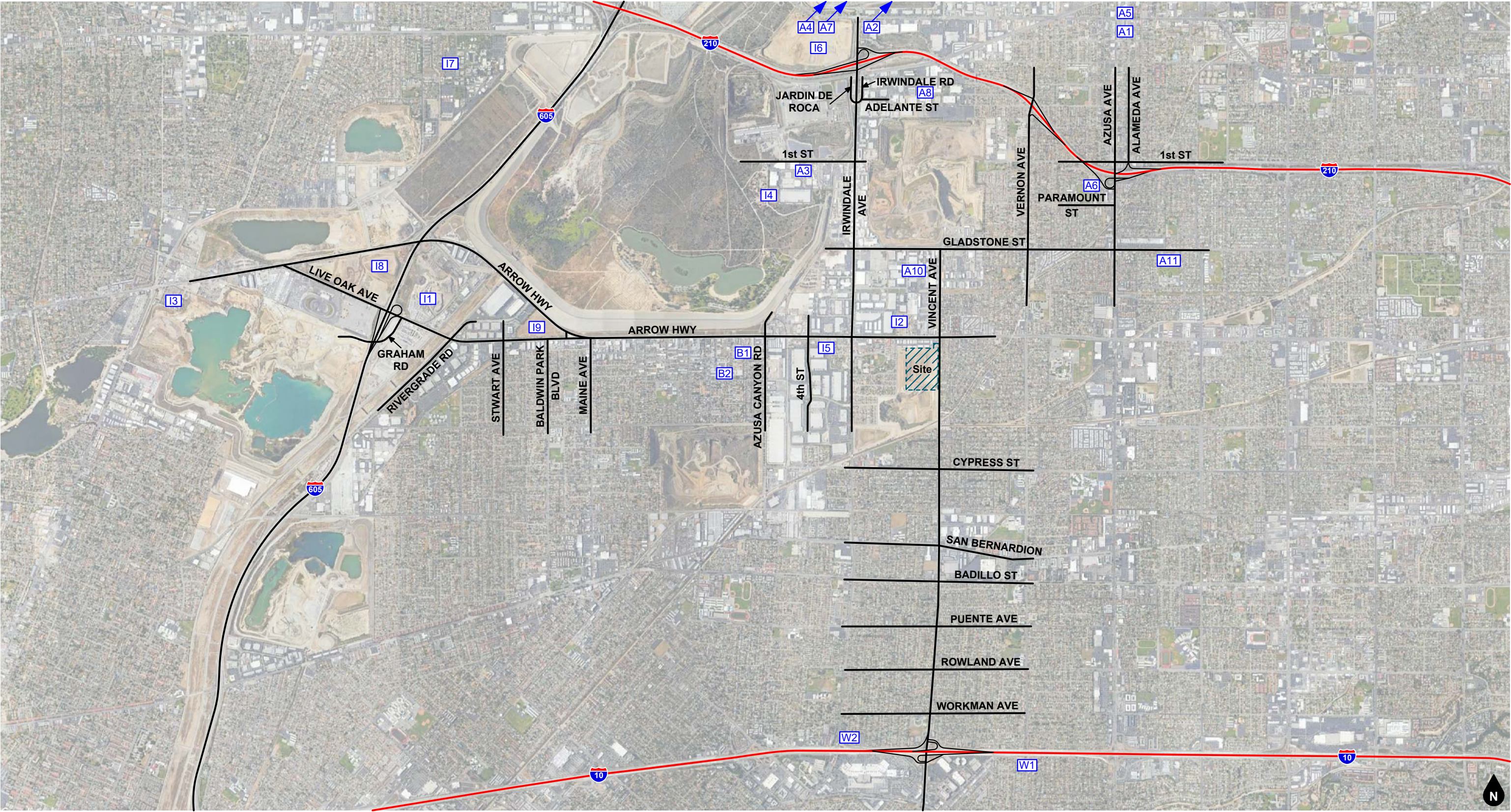
Notes:

(1) TSF = Thousand Square Feet; DU = Dwelling Units; TPD = Tons Per Day

(2) ITE = Institute of Transportation Engineers, [Trip Generation Manual](#), 10th Edition, 2017; ### = Land Use Code

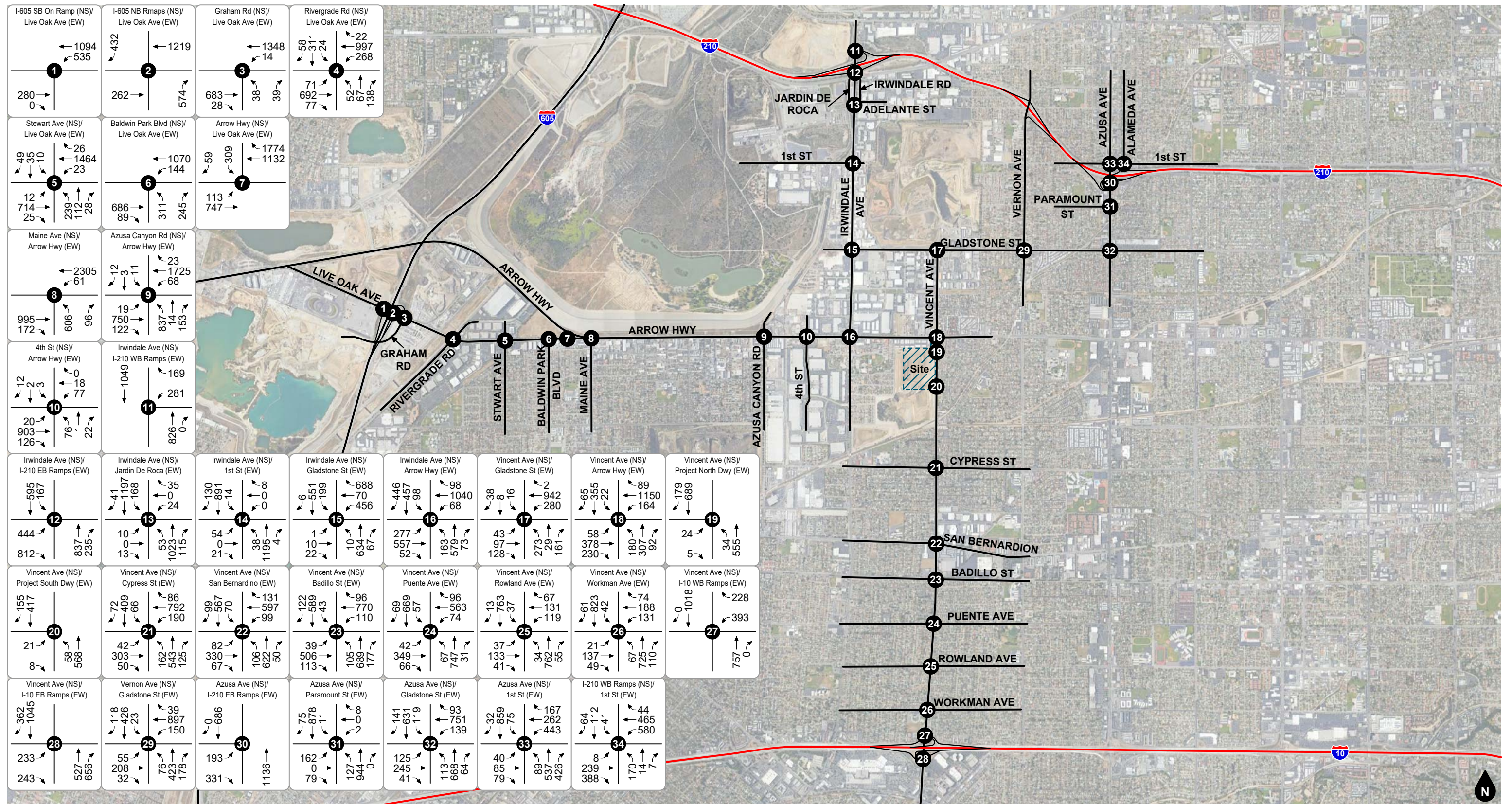
(3) Exact pass-by data not available, the pass-by rates for Service Station (ITE 945) were used.

(4) Exact pass-by data not available, the AM pass-by rate for Fast-food Restaurant w/ Drive-Thru (ITE 934) was used.



Legend
 # Traffic Analysis Zone

Figure 15
Cumulative Project Location Map



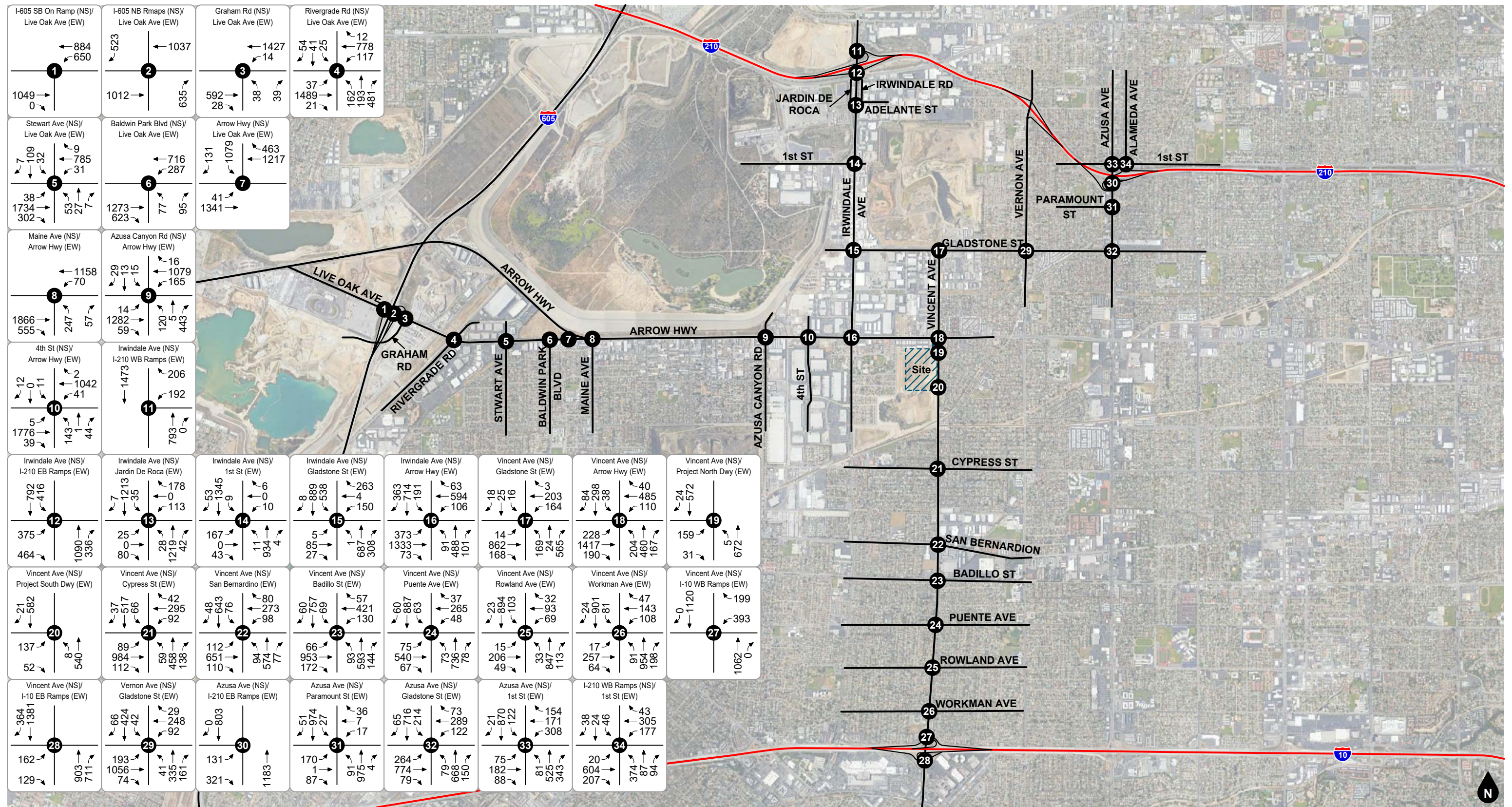


Figure 17
Existing Plus Project
PM Peak Hour Intersection Turning Movement Volumes

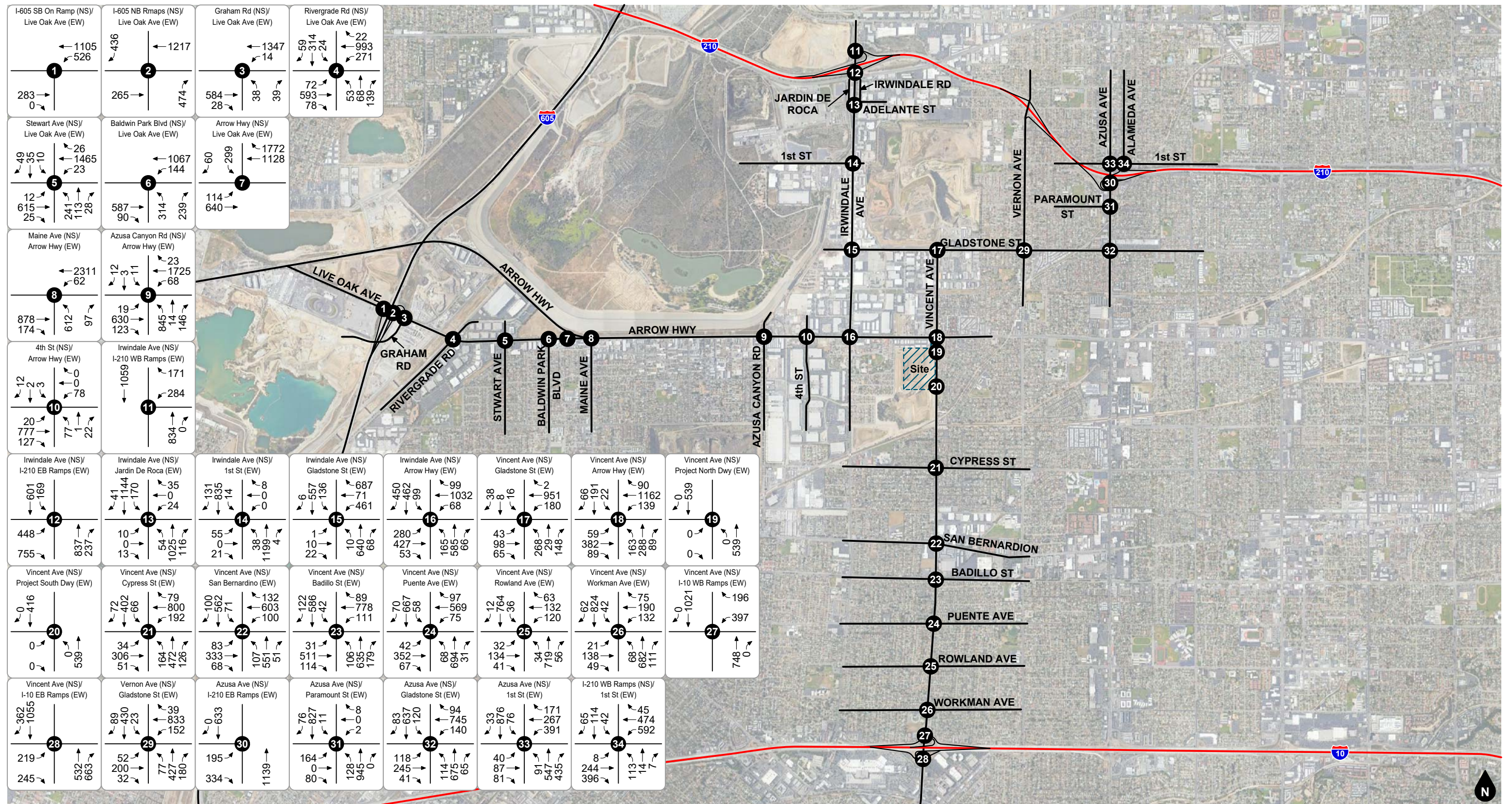
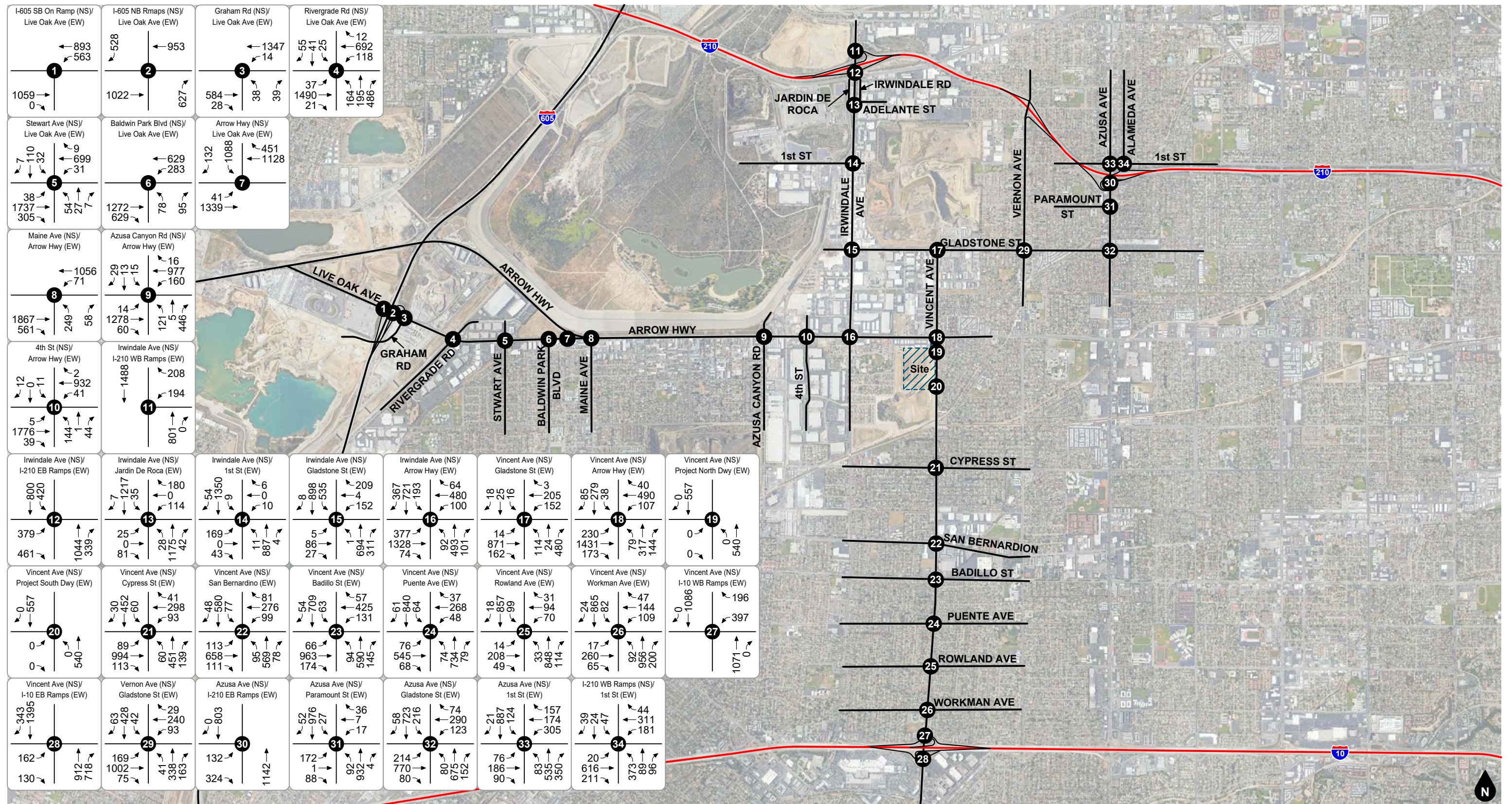


Figure 18
Future Baseline Without Project
AM Peak Hour Intersection Turning Movement Volumes



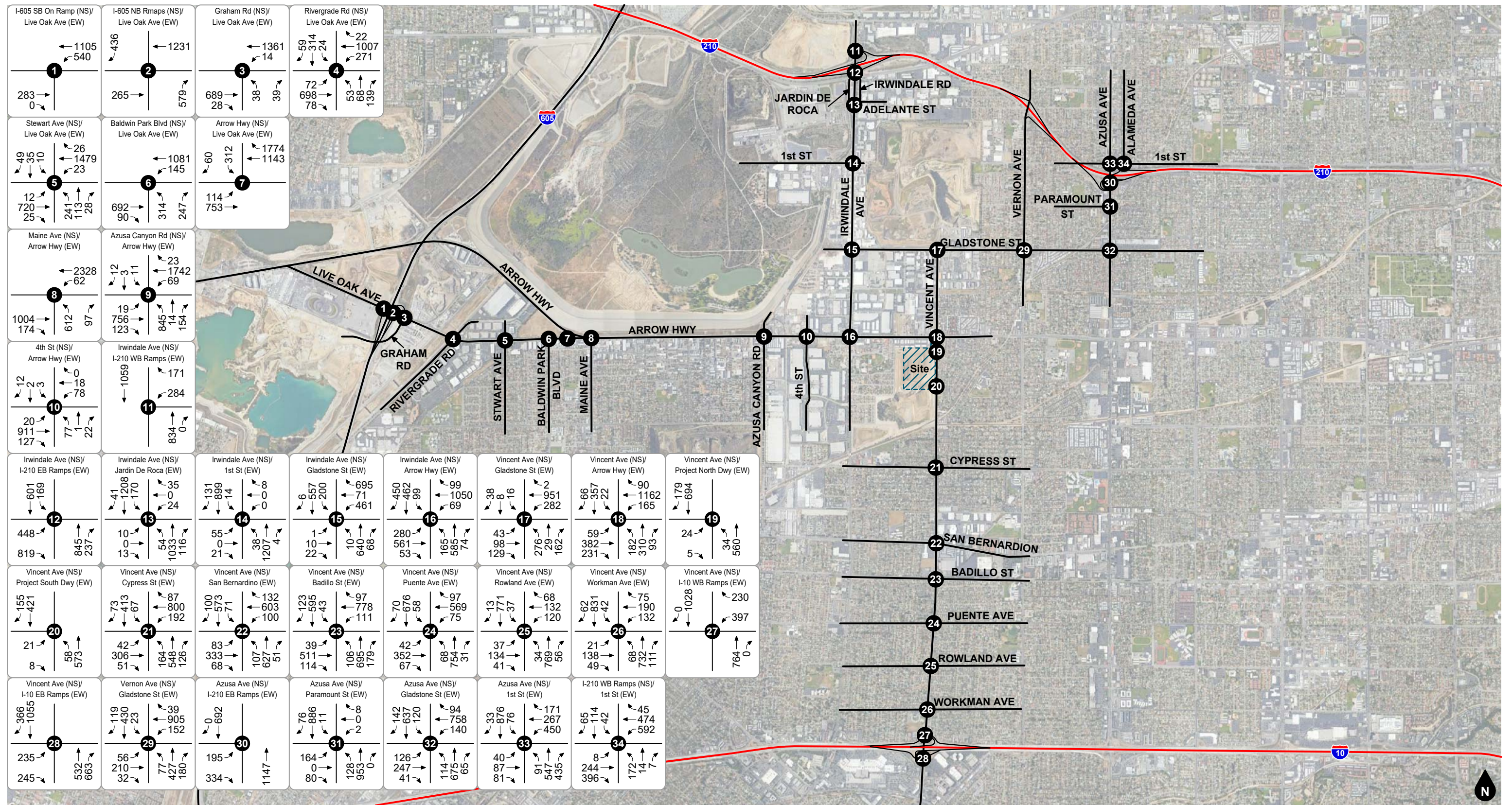


Figure 20
Future Baseline With Project
AM Peak Hour Intersection Turning Movement Volumes

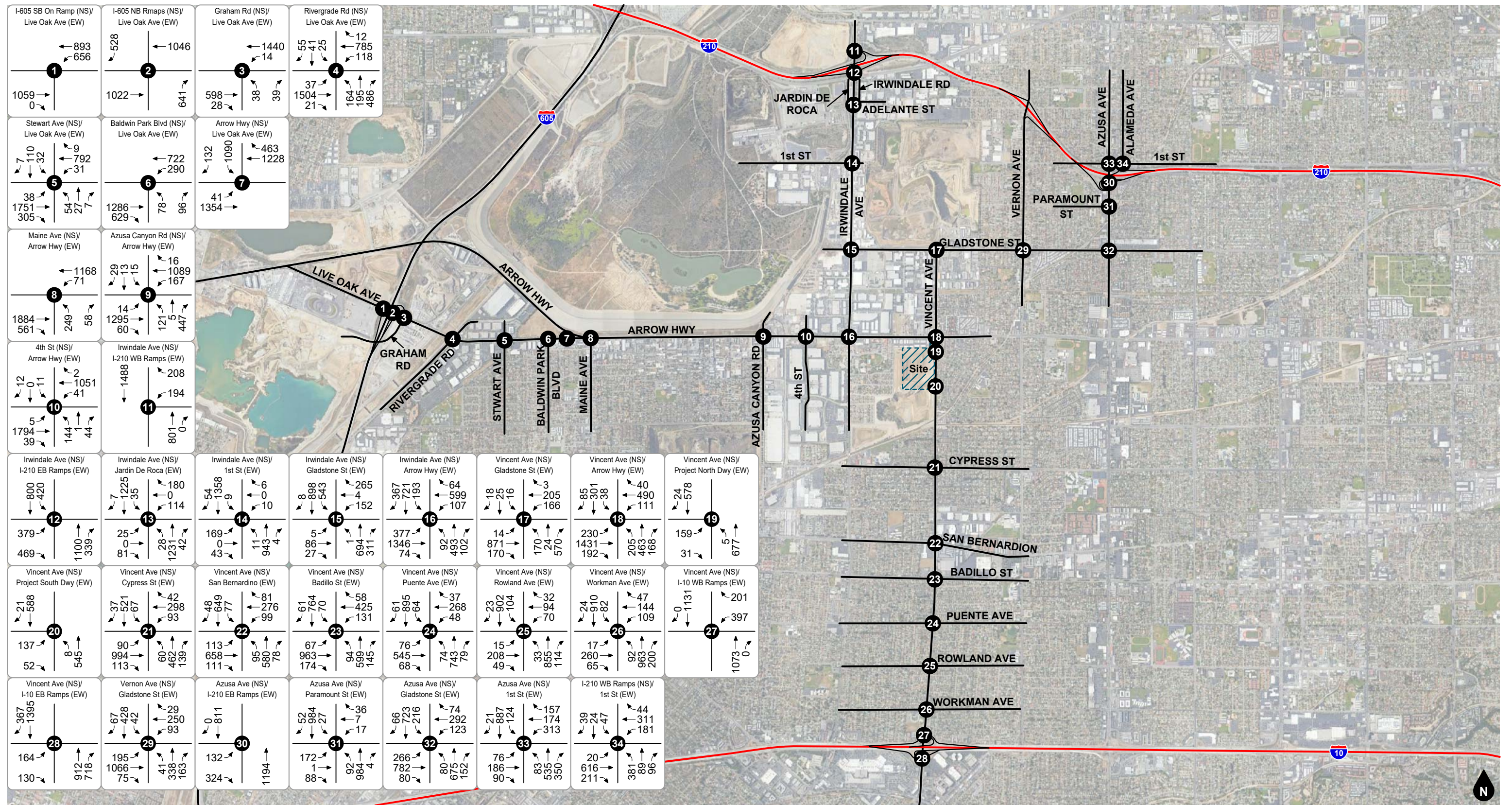
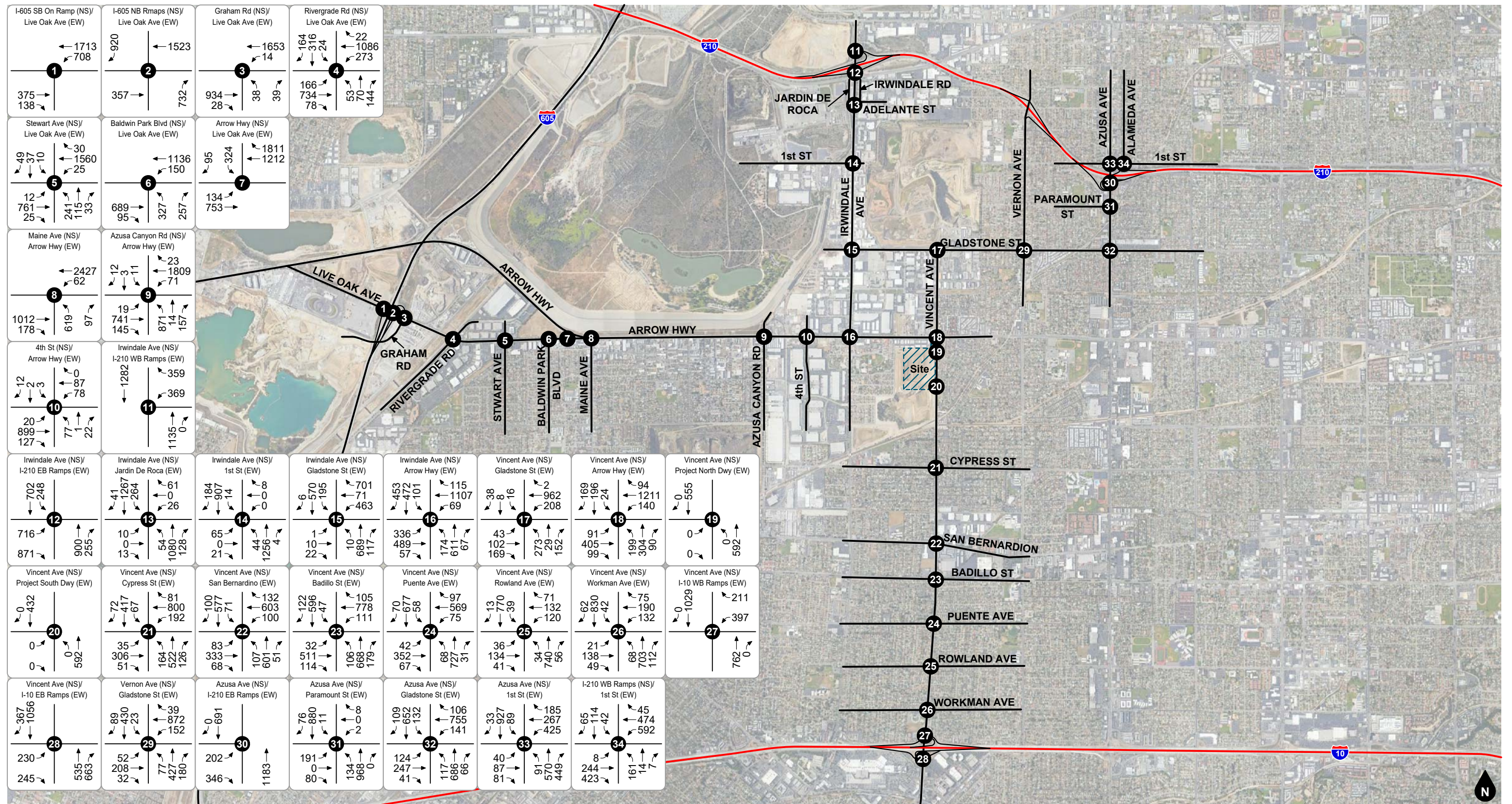
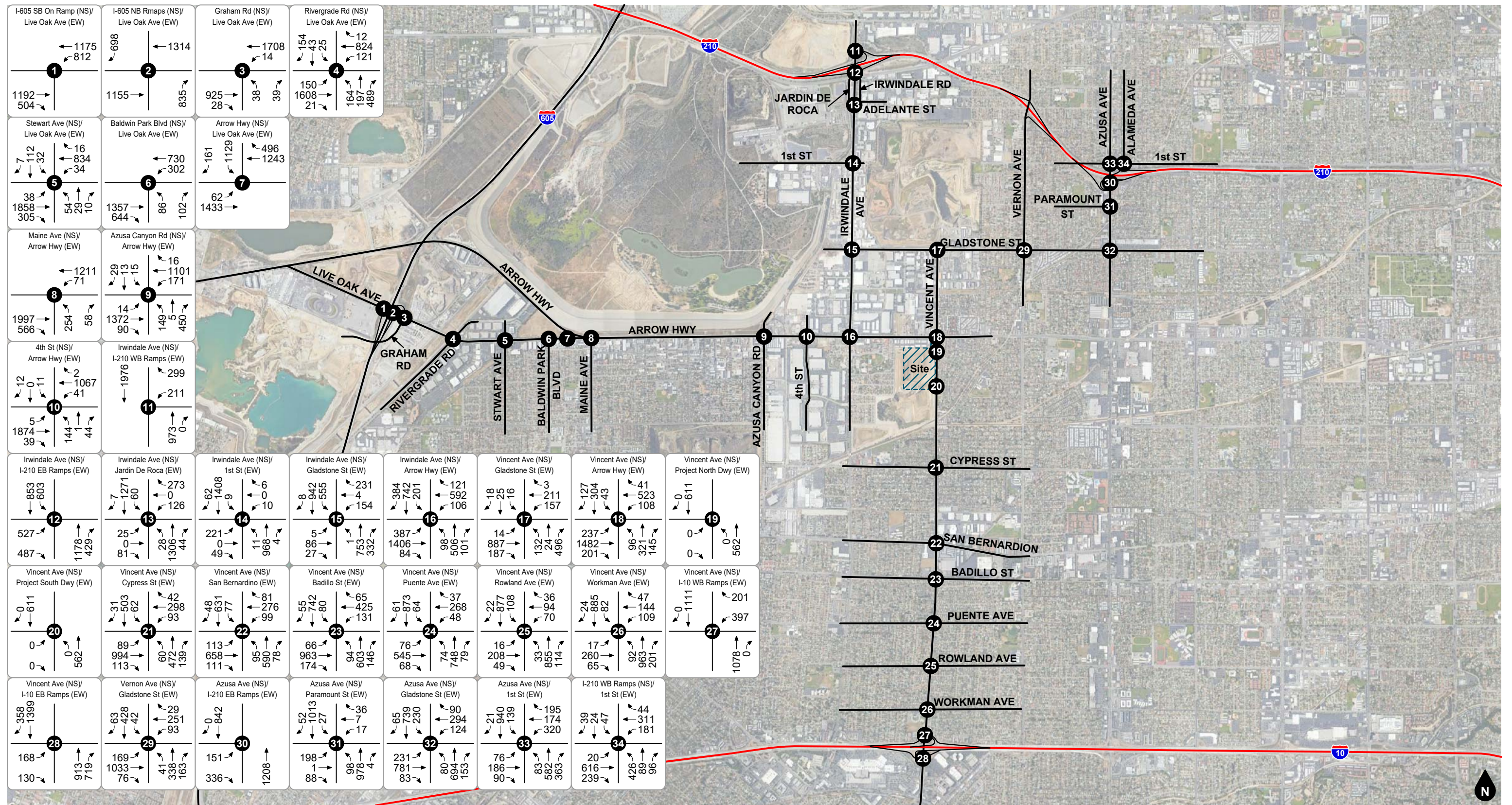


Figure 21
Future Baseline With Project
PM Peak Hour Intersection Turning Movement Volumes



Legend
Study Intersection

Figure 22
Future Baseline Plus Cumulative Projects Without Project
AM Peak Hour Intersection Turning Movement Volumes



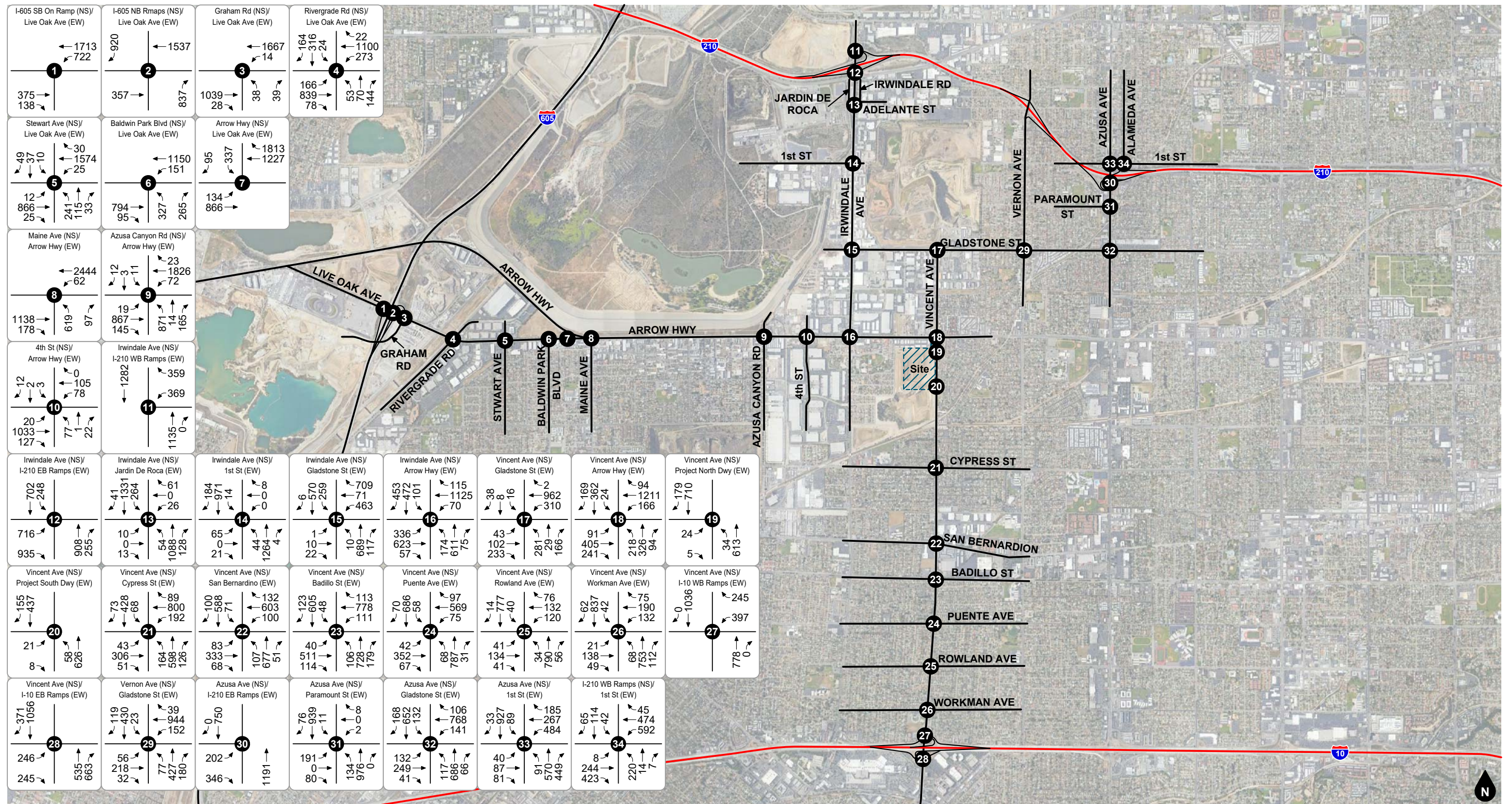
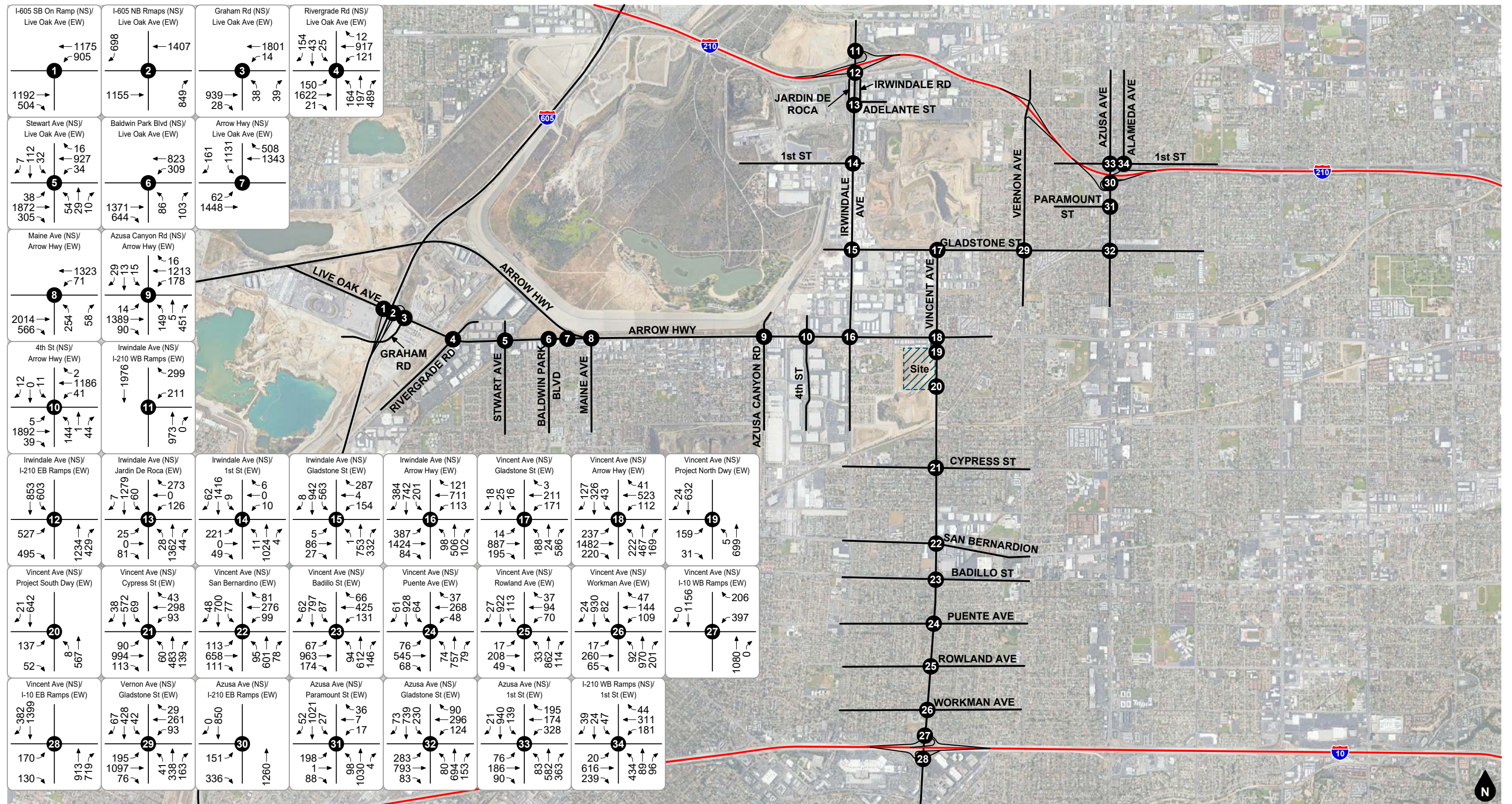


Figure 24
Future Baseline Plus Cumulative Projects With Project
AM Peak Hour Intersection Turning Movement Volumes



6. FUTURE OPERATIONAL ANALYSIS

Detailed intersection Level of Service calculation worksheets for each of the following analysis scenarios are provided in Appendix C.

EXISTING PLUS PROJECT

Intersection Capacity Utilization/Delay and Levels of Service

The Intersection Capacity Utilization/delay and Levels of Service for Existing Plus Project traffic conditions, without and with improvements, are shown in Table 4. As shown in Table 4, the study intersections are projected to operate within acceptable Levels of Service during the peak hours for Existing Plus Project traffic conditions, except for the following study intersections that are projected to operate at unacceptable Levels of Service (E or F) during the peak hours:

- I-605 Freeway NB Ramps/Live Oak Avenue - #2 (morning/evening peak hours)
- Azusa Canyon Road/Arrow Highway - #9 (morning/evening peak hours)
- Vincent Avenue/Gladstone Street - #17 (evening peak hour only)
- Alameda Avenue/I-210 WB Ramps/1st Street - #34 (morning peak hour only)

Significant Impact Evaluation

Table 4 evaluates the change in performance between Existing and Existing Plus Project traffic conditions at the study intersections. As shown in Table 4, the proposed project is forecast to result in no significant traffic impacts with the following study intersection improvements for Existing Plus Project traffic conditions:

- Mitigation Measure #2A-2C: I-605 Freeway NB Ramps/Live Oak Avenue - #2
 - Install a traffic signal.
 - Construct an additional right-turn lane at the northbound approach.
 - Construct an additional right-turn lane at the southbound approach.
- Mitigation Measure #9A-9B: Azusa Canyon Road/Arrow Highway - #9
 - Re-stripe to create a shared through/right-turn lane at the eastbound approach.
 - Re-stripe to create a shared through-right-turn lane at the westbound approach.
- Mitigation Measure #17: Vincent Avenue/Gladstone Street - #17
 - Re-stripe to create a shared left-turn/through/right-turn lane at the northbound approach.
- Mitigation Measure #34A-34B: Alameda Avenue/I-210 WB Ramps/1st Street - #34
 - Restripe the westbound approach to consist of two left turn lanes, one through lane, and one right turn lane.
 - Modify signalization as necessary to accommodate east-west protected signal phasing, including necessary signal poles, mast arms, and signal heads.

FUTURE BASELINE WITHOUT PROJECT

Intersection Capacity Utilization/Delay and Levels of Service

The Intersection Capacity Utilization/delay and Levels of Service for Future Baseline Without Project traffic conditions are shown in Table 5. As shown in Table 5, the study intersections are projected to operate within acceptable Levels of Service during the peak hours for Future Baseline Without Project traffic conditions,

except for the following study intersections that are projected to operate at unacceptable Levels of Service (E or F) during the peak hours:

- I-605 Freeway NB Ramps/Live Oak Avenue - #2 (morning/evening peak hours)
- Azusa Canyon Road/Arrow Highway - #9 (morning/evening peak hours)
- Alameda Avenue/I-210 WB Ramps/1st Street - #34 (morning peak hour only)

FUTURE BASELINE WITH PROJECT

Intersection Capacity Utilization/Delay and Levels of Service

The Intersection Capacity Utilization/delay and Levels of Service for Future Baseline With Project traffic conditions, without and with improvements, are shown in Table 7. As shown in Table 7, the study intersections are projected to operate within acceptable Levels of Service during the peak hours for Future Baseline With Project traffic conditions, except for the following study intersections that are projected to operate at generally unacceptable Levels of Service (E or F) during the peak hours:

- I-605 Freeway NB Ramps/Live Oak Avenue - #2 (morning/evening peak hours)
- Arrow Highway/Live Oak Avenue - #7 (evening peak hour only)
- Azusa Canyon Road/Arrow Highway - #9 (morning/evening peak hours)
- Vincent Avenue/Gladstone Street - #17 (evening peak hour only)
- Alameda Avenue/I-210 WB Ramps/1st Street - #34 (morning peak hour only)

Significant Impact Evaluation

Table 8 evaluates the change in performance between Future Baseline Without Project and Future Baseline With Project traffic conditions at the study intersections. As shown in Table 8, the proposed project is forecast to result in no significant traffic impacts with the following study intersection improvements for Future Baseline With Project traffic conditions:

- Mitigation Measure #2A-2C: I-605 Freeway NB Ramps/Live Oak Avenue - #2
 - Install a traffic signal.
 - Construct an additional right-turn lane at the northbound approach.
 - Construct an additional right-turn lane at the southbound approach.
- Mitigation Measure #7A-7B: Arrow Highway/Live Oak Avenue - #7
 - Re-stripe to create an additional through lane at the eastbound approach.
 - Re-stripe to create an additional through lane at the westbound approach.
- Mitigation Measure #9A-9B: Azusa Canyon Road/Arrow Highway - #9
 - Re-stripe to create a shared through/right-turn lane at the eastbound approach.
 - Re-stripe to create a shared through/right-turn lane at the westbound approach.
- Mitigation Measure #17: Vincent Avenue/Gladstone Street - #17
 - Re-stripe to create a shared left-turn/through/right-turn lane at the northbound approach.
- Mitigation Measure #34A-34B: Alameda Avenue/I-210 WB Ramps/1st Street - #34
 - Restripe the westbound approach to consist of two left turn lanes, one through lane, and one right turn lane.
 - Modify signalization as necessary to accommodate east-west protected signal phasing, including necessary signal poles, mast arms, and signal heads.

FUTURE BASELINE PLUS CUMULATIVE PROJECTS WITHOUT PROJECT

Intersection Capacity Utilization/Delay and Levels of Service

The Intersection Capacity Utilization/delay and Levels of Service for Future Baseline Plus Cumulative Projects Without Project traffic conditions are shown in Table 9. As shown in Table 9, the study intersections are projected to operate within acceptable Levels of Service during the peak hours for Future Baseline Plus Cumulative Projects Without Project traffic conditions, except for the following study intersections that are projected to operate at unacceptable Levels of Service (E or F) during the peak hours:

- I-605 Freeway SB On-Ramp/Live Oak Avenue - #1 (evening peak hour only)
- I-605 Freeway NB Ramps/Live Oak Avenue - #2 (morning/evening peak hours)
- Rivergrade Road/Live Oak Avenue - #4 (evening peak hour only)
- Arrow Highway/Live Oak Avenue - #7 (evening peak hour only)
- Azusa Canyon Road/Arrow Highway - #9 (morning/evening peak hours)
- Alameda Avenue/I-210 WB Ramps/1st Street - #34 (morning peak hour only)

FUTURE BASELINE PLUS CUMULATIVE PROJECTS WITH PROJECT

Intersection Capacity Utilization/Delay and Levels of Service

The Intersection Capacity Utilization/delay and Levels of Service for Future Baseline Plus Cumulative Projects With Project traffic conditions, without and with improvements, are shown in Table 10. As shown in Table 10, the study intersections are projected to operate within acceptable Levels of Service during the peak hours for Future Baseline Plus Cumulative Projects With Project, except for the following study intersections that are projected to operate at unacceptable Levels of Service (E or F) during the peak hours:

- I-605 Freeway SB On-Ramp/Live Oak Avenue - #1 (evening peak hour only)
- I-605 Freeway NB Ramps/Live Oak Avenue - #2 (morning/evening peak hours)
- Rivergrade Road/Live Oak Avenue - #4 (evening peak hour only)
- Arrow Highway/Live Oak Avenue - #7 (evening peak hour only)
- Azusa Canyon Road/Arrow Highway - #9 (morning/evening peak hours)
- Vincent Avenue/Gladstone Street - #17 (evening peak hour only)
- Vincent Avenue/Arrow Highway - #18 (evening peak hour only)
- Alameda Avenue/I-210 WB Ramps/1st Street - #34 (morning peak hour only)

Significant Impact Evaluation

Table 11 evaluates the change in performance between Future Baseline Plus Cumulative Projects Without Project and Future Baseline Plus Cumulative Projects With Project traffic conditions at the study intersections. As shown in Table 11, the proposed project is forecast to result in no significant traffic impacts with the following study intersection improvements for Future Baseline Plus Cumulative Projects With Project traffic conditions:

- Mitigation Measure #1: I-605 Freeway SB On-Ramp/ Live Oak Avenue - #1
 - Construct an additional left-turn lane at the westbound approach. Construct a receiving lane on the southern leg.

- Mitigation Measure #2A-2D: I-605 Freeway NB Ramps/Live Oak Avenue - #2
 - Install a traffic signal.
 - Construct an additional right-turn lane at the northbound approach.
 - Construct an additional right-turn lane at the southbound approach.
 - Re-stripe to create an additional through lane at the westbound approach.
- Mitigation Measure #7A-7B: Arrow Highway/Live Oak Avenue - #7
 - Re-stripe to create an additional through lane at the eastbound approach.
 - Re-stripe to create an additional through lane at the westbound approach.
- Mitigation Measure #9A-9B: Azusa Canyon Road/Arrow Highway - #9
 - Re-stripe to create a shared through/right-turn lane at the eastbound approach.
 - Re-stripe to create a shared through-right-turn lane at the westbound approach.
- Mitigation Measure #17: Vincent Avenue/Gladstone Street - #17
 - Re-stripe to create a shared left-turn/through/right-turn lane at the northbound approach.
- Mitigation Measure #18: Vincent Avenue/Arrow Highway - #18
 - Re-stripe to create a shared through/right-turn lane at the eastbound approach.
- Mitigation Measure #34A-34B: Alameda Avenue/I-210 WB Ramps/1st Street - #34
 - Restripe the westbound approach to consist of two left turn lanes, one through lane, and one right turn lane.
 - Modify signalization as necessary to accommodate east-west protected signal phasing, including necessary signal poles, mast arms, and signal heads.

Table 4
Page 1 of 2
Existing Plus Project Intersection Levels of Service

ID	Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
			V/C ² or [Delay] ³	LOS ⁴	V/C ² or [Delay] ³	LOS ⁴
1.	I-605 SB On-Ramp at Live Oak Ave	TS	0.522	A	0.834	D
2.	I-605 NB On-Ramp at Live Oak Ave	CSS	[70.8]	F	[149.2]	F
	- With Mitigation	TS	0.795	C	0.786	C
3.	Graham Rd at Live Oak Ave	TS	0.569	A	0.594	A
4.	Rivergrade Rd at Live Oak Ave	TS	0.613	B	0.882	D
5.	Stewart Ave at Live Oak Ave	TS	0.808	D	0.763	C
6.	Baldwin Park Blvd at Live Oak Ave	TS	0.605	B	0.743	C
7.	Arrow Hwy at Live Oak Ave	TS	0.632	B	0.894	D
8.	Maine Ave at Arrow Hwy	TS	0.791	C	0.813	D
9.	Azusa Canyon Rd at Arrow Hwy	TS	0.926	E	0.907	E
	- With Mitigation	TS	0.751	C	0.649	B
10.	4th St at Arrow Hwy	TS	0.371	A	0.555	A
11.	Irwindale Ave at I-210 WB Ramps	TS	0.459	A	0.536	A
12.	Irwindale Ave at I-210 EB Ramps	TS	0.681	B	0.760	C
13.	Irwindale Ave at Jardin De Roca/Irwindale Rd	TS	0.568	A	0.700	B
14.	Irwindale Ave at 1st St	TS	0.505	A	0.457	A
15.	Irwindale Ave at Gladstone St	TS	0.666	B	0.648	B
16.	Irwindale Ave at Arrow Hwy	TS	0.846	D	0.763	C
17.	Vincent Ave at Gladstone St	TS	0.530	A	0.903	E
	- With Mitigation	TS	0.526	A	0.734	C
18.	Vincent Ave at Arrow Hwy	TS	0.740	C	0.858	D
19.	Vincent Ave at Project North Dwy	CSS	[14.6]	B	[17.0]	C
20.	Vincent Ave at Project South Dwy	CSS	[12.7]	B	[16.1]	C
21.	Vincent Ave at Cypress St	TS	0.652	B	0.728	C
22.	Vincent Ave at San Bernardino Rd	TS	0.653	B	0.674	B
23.	Vincent Ave at Badillo St	TS	0.615	B	0.774	C
24.	Vincent Ave at Puente Ave	TS	0.594	A	0.645	B
25.	Vincent Ave at Rowland Ave	TS	0.542	A	0.610	B
26.	Vincent Ave at Workman Ave	TS	0.612	B	0.688	B
27.	Vincent Ave at I-10 WB Ramps	TS	0.455	A	0.458	A
28.	Vincent Ave at I-10 EB Ramps	TS	0.492	A	0.538	A
29.	Vernon Ave/Lake Ellen Ave at Gladstone St	TS	0.706	C	0.746	C
30.	Azusa Ave at I-210 EB Ramps	TS	0.662	B	0.670	B
31.	Azusa Ave at Paramount St	TS	0.606	B	0.633	B
32.	Azusa Ave at Gladstone St	TS	0.754	C	0.736	C
33.	Azusa Ave/San Gabriel Ave at 1st St	TS	0.685	B	0.661	B

Table 4
Page 2 of 2
Existing Plus Project Intersection Levels of Service

ID	Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
			V/C ² or [Delay] ³	LOS ⁴	V/C ² or [Delay] ³	LOS ⁴
34. Alameda Ave/I-210 WB Ramps at 1st St - With Mitigation		TS	0.936	E	0.692	B
		TS	0.742	C	0.633	B

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

(2) V/C = Volume/Capacity

(3) Delay is shown in [seconds/vehicle]. Delay is reported for un-signalized study intersections. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

(4) LOS = Level of Service

Table 5
Page 1 of 3
Existing Plus Project Significant Impact Evaluation

Signalized Intersections													
IDStudy Intersection		AM Peak Hour					PM Peak Hour						
		Without Project		With Project		Change	Significant Impact?	Without Project		With Project		Change	Significant Impact?
		V/C ¹	LOS ²	V/C ¹	LOS ²			V/C ¹	LOS ²	V/C ¹	LOS ²		
	1. I-605 SB On-Ramp at Live Oak Ave	0.513	A	0.522	A	+0.009	No	0.776	C	0.834	D	+0.058	No
	3. Graham Rd at Live Oak Ave	0.565	A	0.569	A	+0.004	No	0.565	A	0.594	A	+0.029	No
	4. Rivergrade Rd at Live Oak Ave	0.581	A	0.613	B	+0.032	No	0.877	D	0.882	D	+0.005	No
	5. Stewart Ave at Live Oak Ave	0.804	D	0.808	D	+0.004	No	0.758	C	0.763	C	+0.005	No
	6. Baldwin Park Blvd at Live Oak Ave	0.595	A	0.605	B	+0.0	No	0.734	C	0.743	C	+0.0	No
	7. Arrow Hwy at Live Oak Ave	0.622	B	0.632	B	+0.010	No	0.888	D	0.894	D	+0.006	No
	8. Maine Ave at Arrow Hwy	0.787	C	0.791	C	+0.004	No	0.807	D	0.813	D	+0.006	No
	9. Azusa Canyon Rd at Arrow Hwy	0.921	E	0.926	E	+0.005	No	0.897	D	0.907	E	+0.010	Yes
	- With Mitigation	n/a	n/a	0.751	C	-	No	n/a	n/a	0.649	B	-	No
	10. 4th St at Arrow Hwy	0.343	A	0.371	A	+0.0	No	0.551	A	0.555	A	+0.0	No
	11. Irwindale Ave at I-210 WB Ramps	0.459	A	0.459	A	-	No	0.536	A	0.536	A	-	No
	12. Irwindale Ave at I-210 EB Ramps	0.665	B	0.681	B	+0.016	No	0.741	C	0.760	C	+0.019	No
	13. Irwindale Ave at Jardin De Roca/Irwindale Rd	0.565	A	0.568	A	+0.003	No	0.692	B	0.700	B	+0.008	No
	14. Irwindale Ave at 1st St	0.503	A	0.505	A	+0.002	No	0.444	A	0.457	A	+0.013	No
	15. Irwindale Ave at Gladstone St	0.644	B	0.666	B	+0.022	No	0.646	B	0.648	B	+0.002	No
	16. Irwindale Ave at Arrow Hwy	0.840	D	0.846	D	+0.006	No	0.754	C	0.763	C	+0.009	No
	17. Vincent Ave at Gladstone St	0.521	A	0.530	A	+0.009	No	0.836	D	0.903	E	+0.067	Yes
	- With Mitigation	n/a	n/a	0.526	A	-	No	n/a	n/a	0.734	C	-	No
	18. Vincent Ave at Arrow Hwy	0.676	B	0.740	C	+0.064	No	0.776	C	0.858	D	+0.082	No
	21. Vincent Ave at Cypress St	0.641	B	0.652	B	+0.011	No	0.720	C	0.728	C	+0.008	No
	22. Vincent Ave at San Bernardino Rd	0.650	B	0.653	B	+0.003	No	0.652	B	0.674	B	+0.022	No

Table 5
Page 2 of 3
Existing Plus Project Significant Impact Evaluation

Signalized Intersections													
ID	Study Intersection	AM Peak Hour					PM Peak Hour						
		Without Project		With Project		Change	Significant Impact?	Without Project		With Project		Change	Significant Impact?
		V/C ¹	LOS ²	V/C ¹	LOS ²			V/C ¹	LOS ²	V/C ¹	LOS ²		
	23. Vincent Ave at Badillo St	0.607	B	0.615	B	+0.008	No	0.757	C	0.774	C	+0.017	No
	24. Vincent Ave at Puente Ave	0.576	A	0.594	A	+0.018	No	0.628	B	0.645	B	+0.017	No
	25. Vincent Ave at Rowland Ave	0.535	A	0.542	A	+0.007	No	0.604	B	0.610	B	+0.006	No
	26. Vincent Ave at Workman Ave	0.609	B	0.612	B	+0.003	No	0.685	B	0.688	B	+0.003	No
	27. Vincent Ave at I-10 WB Ramps	0.433	A	0.455	A	+0.022	No	0.447	A	0.458	A	+0.011	No
	28. Vincent Ave at I-10 EB Ramps	0.482	A	0.492	A	+0.010	No	0.536	A	0.538	A	+0.002	No
	29. Vernon Ave/Lake Ellen Ave at Gladstone St	0.681	B	0.706	C	+0.025	No	0.726	C	0.746	C	+0.020	No
	30. Azusa Ave at I-210 EB Ramps	0.659	B	0.662	B	+0.003	No	0.654	B	0.670	B	+0.016	No
	31. Azusa Ave at Paramount St	0.587	A	0.606	B	+0.019	No	0.631	B	0.633	B	+0.002	No
	32. Azusa Ave at Gladstone St	0.726	C	0.754	C	+0.028	No	0.730	C	0.736	C	+0.006	No
	33. Azusa Ave/San Gabriel Ave at 1st St	0.663	B	0.685	B	+0.022	No	0.658	B	0.661	B	+0.003	No
	34. Alameda Ave/I-210 WB Ramps at 1st St	0.896	D	0.936	E	+0.040	Yes	0.687	B	0.692	B	+0.005	No
	- With Mitigation	n/a	n/a	0.742	C	-	No	n/a	n/a	0.633	B	-	No

Table 5
Page 3 of 3
Existing Plus Project Significant Impact Evaluation

Unsignalized Intersections											
IDIntersection		AM Peak Hour				PM Peak Hour					
		With Project		LOS E or F?	Traffic Signal Warranted?	Significant Impact?	With Project		LOS E or F?	Traffic Signal Warranted?	Significant Impact?
		[Delay] ¹	LOS ²				[Delay] ¹	LOS ²			
2. I-605 NB On-Ramp at Live Oak Ave		[70.8]	F	Yes	Yes	Yes	[149.2]	F	Yes	Yes	Yes
- With Mitigation		0.795	C	No	n/a	No	0.786	C	No	n/a	No
19. Vincent Ave at Project North Dwy		[14.6]	B	No	n/a ³	No	[17.0]	C	No	n/a	No
20. Vincent Ave at Project South Dwy		[12.7]	B	No	n/a ³	No	[16.1]	C	No	n/a	No

Notes:

(1) V/C = Volume/Capacity; [Delay] is shown in seconds/vehicle

(2) LOS = Level of Service

(3) n/a = not applicable; peak hour traffic signal warrant only evaluated for LOS E or F conditions.

Table 6
Future Baseline Without Project Intersection Levels of Service

ID	Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
			V/C ² or [Delay] ³	LOS ⁴	V/C ² or [Delay] ³	LOS ⁴
1.	I-605 SB On-Ramp at Live Oak Ave	TS	0.517	A	0.783	C
2.	I-605 NB On-Ramp at Live Oak Ave	CSS	[72.6]	F	[147.0]	F
3.	Graham Rd at Live Oak Ave	TS	0.569	A	0.569	A
4.	Rivergrade Rd at Live Oak Ave	TS	0.587	A	0.885	D
5.	Stewart Ave at Live Oak Ave	TS	0.810	D	0.765	C
6.	Baldwin Park Blvd at Live Oak Ave	TS	0.542	A	0.701	C
7.	Arrow Hwy at Live Oak Ave	TS	0.628	B	0.896	D
8.	Maine Ave at Arrow Hwy	TS	0.794	C	0.814	D
9.	Azusa Canyon Rd at Arrow Hwy	TS	0.929	E	0.904	E
10.	4th St at Arrow Hwy	TS	0.346	A	0.555	A
11.	Irwindale Ave at I-210 WB Ramps	TS	0.463	A	0.540	A
12.	Irwindale Ave at I-210 EB Ramps	TS	0.671	B	0.747	C
13.	Irwindale Ave at Jardin De Roca/Irwindale Rd	TS	0.570	A	0.697	B
14.	Irwindale Ave at 1st St	TS	0.507	A	0.447	A
15.	Irwindale Ave at Gladstone St	TS	0.649	B	0.651	B
16.	Irwindale Ave at Arrow Hwy	TS	0.848	D	0.761	C
17.	Vincent Ave at Gladstone St	TS	0.525	A	0.843	D
18.	Vincent Ave at Arrow Hwy	TS	0.682	B	0.782	C
21.	Vincent Ave at Cypress St	TS	0.647	B	0.726	C
22.	Vincent Ave at San Bernardino Rd	TS	0.655	B	0.658	B
23.	Vincent Ave at Badillo St	TS	0.612	B	0.763	C
24.	Vincent Ave at Puente Ave	TS	0.581	A	0.633	B
25.	Vincent Ave at Rowland Ave	TS	0.539	A	0.609	B
26.	Vincent Ave at Workman Ave	TS	0.614	B	0.691	B
27.	Vincent Ave at I-10 WB Ramps	TS	0.437	A	0.450	A
28.	Vincent Ave at I-10 EB Ramps	TS	0.486	A	0.541	A
29.	Vernon Ave/Lake Ellen Ave at Gladstone St	TS	0.686	B	0.732	C
30.	Azusa Ave at I-210 EB Ramps	TS	0.665	B	0.659	B
31.	Azusa Ave at Paramount St	TS	0.592	A	0.636	B
32.	Azusa Ave at Gladstone St	TS	0.732	C	0.737	C
33.	Azusa Ave/San Gabriel Ave at 1st St	TS	0.645	B	0.669	B
34.	Alameda Ave/I-210 WB Ramps at 1st St	TS	0.913	E	0.699	B

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

(2) V/C = Volume/Capacity

(3) Delay is shown in [seconds/vehicle]. Delay is reported for un-signalized study intersections. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

(4) LOS = Level of Service

Table 7
Page 1 of 2

Future Baseline With Project Intersection Levels of Service

ID	Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
			V/C ² or [Delay] ³	LOS ⁴	V/C ² or [Delay] ³	LOS ⁴
1.	I-605 SB On-Ramp at Live Oak Ave	TS	0.526	A	0.841	D
2.	I-605 NB On-Ramp at Live Oak Ave	CSS	[75.7]	F	[157.8]	F
	- With Mitigation	TS	0.802	D	0.792	C
3.	Graham Rd at Live Oak Ave	TS	0.573	A	0.598	A
4.	Rivergrade Rd at Live Oak Ave	TS	0.619	B	0.889	D
5.	Stewart Ave at Live Oak Ave	TS	0.815	D	0.769	C
6.	Baldwin Park Blvd at Live Oak Ave	TS	0.547	A	0.710	C
7.	Arrow Hwy at Live Oak Ave	TS	0.637	B	0.902	E
	- With Mitigation	TS	0.518	A	0.761	C
8.	Maine Ave at Arrow Hwy	TS	0.798	C	0.820	D
9.	Azusa Canyon Rd at Arrow Hwy	TS	0.934	E	0.915	E
	- With Mitigation	TS	0.757	C	0.792	C
10.	4th St at Arrow Hwy	TS	0.374	A	0.559	A
11.	Irwindale Ave at I-210 WB Ramps	TS	0.463	A	0.540	A
12.	Irwindale Ave at I-210 EB Ramps	TS	0.687	B	0.766	C
13.	Irwindale Ave at Jardin De Roca/Irwindale Rd	TS	0.572	A	0.706	C
14.	Irwindale Ave at 1st St	TS	0.509	A	0.461	A
15.	Irwindale Ave at Gladstone St	TS	0.671	B	0.654	B
16.	Irwindale Ave at Arrow Hwy	TS	0.853	D	0.769	C
17.	Vincent Ave at Gladstone St	TS	0.533	A	0.911	E
	- With Mitigation	TS	0.529	A	0.740	C
18.	Vincent Ave at Arrow Hwy	TS	0.746	C	0.865	D
19.	Vincent Ave at Project North Dwy	CSS	[14.7]	B	[17.3]	C
20.	Vincent Ave at Project South Dwy	CSS	[12.8]	B	[16.2]	C
21.	Vincent Ave at Cypress St	TS	0.658	B	0.734	C
22.	Vincent Ave at San Bernardino Rd	TS	0.659	B	0.679	B
23.	Vincent Ave at Badillo St	TS	0.620	B	0.780	C
24.	Vincent Ave at Puente Ave	TS	0.599	A	0.650	B
25.	Vincent Ave at Rowland Ave	TS	0.545	A	0.615	B
26.	Vincent Ave at Workman Ave	TS	0.617	B	0.693	B
27.	Vincent Ave at I-10 WB Ramps	TS	0.458	A	0.461	A
28.	Vincent Ave at I-10 EB Ramps	TS	0.496	A	0.542	A
29.	Vernon Ave/Lake Ellen Ave at Gladstone St	TS	0.711	C	0.752	C
30.	Azusa Ave at I-210 EB Ramps	TS	0.667	B	0.676	B
31.	Azusa Ave at Paramount St	TS	0.611	B	0.639	B
32.	Azusa Ave at Gladstone St	TS	0.760	C	0.743	C
33.	Azusa Ave/San Gabriel Ave at 1st St	TS	0.696	B	0.672	B

Table 7
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Future Baseline With Project Intersection Levels of Service

ID	Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
			V/C ² or [Delay] ³	LOS ⁴	V/C ² or [Delay] ³	LOS ⁴
34. Alameda Ave/I-210 WB Ramps at 1st St - With Mitigation		TS	0.952	E	0.704	C
		TS	0.754	C	0.644	B

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

(2) V/C = Volume/Capacity

(3) Delay is shown in [seconds/vehicle]. Delay is reported for un-signalized study intersections. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

(4) LOS = Level of Service

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Future Baseline With Project Significant Impact Evaluation

Signalized Intersections													
IDStudy Intersection		AM Peak Hour					PM Peak Hour						
		Without Project		With Project		Change	Significant Impact?	Without Project		With Project		Change	Significant Impact?
		V/C ¹	LOS ²	V/C ¹	LOS ²			V/C ¹	LOS ²	V/C ¹	LOS ²		
1.	I-605 SB On-Ramp at Live Oak Ave	0.517	A	0.526	A	+0.009	No	0.783	C	0.841	D	+0.058	No
3.	Graham Rd at Live Oak Ave	0.569	A	0.573	A	+0.004	No	0.569	A	0.598	A	+0.029	No
4.	Rivergrade Rd at Live Oak Ave	0.587	A	0.619	B	+0.032	No	0.885	D	0.889	D	+0.004	No
5.	Stewart Ave at Live Oak Ave	0.810	D	0.815	D	+0.005	No	0.765	C	0.769	C	+0.004	No
6.	Baldwin Park Blvd at Live Oak Ave	0.542	A	0.547	A	+0.0	No	0.701	C	0.710	C	+0.0	No
7.	Arrow Hwy at Live Oak Ave	0.628	B	0.637	B	+0.009	No	0.896	D	0.902	E	+0.006	Yes
	- With Mitigation	n/a	n/a	0.518	A	-	No	n/a	n/a	0.761	C	-	No
8.	Maine Ave at Arrow Hwy	0.794	C	0.798	C	+0.004	No	0.814	D	0.820	D	+0.006	No
9.	Azusa Canyon Rd at Arrow Hwy	0.929	E	0.934	E	+0.005	No	0.904	E	0.915	E	+0.011	No
	- With Mitigation ³	n/a	n/a	0.757	C	-	No	n/a	n/a	0.792	C	-	No
10.	4th St at Arrow Hwy	0.346	A	0.374	A	+0.0	No	0.555	A	0.559	A	+0.0	No
11.	Irwindale Ave at I-210 WB Ramps	0.463	A	0.463	A	-	No	0.540	A	0.540	A	-	No
12.	Irwindale Ave at I-210 EB Ramps	0.671	B	0.687	B	+0.016	No	0.747	C	0.766	C	+0.019	No
13.	Irwindale Ave at Jardin De Roca/Irwindale Rd	0.570	A	0.572	A	+0.002	No	0.697	B	0.706	C	+0.009	No
14.	Irwindale Ave at 1st St	0.507	A	0.509	A	+0.002	No	0.447	A	0.461	A	+0.014	No
15.	Irwindale Ave at Gladstone St	0.649	B	0.671	B	+0.022	No	0.651	B	0.654	B	+0.003	No
16.	Irwindale Ave at Arrow Hwy	0.848	D	0.853	D	+0.005	No	0.761	C	0.769	C	+0.008	No
17.	Vincent Ave at Gladstone St	0.525	A	0.533	A	+0.008	No	0.843	D	0.911	E	+0.068	Yes
	- With Mitigation	n/a	n/a	0.529	A	-	No	n/a	n/a	0.740	C	-	No
18.	Vincent Ave at Arrow Hwy	0.682	B	0.746	C	+0.064	No	0.782	C	0.865	D	+0.083	No
21.	Vincent Ave at Cypress St	0.647	B	0.658	B	+0.011	No	0.726	C	0.734	C	+0.008	No
22.	Vincent Ave at San Bernardino Rd	0.655	B	0.659	B	+0.004	No	0.658	B	0.679	B	+0.021	No

Table 8
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Future Baseline With Project Significant Impact Evaluation

Signalized Intersections													
IDStudy Intersection		AM Peak Hour					PM Peak Hour						
		Without Project		With Project		Change	Significant Impact?	Without Project		With Project		Change	Significant Impact?
		V/C ¹	LOS ²	V/C ¹	LOS ²			V/C ¹	LOS ²	V/C ¹	LOS ²		
23.	Vincent Ave at Badillo St	0.612	B	0.620	B	+0.008	No	0.763	C	0.780	C	+0.017	No
24.	Vincent Ave at Puente Ave	0.581	A	0.599	A	+0.018	No	0.633	B	0.650	B	+0.017	No
25.	Vincent Ave at Rowland Ave	0.539	A	0.545	A	+0.006	No	0.609	B	0.615	B	+0.006	No
26.	Vincent Ave at Workman Ave	0.614	B	0.617	B	+0.003	No	0.691	B	0.693	B	+0.002	No
27.	Vincent Ave at I-10 WB Ramps	0.437	A	0.458	A	+0.021	No	0.450	A	0.461	A	+0.011	No
28.	Vincent Ave at I-10 EB Ramps	0.486	A	0.496	A	+0.010	No	0.541	A	0.542	A	+0.001	No
29.	Vernon Ave/Lake Ellen Ave at Gladstone St	0.686	B	0.711	C	+0.025	No	0.732	C	0.752	C	+0.020	No
30.	Azusa Ave at I-210 EB Ramps	0.665	B	0.667	B	+0.002	No	0.659	B	0.676	B	+0.017	No
31.	Azusa Ave at Paramount St	0.592	A	0.611	B	+0.019	No	0.636	B	0.639	B	+0.003	No
32.	Azusa Ave at Gladstone St	0.732	C	0.760	C	+0.028	No	0.737	C	0.743	C	+0.006	No
33.	Azusa Ave/San Gabriel Ave at 1st St	0.645	B	0.696	B	+0.051	No	0.669	B	0.672	B	+0.003	No
34.	Alameda Ave/I-210 WB Ramps at 1st St	0.913	E	0.952	E	+0.039	Yes	0.699	B	0.704	C	+0.005	No
	- With Mitigation	n/a	n/a	0.754	C	-	No	n/a	n/a	0.644	B	-	No

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Future Baseline With Project Significant Impact Evaluation

Unsignalized Intersections											
IDIntersection		AM Peak Hour				PM Peak Hour					
		With Project		LOS E or F?	Traffic Signal Warranted?	Significant Impact?	With Project		LOS E or F?	Traffic Signal Warranted?	Significant Impact?
		[Delay] ¹	LOS ²				[Delay] ¹	LOS ²			
2. I-605 NB On-Ramp at Live Oak Ave - With Mitigation	[75.7]	F	Yes	Yes	Yes	[157.8]	F	Yes	Yes	Yes	
	0.802	D	No	n/a	No	0.792	C	No	n/a	No	
19. Vincent Ave at Project North Dwy	[14.7]	B	No	n/a ⁴	No	[17.3]	C	No	n/a ⁴	No	
20. Vincent Ave at Project South Dwy	[12.8]	B	No	n/a ⁴	No	[16.2]	C	No	n/a ⁴	No	

Notes:

(1) V/C = Volume/Capacity; [Delay] is shown in seconds/vehicle

(2) LOS = Level of Service

(3) Previously an impact under Existing Plus Project conditions.

(4) n/a = not applicable; peak hour traffic signal warrant only evaluated for LOS E or F conditions.

Table 9
Future Baseline Plus Cumulative Projects Without Project Intersection Levels of Service

ID	Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
			V/C ² or [Delay] ³	LOS ⁴	V/C ² or [Delay] ³	LOS ⁴
1.	I-605 SB On-Ramp at Live Oak Ave	TS	0.660	B	0.980	E
2.	I-605 NB On-Ramp at Live Oak Ave	CSS	[772.3]	F	[397.4]	F
3.	Graham Rd at Live Oak Ave	TS	0.665	B	0.682	B
4.	Rivergrade Rd at Live Oak Ave	TS	0.679	B	0.924	E
5.	Stewart Ave at Live Oak Ave	TS	0.844	D	0.806	D
6.	Baldwin Park Blvd at Live Oak Ave	TS	0.596	A	0.743	C
7.	Arrow Hwy at Live Oak Ave	TS	0.675	B	0.940	E
8.	Maine Ave at Arrow Hwy	TS	0.821	D	0.857	D
9.	Azusa Canyon Rd at Arrow Hwy	TS	0.963	E	0.943	E
10.	4th St at Arrow Hwy	TS	0.371	A	0.576	A
11.	Irwindale Ave at I-210 WB Ramps	TS	0.595	A	0.699	B
12.	Irwindale Ave at I-210 EB Ramps	TS	0.798	C	0.889	D
13.	Irwindale Ave at Jardin De Roca/Irwindale Rd	TS	0.663	B	0.811	D
14.	Irwindale Ave at 1st St	TS	0.528	A	0.485	A
15.	Irwindale Ave at Gladstone St	TS	0.686	B	0.678	B
16.	Irwindale Ave at Arrow Hwy	TS	0.885	D	0.792	C
17.	Vincent Ave at Gladstone St	TS	0.531	A	0.869	D
18.	Vincent Ave at Arrow Hwy	TS	0.774	C	0.825	D
21.	Vincent Ave at Cypress St	TS	0.653	B	0.734	C
22.	Vincent Ave at San Bernardino Rd	TS	0.660	B	0.674	B
23.	Vincent Ave at Badillo St	TS	0.616	B	0.773	C
24.	Vincent Ave at Puente Ave	TS	0.591	A	0.643	B
25.	Vincent Ave at Rowland Ave	TS	0.543	A	0.618	B
26.	Vincent Ave at Workman Ave	TS	0.616	B	0.693	B
27.	Vincent Ave at I-10 WB Ramps	TS	0.446	A	0.457	A
28.	Vincent Ave at I-10 EB Ramps	TS	0.493	A	0.545	A
29.	Vernon Ave/Lake Ellen Ave at Gladstone St	TS	0.698	B	0.742	C
30.	Azusa Ave at I-210 EB Ramps	TS	0.686	B	0.688	B
31.	Azusa Ave at Paramount St	TS	0.629	B	0.668	B
32.	Azusa Ave at Gladstone St	TS	0.758	C	0.749	C
33.	Azusa Ave/San Gabriel Ave at 1st St	TS	0.704	C	0.691	B
34.	Alameda Ave/I-210 WB Ramps at 1st St	TS	0.962	E	0.734	C

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

(2) V/C = Volume/Capacity

(3) Delay is shown in [seconds/vehicle]. Delay is reported for un-signalized study intersections. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

(4) LOS = Level of Service

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Future Baseline Plus Cumulative Projects With Project Intersection Levels of Service

ID	Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
			V/C ² or [Delay] ³	LOS ⁴	V/C ² or [Delay] ³	LOS ⁴
1.	I-605 SB On-Ramp at Live Oak Ave	TS	0.668	B	1.038	F
	- With Mitigation	TS	0.635	B	0.755	C
2.	I-605 NB On-Ramp at Live Oak Ave	CSS	[785.2]	F	[411.4]	F
	- With Mitigation	TS	0.969	E	0.944	E
3.	Graham Rd at Live Oak Ave	TS	0.669	B	0.711	C
4.	Rivergrade Rd at Live Oak Ave	TS	0.683	B	0.928	E
5.	Stewart Ave at Live Oak Ave	TS	0.849	D	0.810	D
6.	Baldwin Park Blvd at Live Oak Ave	TS	0.600	A	0.751	C
7.	Arrow Hwy at Live Oak Ave	TS	0.684	B	0.951	E
	- With Mitigation	TS	0.556	A	0.811	D
8.	Maine Ave at Arrow Hwy	TS	0.824	D	0.862	D
9.	Azusa Canyon Rd at Arrow Hwy	TS	0.968	E	0.953	E
	- With Mitigation	TS	0.783	C	0.828	D
10.	4th St at Arrow Hwy	TS	0.399	A	0.579	A
11.	Irwindale Ave at I-210 WB Ramps	TS	0.595	A	0.699	B
12.	Irwindale Ave at I-210 EB Ramps	TS	0.814	D	0.908	E
13.	Irwindale Ave at Jardin De Roca/Irwindale Rd	TS	0.666	B	0.828	D
14.	Irwindale Ave at 1st St	TS	0.530	A	0.502	A
15.	Irwindale Ave at Gladstone St	TS	0.708	C	0.681	B
16.	Irwindale Ave at Arrow Hwy	TS	0.891	D	0.800	C
17.	Vincent Ave at Gladstone St	TS	0.539	A	0.937	E
	- With Mitigation	TS	0.535	A	0.761	C
18.	Vincent Ave at Arrow Hwy	TS	0.838	D	0.913	E
	- With Mitigation	TS	0.838	D	0.805	D
19.	Vincent Ave at Project North Dwy	CSS	[15.0]	B	[18.4]	C
20.	Vincent Ave at Project South Dwy	CSS	[13.1]	B	[17.2]	C
21.	Vincent Ave at Cypress St	TS	0.673	B	0.742	C
22.	Vincent Ave at San Bernardino Rd	TS	0.663	B	0.695	B
23.	Vincent Ave at Badillo St	TS	0.626	B	0.791	C
24.	Vincent Ave at Puente Ave	TS	0.610	B	0.660	B
25.	Vincent Ave at Rowland Ave	TS	0.556	A	0.624	B
26.	Vincent Ave at Workman Ave	TS	0.618	B	0.696	B
27.	Vincent Ave at I-10 WB Ramps	TS	0.469	A	0.470	A
28.	Vincent Ave at I-10 EB Ramps	TS	0.503	A	0.546	A
29.	Vernon Ave/Lake Ellen Ave at Gladstone St	TS	0.723	C	0.762	C
30.	Azusa Ave at I-210 EB Ramps	TS	0.688	B	0.704	C
31.	Azusa Ave at Paramount St	TS	0.648	B	0.670	B

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Future Baseline Plus Cumulative Projects With Project Intersection Levels of Service

ID	Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
			V/C ² or [Delay] ³	LOS ⁴	V/C ² or [Delay] ³	LOS ⁴
32.	Azusa Ave at Gladstone St	TS	0.785	C	0.755	C
33.	Azusa Ave/San Gabriel Ave at 1st St	TS	0.727	C	0.694	B
34.	Alameda Ave/I-210 WB Ramps at 1st St - With Mitigation	TS	1.001	F	0.740	C
		TS	0.803	D	0.679	B

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

(2) V/C = Volume/Capacity

(3) Delay is shown in [seconds/vehicle]. Delay is reported for un-signalized study intersections. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

(4) LOS = Level of Service

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Future Baseline Plus Cumulative Projects With Project Significant Impact Evaluation

Signalized Intersections													
ID Study Intersection		AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Change	Significant Impact?	Without Project		With Project		Change	Significant Impact?
		V/C ¹	LOS ²	V/C ¹	LOS ²			V/C ¹	LOS ²	V/C ¹	LOS ²		
1. I-605 SB On-Ramp at Live Oak Ave - With Mitigation		0.660 n/a	B n/a	0.668 0.635	B B	+0.008 -	No No	0.980 n/a	E n/a	1.038 0.755	F C	+0.058 -	Yes No
3. Graham Rd at Live Oak Ave		0.665	B	0.669	B	+0.004	No	0.682	B	0.711	C	+0.029	No
4. Rivergrade Rd at Live Oak Ave		0.679	B	0.683	B	+0.004	No	0.924	E	0.928	E	+0.004	No
5. Stewart Ave at Live Oak Ave		0.844	D	0.849	D	+0.005	No	0.806	D	0.810	D	+0.004	No
6. Baldwin Park Blvd at Live Oak Ave		0.596	A	0.600	A	+0.0	No	0.743	C	0.751	C	+0.0	No
7. Arrow Hwy at Live Oak Ave - With Mitigation ³		0.675 n/a	B n/a	0.684 0.556	B A	+0.009 -	No No	0.940 n/a	E n/a	0.951 0.811	E D	+0.011 -	No No
8. Maine Ave at Arrow Hwy		0.821	D	0.824	D	+0.003	No	0.857	D	0.862	D	+0.005	No
9. Azusa Canyon Rd at Arrow Hwy - With Mitigation ⁴		0.963 n/a	E n/a	0.968 0.783	E C	+0.005 -	No No	0.943 n/a	E n/a	0.953 0.828	E D	+0.010 -	No No
10. 4th St at Arrow Hwy		0.371	A	0.399	A	+0.0	No	0.576	A	0.579	A	+0.0	No
11. Irwindale Ave at I-210 WB Ramps		0.595	A	0.595	A	-	No	0.699	B	0.699	B	-	No
12. Irwindale Ave at I-210 EB Ramps		0.798	C	0.814	D	+0.016	No	0.889	D	0.908	E	+0.019	No
13. Irwindale Ave at Jardin De Roca/Irwindale Rd		0.663	B	0.666	B	+0.003	No	0.811	D	0.828	D	+0.017	No
14. Irwindale Ave at 1st St		0.528	A	0.530	A	+0.002	No	0.485	A	0.502	A	+0.017	No
15. Irwindale Ave at Gladstone St		0.686	B	0.708	C	+0.022	No	0.678	B	0.681	B	+0.003	No
16. Irwindale Ave at Arrow Hwy		0.885	D	0.891	D	+0.006	No	0.792	C	0.800	C	+0.008	No
17. Vincent Ave at Gladstone St - With Mitigation		0.531 n/a	A n/a	0.539 0.535	A A	+0.008 -	No No	0.869 n/a	D n/a	0.937 0.761	E C	+0.068 -	Yes No
18. Vincent Ave at Arrow Hwy - With Mitigation		0.774 n/a	C n/a	0.838 0.838	D D	+0.064 -	No No	0.825 n/a	D n/a	0.913 0.805	E D	+0.088 -	Yes No
21. Vincent Ave at Cypress St		0.653	B	0.673	B	+0.020	No	0.734	C	0.742	C	+0.008	No

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Future Baseline Plus Cumulative Projects With Project Significant Impact Evaluation

Signalized Intersections													
IDStudy Intersection		AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Change	Significant Impact?	Without Project		With Project		Change	Significant Impact?
		V/C ¹	LOS ²	V/C ¹	LOS ²			V/C ¹	LOS ²	V/C ¹	LOS ²		
22.	Vincent Ave at San Bernardino Rd	0.660	B	0.663	B	+0.003	No	0.674	B	0.695	B	+0.021	No
23.	Vincent Ave at Badillo St	0.616	B	0.626	B	+0.010	No	0.773	C	0.791	C	+0.018	No
24.	Vincent Ave at Puente Ave	0.591	A	0.610	B	+0.019	No	0.643	B	0.660	B	+0.017	No
25.	Vincent Ave at Rowland Ave	0.543	A	0.556	A	+0.013	No	0.618	B	0.624	B	+0.006	No
26.	Vincent Ave at Workman Ave	0.616	B	0.618	B	+0.002	No	0.693	B	0.696	B	+0.003	No
27.	Vincent Ave at I-10 WB Ramps	0.446	A	0.469	A	+0.023	No	0.457	A	0.470	A	+0.013	No
28.	Vincent Ave at I-10 EB Ramps	0.493	A	0.503	A	+0.010	No	0.545	A	0.546	A	+0.001	No
29.	Vernon Ave/Lake Ellen Ave at Gladstone St	0.698	B	0.723	C	+0.025	No	0.742	C	0.762	C	+0.020	No
30.	Azusa Ave at I-210 EB Ramps	0.686	B	0.688	B	+0.002	No	0.688	B	0.704	C	+0.016	No
31.	Azusa Ave at Paramount St	0.629	B	0.648	B	+0.019	No	0.668	B	0.670	B	+0.002	No
32.	Azusa Ave at Gladstone St	0.758	C	0.785	C	+0.027	No	0.749	C	0.755	C	+0.006	No
33.	Azusa Ave/San Gabriel Ave at 1st St	0.704	C	0.727	C	+0.023	No	0.691	B	0.694	B	+0.003	No
34.	Alameda Ave/I-210 WB Ramps at 1st St	0.962	E	1.001	F	+0.039	Yes	0.734	C	0.740	C	+0.006	No
	- With Mitigation	n/a	n/a	0.803	D	-	No	n/a	n/a	0.679	B	-	No

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Future Baseline Plus Cumulative Projects With Project Significant Impact Evaluation

Unsignalized Intersections										
ID	AM Peak Hour					PM Peak Hour				
	With Project		LOS E or F?	Traffic Signal Warranted?	Significant Impact?	With Project		LOS E or F?	Traffic Signal Warranted?	Significant Impact?
	[Delay] ¹	LOS ²				[Delay] ¹	LOS ²			
2. I-605 NB On-Ramp at Live Oak Ave - With Mitigation	[785.2]	F	Yes	Yes	Yes	[411.4]	F	Yes	Yes	Yes
	0.969	E	Yes	n/a	No	0.944	E	Yes	n/a	No
19. Vincent Ave at Project North Dwy	[15.0]	B	No	n/a ⁵	No	[18.4]	C	No	n/a ⁵	No
20. Vincent Ave at Project South Dwy	[13.1]	B	No	n/a ⁵	No	[17.2]	C	No	n/a ⁵	No

Notes:

(1) V/C = Volume/Capacity; [Delay] is shown in seconds/vehicle

(2) LOS = Level of Service

(3) Previously an impact under Future Baseline With Project conditions.

(4) Previously an impact under Existing Plus Project conditions.

(5) n/a = not applicable; peak hour traffic signal warrant only evaluated for LOS E or F conditions.

7. FREEWAY ANALYSIS

This section presents an analysis of potential effects of the proposed Project on Caltrans facilities. This section discusses the prescribed methodology assess whether Freeway mainline or ramp analysis is required, and definition of deficiency and significant traffic impact are discussed.

DEFINITION OF DEFICIENCY AND SIGNIFICANT IMPACT

The California Department of Transportation Guide for the Preparation of Traffic Impact Studies states that an endeavor is made to maintain a target Level of Service of between “D” or better on State highway facilities; however, California Department of Transportation acknowledges that this may not always be feasible. If an existing State Highway facility is operating at less than the appropriate Level of Service, the existing Measures of Effectiveness for Level of Service should be maintained.

PROJECT THRESHOLD EVALUATION

The freeway which will experience the most project generated trips is the I-605 Freeway which is four (4) lanes in each direction and located approximately 3.3 miles west of the project site.

The Los Angeles County Congestion Management Program (2010) has been reviewed for the definition of feasible level of service for this study. The Congestion Management Program definition of deficiency is based on maintaining a Level of Service standard of Level of Service E or better, except where an existing Level of Service F condition is identified in the Congestion Management Program document.

Based on the mainline average daily traffic volume (167,000 vehicles per day) and the capacity of an eight lane State Highway as specified in the Congestion Management Program, the I-605 Freeway mainline currently operates at Levels of Service B to C during the morning and evening peak hours. The proposed development is forecast to contribute between 107 to 119 two-way trips to the study area freeway mainline or ramps during the peak hours.

CALIFORNIA DEPARTMENT OF TRANSPORTATION PERCENT OF CAPACITY THRESHOLD

The traffic impact analysis must include all freeway mainline segments and ramp terminals for which the project contributes above a certain minimum amount. Pursuant to the Freeway agreement executed in October 2013 and updated December 2015 between LADOT and California Department of Transportation - District 7, traffic studies may be required to conduct a focused freeway impact analysis if the proposed project meets any of the following criteria.³

- The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at LOS E or F; or
- The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D; or
- The project's peak hour trips would result in a 1% or more increase to the capacity of a freeway off-ramp operating at LOS E or F; or
- The project's peak hour trips would result in a 2% or more increase to the capacity of a freeway off-ramp operating at LOS D.

³ Source: Traffic Study Policies & Procedures, City of Los Angeles Department of Transportation, (December 2016).

Project Trip Threshold for Freeway Analysis										
Level of Service	Volume Increase	Mainline Lane Capacity	Ramp Lane Capacity	Mainline Lanes					Ramp Lanes	
				6	5	4	3	2	2	1
D	2%	1,500	850	240	180	120	90	60	34	17
E/F	1%	1,500	850	120	90	60	45	30	17	9

CALIFORNIA DEPARTMENT OF TRANSPORTATION FREEWAY REVIEW

The project trip contribution to the freeway system is below the threshold for further analysis. The project does not contribute trips greater than 1% of freeway capacity for mainline segments or ramps with Level of Service E or F or 2% freeway capacity volume for mainline segments or ramps with Level of Service D.

8. CONGESTION MANAGEMENT PROGRAM

The Congestion Management Program uses the following criteria to determine if a proposed development requires analysis of Congestion Management Program monitored facilities:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the morning or evening weekday peak hours;
- Mainline freeway monitoring locations where the project will 150 or more trips, in either direction, during either the morning or evening weekday peak hours.

The CMP traffic impact analysis guidelines establish that a significant project impact occurs when the following threshold is exceeded:

- The proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$)

If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$).

This traffic impact analysis has evaluated key intersections to which the proposed project is forecast to contribute 50 or more peak hour trips, none of which are CMP-monitored intersections; therefore, no further CMP analysis is required.

9. VEHICLE MILES TRAVELED (VMT)

This section presents the Vehicle Miles Traveled (VMT) analysis for compliance with current CEQA guidelines.

BACKGROUND

California Senate Bill 743 (SB 743) directed the State Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Travelled (VMT) as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects State-wide are required to utilize the updated CEQA guidelines recommending use of VMT for evaluating transportation impacts as of July 1, 2020.

The updated CEQA Guidelines allow for lead agency discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) [“*Technical Advisory*”] provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

THRESHOLD OF SIGNIFICANCE

The City of Irwindale adopted Resolution No. 2020-53-3163 in November 2020, which establishes VMT thresholds of significance for purposes of analyzing transportation impacts under CEQA. Table 12 shows the City of Irwindale VMT thresholds of significance as adopted via Resolution No. 2020-53-3163.

Since the proposed project consists of an industrial land use, the applicable VMT per service population is defined as home-base work VMT per employee. Based on the City-adopted thresholds, a “yes” to any of the following applicable criteria would indicate a significant VMT impact:

- Project Impact: Would the project-generated home-based work VMT per employee exceed a level of 15% below City of Irwindale average home-based work VMT per employee?
- Cumulative Impact: Would the project increase the total regional VMT compared to cumulative no project conditions?
- Cumulative Impact: Is the project inconsistent with the SCAG RTP/SCS (Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy)?

SCREENING ASSESSMENT

Since City of Irwindale VMT thresholds do not include screening criteria, the project VMT screening assessment is based on guidance from the State’s *Technical Advisory* and review of draft VMT procedures for the San Gabriel Valley Council of Governments (SGVCOG). The *Technical Advisory* provides the following potential screening criteria for certain land development projects that may be presumed to result in a less than significant VMT impact:

- Local serving retail, schools, daycare, student housing, etc.
- Small projects generating less than 110 trips per day.
- Residential and office projects located in areas with low-VMT.
- Projects near transit stations or major transit stop.
- Residential projects with a high percentage of affordable housing.

For mixed-use projects, the *Technical Advisory* recommends that lead agencies can evaluate each component of a mixed-use project independently and apply the thresholds of significance for each land use (e.g., office and retail). Alternatively, a lead agency may consider only the project's dominant use. In the analysis of each use, a project should take credit for internal capture.

Screening Assessment for Local Serving Uses

The *Technical Advisory* defines local serving retail as less than 50,000 square feet. New retail development typically redistributes shopping trips rather than creating new trips. By adding retail opportunities into the urban fabric and thereby improving proximity, local-serving retail tends to shorten trips and reduce VMT. Similarly, other local serving uses such as schools, daycare, student housing, and public facilities would typically improve the proximity of such uses within the community, thereby shortening travel distances and reducing VMT.

The proposed project does not include a retail component; therefore, this screening criteria does not apply.

Screening Assessment for Small Projects

As noted in the *Technical Advisory*, CEQA Guidelines § 15301, subdivision (e)(2) provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

Early adopters of the VMT metric are using similar or slightly higher thresholds for small projects. The Cities of Santa Ana and San Jose, for example, have adopted a screening threshold for small infill projects based on 110 daily trips. The City of Los Angeles has established a screening threshold for projects that generate fewer than 250 net daily trips. The draft guidelines by the San Diego Section of the Institute of Transportation Engineers recommends a screening threshold as high as 1,000 daily trips for projects that are consistent with a General or Community Plan or 500 daily trips for projects that are inconsistent with a General or Community Plan.

As previously shown in Table 2, the proposed project is forecast to generate more than 110 net new daily weekday trips; therefore, the proposed project does not satisfy this screening criteria.

Screening Assessment for Projects in Low VMT Areas

The *Technical Advisory* provides guidance indicating that residential and office projects located in areas with low VMT and that exhibit similar VMT-related features (e.g., density, mix of uses, transit accessibility), will typically exhibit similarly low VMT. Identifying low VMT areas requires maps to be created using VMT data from travel surveys or a travel demand model that illustrate areas that are below the established VMT threshold.

Low VMT screening was assessed using the SGVCOG VMT Evaluation Tool, which was developed by SGVCOG on behalf of member agencies, including the City of Irwindale, is based on the Southern California Association of Governments (SCAG) Regional Travel Demand Model (2016 Regional Transportation Plan Base Year 2012 data version). Based on the SGVCOG VMT Evaluation Tool, the proposed project is located in a zone that is between 0-15% below the existing baseline VMT for the City of Irwindale. Since the City's threshold of significance is 15% below the existing baseline VMT, the proposed project does not satisfy the low VMT screening criteria.

Screening Assessment for Projects Near Transit Stations

As noted in the *Technical Advisory*, CEQA Guideline Section 15064.3, subdivision (b)(1) states that lead agencies generally should presume that certain projects proposed within one-half mile of an existing major transit stop or an existing stop along a high-quality transit corridor⁴ will have a less than significant impact on VMT. This presumption would not apply, however, if project-specific information indicates that the project may still generate significant levels of VMT.

Based on review of the Southern California Association of Governments (SCAG) High Quality Transit Area map for the year 2016, the proposed project is not located within one-half mile of a major transit stop or high quality transit corridor; therefore, the proposed project does not satisfy this screening criteria.

Screening Assessment for Affordable Housing

The *Technical Advisory* notes that adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT. In areas where existing jobs-housing match is closer to optimal, lower income housing nevertheless generates less VMT than market-rate housing. Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT. Evidence supports a presumption of less than significant impact for a 100 percent affordable residential development (or the residential component of a mixed-use development) in infill locations. Lead agencies may develop their own presumption of less than significant impact for residential projects containing a particular amount of affordable housing, based on local circumstances and evidence. Furthermore, a project which includes any affordable residential units may factor the effect of the affordability on VMT into the assessment of VMT generated by those units.

The proposed project does not contain an affordable housing component; therefore, this screening criteria does not apply.

VMT ANALYSIS

Since the proposed project does not satisfy any of the screening criteria, a detailed VMT analysis for the project was performed using the SGVCOG VMT Evaluation Tool. The SGVCOG VMT Evaluation Tool was developed using data from the SCAG Regional Travel Demand Model (2016 Regional Transportation Plan Base Year 2012 data version). The project site is located in Assessor's Parcel Numbers 8417-034-015 and 8417-034-016 both of which are located in Traffic Analysis Zone (TAZ) 22307100. A baseline year of 2020 was used for the analysis. The SGVCOG VMT Evaluation Tool report is provided in Appendix F.

- *Project Impact: Would the project-generated home-based work VMT per employee exceed a level of 15% below City of Irwindale average home-based work VMT per employee?*

The project would result in less than significant project VMT impact with mitigation. Based on the SGVCOG VMT Evaluation Tool, the average City of Irwindale VMT for the 2020 baseline year is 22.51 home-based work VMT per employee. Accordingly, a project impact would be significant if the project-

⁴ Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

generated home-based work VMT per employee exceeds 19.13. As shown in the SGVCOG VMT Evaluation Tool report (see Appendix F), the project-generated home-based work VMT per employee is equal to 21.72. Therefore, the proposed project would exceed the City-established threshold without mitigation. With implementation of the proposed Mitigation Measure VMT-1 as described in the following section, the project-generated home-based work VMT per employee is equal to 17.38. Therefore, the proposed project would result in no significant project VMT impact with implementation of Mitigation Measure VMT-1.

- *Cumulative Impact: Would the project increase the total regional VMT compared to cumulative no project conditions?*

The project would result in a less than significant cumulative VMT impact with mitigation. The State's *Technical Advisory* notes that a project's cumulative impacts are based on an assessment of whether the "incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (Pub. Resources Code, § 21083, subd. (b)(2); see CEQA Guidelines, § 15064, subd. (h)(1).) The *Technical Advisory* further clarifies that a project that falls below an efficiency-based threshold (such as VMT per employee) that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less than significant project impact would imply a less than significant cumulative impact, and vice versa. Since the project is forecast to generate VMT that is 15% below the City of Irwindale average, the project would not increase the total regional VMT. Therefore, the proposed project would result in no significant cumulative VMT impact with implementation of Mitigation Measure VMT-1.

- *Cumulative Impact: Is the project inconsistent with the SCAG RTP/SCS (Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy)?*

The project would result in a less than significant cumulative VMT impact. The SCAG 2020-2045 RTP/SCS, also known as Connect SoCal, was developed with input from all 197 local jurisdictions, including the City of Irwindale. The information used to develop the RTP/SCS includes the current land use, socio-economic demographics, and sustainability practices and is documented in a Data Map/Book⁵ for each jurisdiction. The Data Map/Book illustrates that the project site is designated as "Industrial" land use in the 2016 SCAG Land Use Codes. Therefore, the proposed project is consistent with the SCAG RTP/SCS.

VTM MITIGATION MEASURES

To mitigate the project VMT impacts to a less than significant level, the following mitigation measure is proposed:

Mitigation Measure VMT-1

The project employer shall be required to provide general commute benefits to employees, which may include financial subsidies or pre-tax deductions for transit, carpooling, and vanpooling activities. All employees shall be eligible for alternative transportation benefits.

The strategy's evidence is from a study that contains several case studies on the influence of commuter benefits on employee travel.⁶ The one most fitting for this category is that travel impacts are affected by the magnitude of the benefit and the quality of travel options available. Mode shifts tend to be greatest if current transit use is low. In New York City, where transit commute rates are already high, transit benefits only increased transit use 16% to 23%, while in Philadelphia, transit commuting increased 32%. Similarly, only 30%

⁵ *Connect SoCal: The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy Local Input & Envisioning Process Data Map/Book for the City of Irwindale* (Southern California Association of Governments, November 2019).

⁶ Litman, Todd. 2017. *Understanding Transport Demands and Elasticities*. Victoria Transport Policy Institute (VTPI).

of employees who received transit benefits who work in San Francisco increased their transit use, while 44% of those in other parts of the region commuted by transit more. The 44% figure was used in the SGVCOG VMT Evaluation Tool and an assumption was made of a one-to-one relationship between increased transit use and reduced commute VMT. The reduction in VMT was calculated using the following formula:

$$\% \text{ VMT reduction} = \% \text{ reduction in commute VMT} \times \% \text{ of employees eligible for benefits}$$

As shown in the SGVCOG VMT Evaluation Tool Report (see Appendix F), the project-generated home-based work VMT per employee is equal to 17.38 with implementation of the proposed Mitigation Measure VMT-1, which does not exceed the City-established threshold of 15% below the City of Irwindale average, or 19.13 home-based work VMT per employee; therefore, the proposed project would result in less than significant VMT impact with mitigation.

Table 12
City of Irwindale VMT Thresholds of Significance

Project Type	Thresholds
Land Use Plan	1. Project Impact: A significant impact would occur if the VMT rate for the plan would exceed a level of 15% below the applicable baseline VMT rate. 2. Cumulative Project Effect: A significant impact would occur if the project increases total regional VMT compared to cumulative no project conditions.
Land Use Project	1. Project Impact: A significant impact would occur if the VMT rate for the project would exceed a level of 15% below the applicable baseline VMT rate. 2. Cumulative Project Effect: A significant impact would occur if the project increases total regional VMT compared to cumulative no project conditions.
Retail Project (over 50,000 square feet)	1. Project Impact: A significant impact would occur if the VMT rate for the project would exceed a level of 15% below the applicable baseline VMT rate. 2. Cumulative Project Effect: A significant impact would occur if the project increases total VMT in the study area compared to baseline conditions.
Transportation Project	A significant impact would occur if the project causes a net increase in total regional VMT compared to baseline conditions, opening year no project conditions, or cumulative no project conditions.
All land use and transportation projects	A significant impact would occur if the project is inconsistent with the RTP/SCS (SCAG Regional Transportation Plan/Sustainable Communities Strategy).

Notes:

- (1) The baseline VMT rate is defined as the City of Irwindale average VMT rate per applicable service population.
- (2) The baseline VMT is subject to change pending updates to the SCAG RTP model.

10. MITIGATION MEASURES

This section summarizes the mitigation measures identified in previous sections and calculates the project trip contribution percentage of new trips at each study intersection for which mitigation measures have been identified.

SUMMARY OF LEVEL OF SERVICE MITIGATION MEASURES (NON-CEQA)

The following mitigation measures are recommended for Future Baseline Plus Cumulative Projects With Project traffic conditions:

- Mitigation Measure #1: I-605 Freeway SB On-Ramp/ Live Oak Avenue - #1
 - Construct an additional left-turn lane at the westbound approach. Construct a receiving lane on the southern leg.
- Mitigation Measure #2A-2D: I-605 Freeway NB Ramps/Live Oak Avenue - #2
 - Install a traffic signal.
 - Construct an additional right-turn lane at the northbound approach.
 - Construct an additional right-turn lane at the southbound approach.
 - Re-stripe to create an additional through lane at the westbound approach.
- Mitigation Measure #7A-7B: Arrow Highway/Live Oak Avenue - #7
 - Re-stripe to create an additional through lane at the eastbound approach.
 - Re-stripe to create an additional through lane at the westbound approach.
- Mitigation Measure #9A-9B: Azusa Canyon Road/Arrow Highway - #9
 - Re-stripe to create a shared through/right-turn lane at the eastbound approach.
 - Re-stripe to create a shared through-right-turn lane at the westbound approach.
- Mitigation Measure #17: Vincent Avenue/Gladstone Street - #17
 - Re-stripe to create a shared left-turn/through/right-turn lane at the northbound approach.
- Mitigation Measure #18: Vincent Avenue/Arrow Highway - #18
 - Re-stripe to create a shared through/right-turn lane at the eastbound approach.
- Mitigation Measure #34A-34B: Alameda Avenue/I-210 WB Ramps/1st Street - #34
 - Restripe the westbound approach to consist of two left turn lanes, one through lane, and one right turn lane
 - Modify signalization as necessary to accommodate east-west protected signal phasing, including necessary signal poles, mast arms, and signal heads.

Project Fair Share Contribution

Table 13 shows the project fair share percentage of new traffic at the significantly impact intersections for which mitigation measure improvements have been identified. The project fair share is based on the proportion of project peak hour traffic contributed to the improvement location relative to the total new peak hour traffic volume. The project fair share shown is intended only for the discussion purposes of this traffic impact analysis and does not imply any legal responsibility or formula for contributions or mitigation.

SUMMARY OF VMT MITIGATION MEASURES (CEQA)

To mitigate the project VMT impacts to a less than significant level, the following mitigation measure is proposed:

Mitigation Measure VMT-1

The project employer shall be required to provide general commute benefits to employees, which may include financial subsidies or pre-tax deductions for transit, carpooling, and vanpooling activities. All employees shall be eligible for alternative transportation benefits.

Table 13
Project Fair Share Contribution

Intersection	Peak Hour	Existing Traffic Volume	Project Trips	Existing Plus Project Traffic Volume	Project Fair Share %
I-605 SB On-Ramp at Live Oak Ave	Morning	2,242	14	2,256	0.6%
	Evening	3,604	93	3,697	2.5%
I-605 NB On-Ramp at Live Oak Ave	Morning	2,368	119	2,487	4.8%
	Evening	3,100	107	3,207	3.3%
Arrow Hwy at Live Oak Ave	Morning	3,991	143	4,134	3.5%
	Evening	4,143	129	4,272	3.0%
Azusa Canyon Rd at Arrow Hwy	Morning	3,585	152	3,737	4.1%
	Evening	3,103	137	3,240	4.2%
Vincent Ave at Gladstone St	Morning	1,829	188	2,017	9.3%
	Evening	2,063	168	2,231	7.5%
Vincent Ave at Arrow Hwy	Morning	2,711	379	3,090	12.3%
	Evening	3,380	341	3,721	9.2%
Alameda Ave/I-210 WB Ramps at 1st St	Morning	2,073	59	2,132	2.8%
	Evening	2,011	8	2,019	0.4%

11. CONCLUSIONS

CIRCULATION RECOMMENDATIONS

Site-specific circulation and access recommendations are depicted on Figure 26.

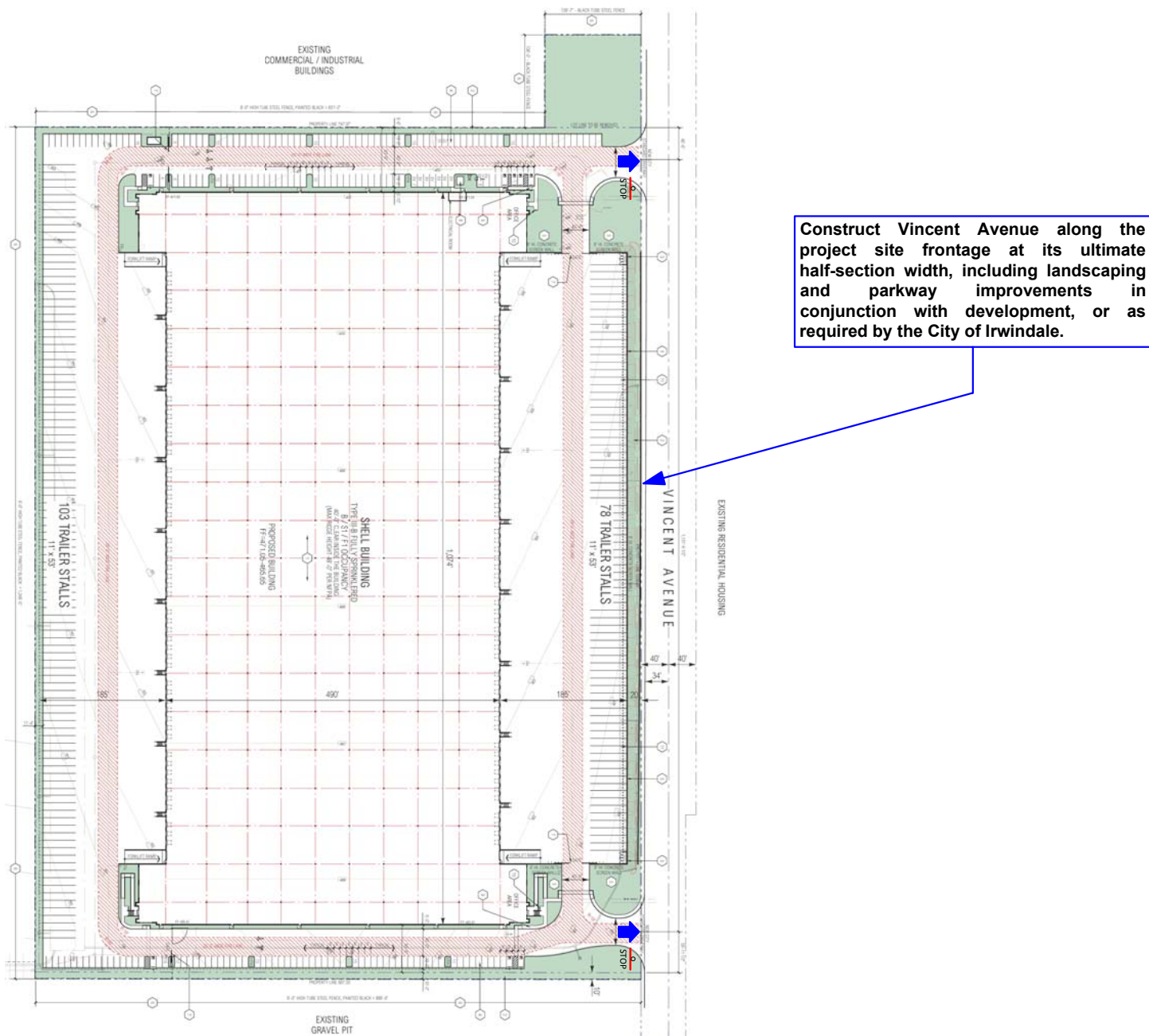
Construct Vincent Avenue along the project site frontage at its ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as required by the City of Irwindale.

The site shall provide sufficient parking spaces to meet City of Irwindale parking code requirements in order to service on-site parking demand.

Sight distance at project access driveways should comply with applicable City of Irwindale/California Department of Transportation sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to issue of grading permits.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project. On-site traffic control plans shall comply with the California Manual of Uniform Traffic Control Devices (2014).

As is the case for any roadway design, the City of Irwindale should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.



The site shall provide sufficient parking spaces to meet City of Irwindale parking code requirements in order to service on-site parking demand.

Sight distance at project access driveways should comply with applicable City of Irwindale/California Department of Transportation sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to issue of grading permits.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project. On-site traffic control plans shall comply with the California Manual of Uniform Traffic Control Devices (2014).

As is the case for any roadway design, the City of Irwindale should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.



Legend

-  Stop Sign
-  Full Access Driveway

Figure 26
Circulation Recommendations

APPENDICES

Appendix A Glossary

Appendix B Volume Count Worksheets

Appendix C Level of Service Worksheets

Appendix D Other Development Data

Appendix E Traffic Signal Warrant Worksheets

Appendix F SGVCOG VMT Evaluation Tool Report

APPENDIX A

GLOSSARY

GLOSSARY OF TERMS

ACRONYMS

AC	Acres
ADT	Average Daily Traffic
Caltrans	California Department of Transportation
DU	Dwelling Unit
ICU	Intersection Capacity Utilization
LOS	Level of Service
TSF	Thousand Square Feet
V/C	Volume/Capacity
VMT	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The average 24-hour volume for a stated period divided by the number of days in that period. For example, Annual Average Daily Traffic is the total volume during a year divided by 365 days.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A point of constriction along a roadway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CONTROL DELAY: The component of delay, typically expressed in seconds per vehicle, resulting from the type of traffic control at an intersection. Control delay is measured by comparison with the uncontrolled condition; it includes delay incurred by slowing down, stopping/waiting, and speeding up.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CORNER SIGHT DISTANCE: The minimum sight distance required by the driver of a vehicle to cross or enter the lanes of the major roadway without requiring approaching traffic travelling at a given speed to radically alter their speed or trajectory. Corner sight distance is measured from the driver's eye at 42 inches above the pavement to an object height of 36 inches above the pavement in the center of the nearest approach lane.

CYCLE LENGTH: The time period in seconds required for a traffic signal to complete one full cycle of indications.

CUL-DE-SAC: A local street open at one end only and with special provisions for turning around.

DAILY CAPACITY: A theoretical value representing the daily traffic volume that will typically result in a peak hour volume equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

PASSENGER CAR EQUIVALENT (PCE): A metric used to assess the impact of larger vehicles, such as trucks, recreational vehicles, and buses, by converting the traffic volume of larger vehicles to an equivalent number of passenger cars.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

QUEUE: The number of vehicles waiting at a service area such as a traffic signal, stop sign, or access gate.

QUEUE LENGTH: The length of vehicle queue, typically expressed in feet, waiting at a service area such as a traffic signal, stop sign, or access gate.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SHARED/RECIPROCAL PARKING AGREEMENT: A written binding document executed between property owners to provide a designated number of off-street parking stalls within a designated area to be available for specified businesses or land uses.

SIGHT DISTANCE: The continuous length of roadway visible to a driver or roadway user.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STACKING DISTANCE: The length of area available behind a service area, such as a traffic signal or gate, for vehicle queueing to occur.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through an intersection.

STOPPING SIGHT DISTANCE: The minimum distance required by the driver of a vehicle on the major roadway travelling at a given speed to bring the vehicle to a stop after an object on the road becomes visible. Stopping sight distance is measured from the driver's eye at 42 inches above the pavement to an object height of 6 inches above the pavement.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination (i.e., each trip has two trip-ends). A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

TURNING RADIUS: The circular arc formed by the smallest turning path radius of the front outside tire of a vehicle, such as that performed by a U-turn maneuver. This is based on the length and width of the wheel base as well as the steering mechanism of the vehicle.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

VOLUME COUNT WORKSHEETS

City of Irwindale
N/S: I-605 Southbound On Ramp
E/W: Live Oak Avenue
Weather: Clear

File Name : 07_IRW_605S On Lo AM
Site Code : 05117783
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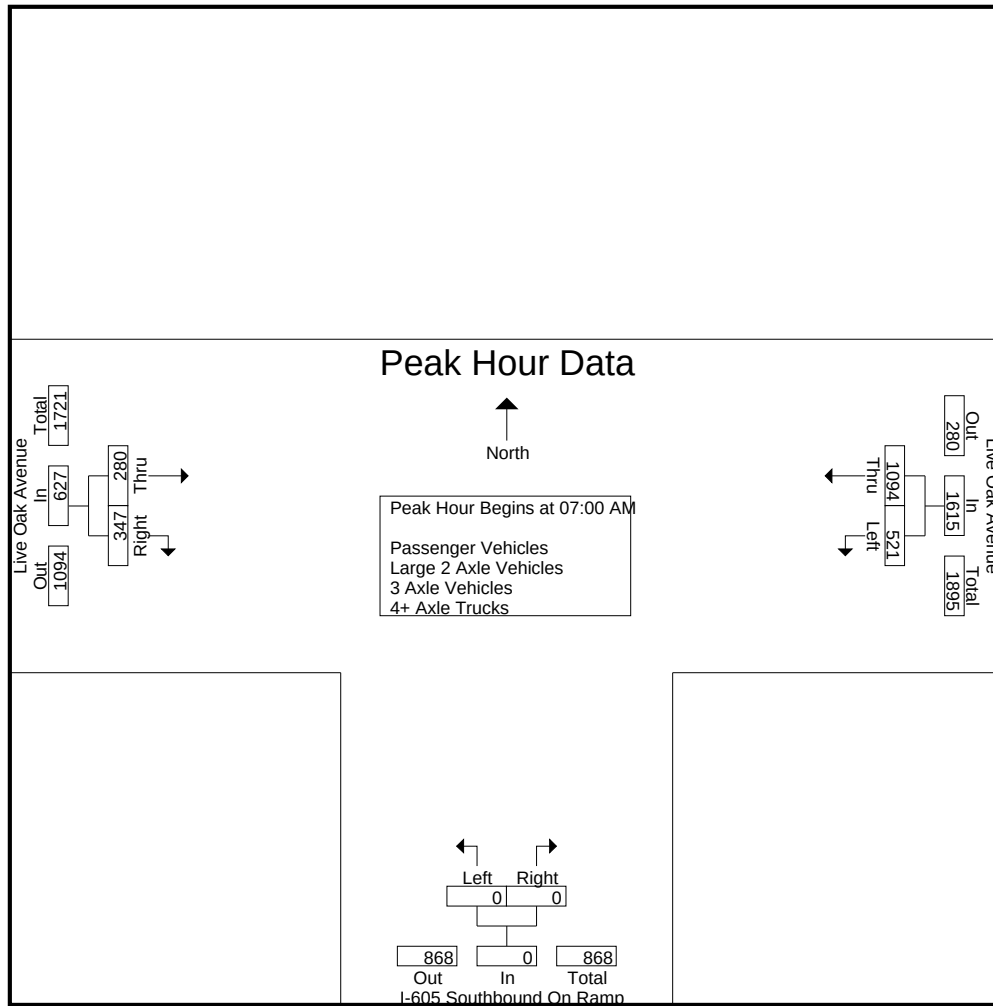
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Live Oak Avenue Westbound				I-605 Southbound On Ramp Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	159	283	0	442	0	0	0	0	64	85	0	149	0	591	591
07:15 AM	117	277	0	394	0	0	0	0	53	114	0	167	0	561	561
07:30 AM	115	256	0	371	0	0	0	0	68	84	0	152	0	523	523
07:45 AM	130	278	0	408	0	0	0	0	95	64	0	159	0	567	567
Total	521	1094	0	1615	0	0	0	0	280	347	0	627	0	2242	2242
08:00 AM	106	260	0	366	0	0	0	0	89	90	0	179	0	545	545
08:15 AM	86	260	0	346	0	0	0	0	96	86	0	182	0	528	528
08:30 AM	96	227	0	323	0	0	0	0	85	97	0	182	0	505	505
08:45 AM	118	211	0	329	0	0	0	0	76	116	0	192	0	521	521
Total	406	958	0	1364	0	0	0	0	346	389	0	735	0	2099	2099
Grand Total	927	2052	0	2979	0	0	0	0	626	736	0	1362	0	4341	4341
Apprch %	31.1	68.9			0	0			46	54					
Total %	21.4	47.3		68.6	0	0		0	14.4	17		31.4	0	100	
Passenger Vehicles	674	1836		2510	0	0		0	583	586		1169	0	0	3679
% Passenger Vehicles	72.7	89.5	0	84.3	0	0	0	0	93.1	79.6	0	85.8	0	0	84.8
Large 2 Axle Vehicles	70	92		162	0	0		0	26	40		66	0	0	228
% Large 2 Axle Vehicles	7.6	4.5	0	5.4	0	0	0	0	4.2	5.4	0	4.8	0	0	5.3
3 Axle Vehicles	65	48		113	0	0		0	6	42		48	0	0	161
% 3 Axle Vehicles	7	2.3	0	3.8	0	0	0	0	1	5.7	0	3.5	0	0	3.7
4+ Axle Trucks	118	76		194	0	0		0	11	68		79	0	0	273
% 4+ Axle Trucks	12.7	3.7	0	6.5	0	0	0	0	1.8	9.2	0	5.8	0	0	6.3

	Live Oak Avenue Westbound			I-605 Southbound On Ramp Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	159	283	442	0	0	0	64	85	149	591
07:15 AM	117	277	394	0	0	0	53	114	167	561
07:30 AM	115	256	371	0	0	0	68	84	152	523
07:45 AM	130	278	408	0	0	0	95	64	159	567
Total Volume	521	1094	1615	0	0	0	280	347	627	2242
% App. Total	32.3	67.7		0	0		44.7	55.3		
PHF	.819	.966	.913	.000	.000	.000	.737	.761	.939	.948

City of Irwindale
N/S: I-605 Southbound On Ramp
E/W: Live Oak Avenue
Weather: Clear

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			08:00 AM		
+0 mins.	159	283	442	0	0	0	89	90	179
+15 mins.	117	277	394	0	0	0	96	86	182
+30 mins.	115	256	371	0	0	0	85	97	182
+45 mins.	130	278	408	0	0	0	76	116	192
Total Volume	521	1094	1615	0	0	0	346	389	735
% App. Total	32.3	67.7		0	0		47.1	52.9	
PHF	.819	.966	.913	.000	.000	.000	.901	.838	.957

City of Irwindale
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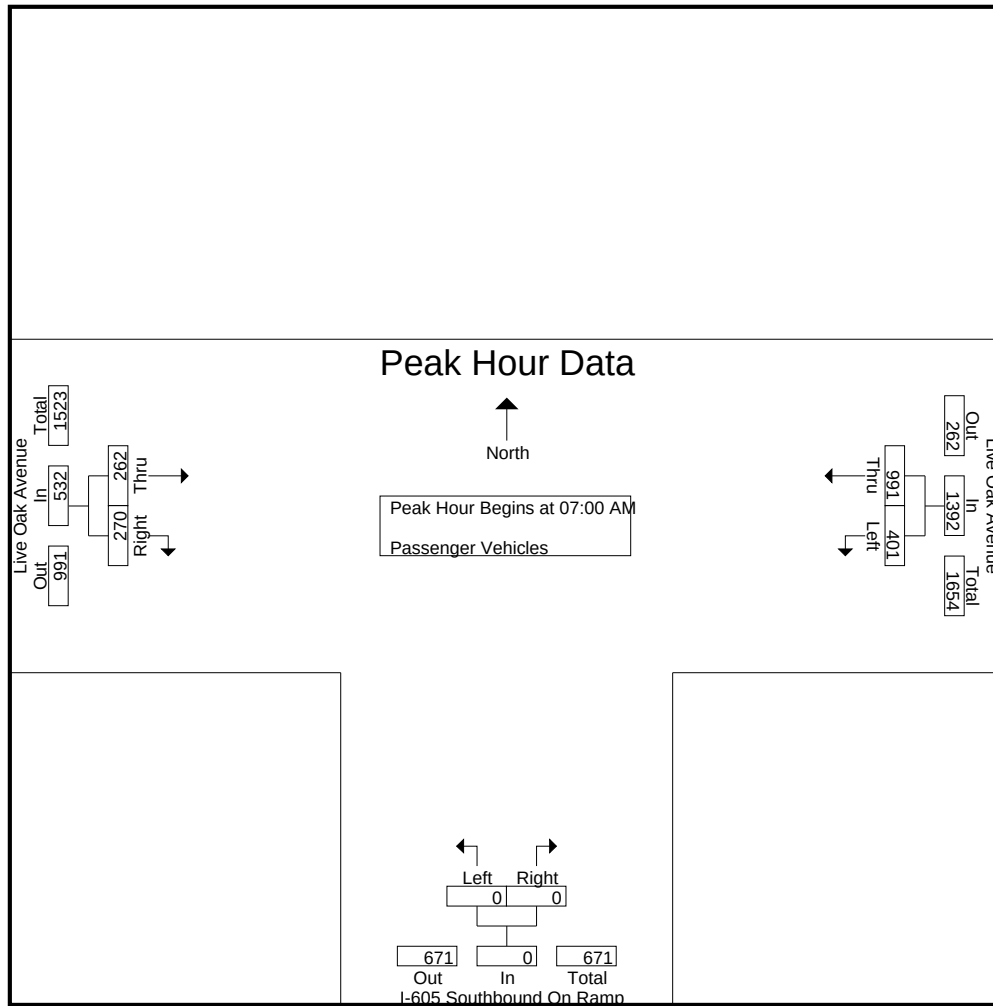
Groups Printed- Passenger Vehicles

	Live Oak Avenue Westbound				I-605 Southbound On Ramp Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	127	262	0	389	0	0	0	0	59	64	0	123	0	512	512
07:15 AM	91	246	0	337	0	0	0	0	47	93	0	140	0	477	477
07:30 AM	88	230	0	318	0	0	0	0	65	63	0	128	0	446	446
07:45 AM	95	253	0	348	0	0	0	0	91	50	0	141	0	489	489
Total	401	991	0	1392	0	0	0	0	262	270	0	532	0	1924	1924
08:00 AM	78	233	0	311	0	0	0	0	83	73	0	156	0	467	467
08:15 AM	62	235	0	297	0	0	0	0	87	74	0	161	0	458	458
08:30 AM	55	197	0	252	0	0	0	0	81	77	0	158	0	410	410
08:45 AM	78	180	0	258	0	0	0	0	70	92	0	162	0	420	420
Total	273	845	0	1118	0	0	0	0	321	316	0	637	0	1755	1755
Grand Total	674	1836	0	2510	0	0	0	0	583	586	0	1169	0	3679	3679
Apprch %	26.9	73.1			0	0			49.9	50.1					
Total %	18.3	49.9		68.2	0	0		0	15.8	15.9		31.8	0	100	

	Live Oak Avenue Westbound			I-605 Southbound On Ramp Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	127	262	389	0	0	0	59	64	123	512
07:15 AM	91	246	337	0	0	0	47	93	140	477
07:30 AM	88	230	318	0	0	0	65	63	128	446
07:45 AM	95	253	348	0	0	0	91	50	141	489
Total Volume	401	991	1392	0	0	0	262	270	532	1924
% App. Total	28.8	71.2		0	0		49.2	50.8		
PHF	.789	.946	.895	.000	.000	.000	.720	.726	.943	.939

City of Irwindale
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Weather: Clear

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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	127	262	389	0	0	0	59	64	123
+15 mins.	91	246	337	0	0	0	47	93	140
+30 mins.	88	230	318	0	0	0	65	63	128
+45 mins.	95	253	348	0	0	0	91	50	141
Total Volume	401	991	1392	0	0	0	262	270	532
% App. Total	28.8	71.2		0	0		49.2	50.8	
PHF	.789	.946	.895	.000	.000	.000	.720	.726	.943

City of Irwindale
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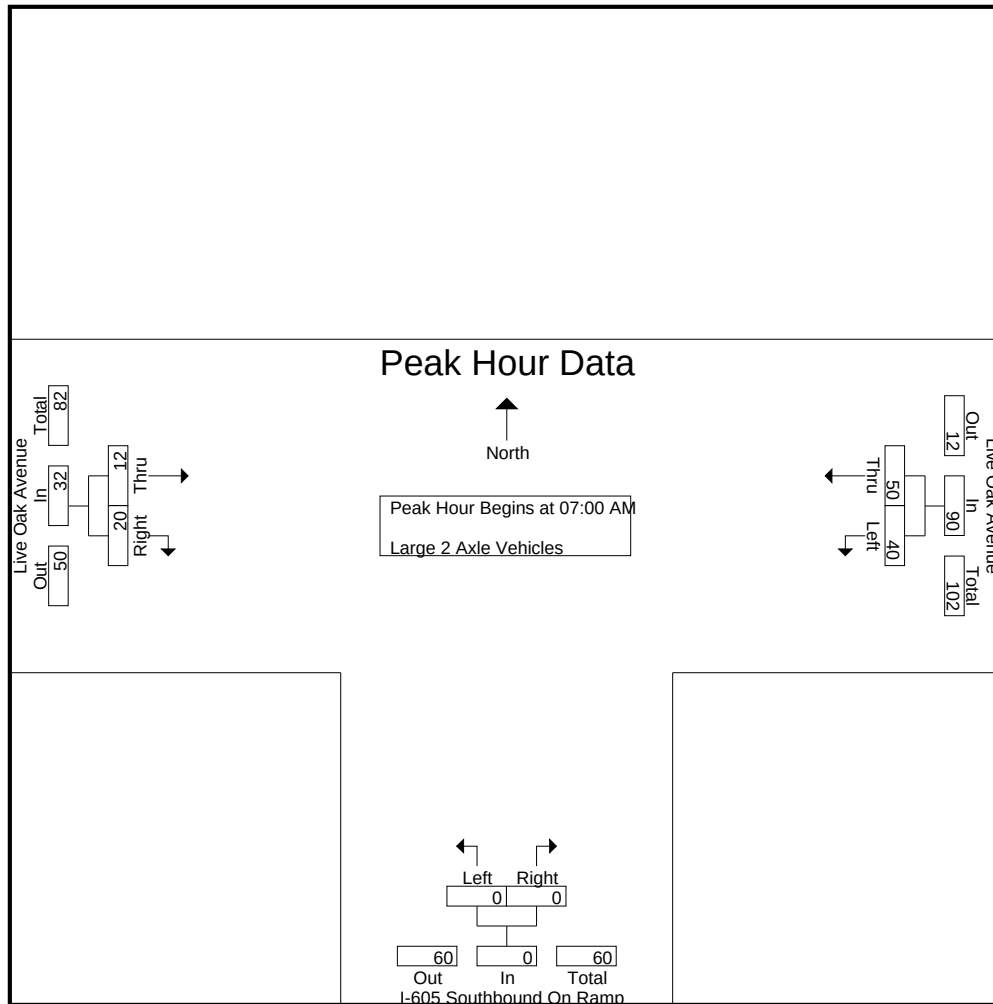
Groups Printed- Large 2 Axle Vehicles

	Live Oak Avenue Westbound				I-605 Southbound On Ramp Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	11	5	0	16	0	0	0	0	4	6	0	10	0	26	26
07:15 AM	6	16	0	22	0	0	0	0	4	4	0	8	0	30	30
07:30 AM	12	12	0	24	0	0	0	0	1	4	0	5	0	29	29
07:45 AM	11	17	0	28	0	0	0	0	3	6	0	9	0	37	37
Total	40	50	0	90	0	0	0	0	12	20	0	32	0	122	122
08:00 AM	5	6	0	11	0	0	0	0	3	3	0	6	0	17	17
08:15 AM	7	14	0	21	0	0	0	0	6	2	0	8	0	29	29
08:30 AM	7	11	0	18	0	0	0	0	1	8	0	9	0	27	27
08:45 AM	11	11	0	22	0	0	0	0	4	7	0	11	0	33	33
Total	30	42	0	72	0	0	0	0	14	20	0	34	0	106	106
Grand Total	70	92	0	162	0	0	0	0	26	40	0	66	0	228	228
Apprch %	43.2	56.8			0	0			39.4	60.6					
Total %	30.7	40.4		71.1	0	0		0	11.4	17.5		28.9	0	100	

	Live Oak Avenue Westbound			I-605 Southbound On Ramp Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	11	5	16	0	0	0	4	6	10	26
07:15 AM	6	16	22	0	0	0	4	4	8	30
07:30 AM	12	12	24	0	0	0	1	4	5	29
07:45 AM	11	17	28	0	0	0	3	6	9	37
Total Volume	40	50	90	0	0	0	12	20	32	122
% App. Total	44.4	55.6		0	0		37.5	62.5		
PHF	.833	.735	.804	.000	.000	.000	.750	.833	.800	.824

City of Irwindale
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Weather: Clear

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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	11	5	16	0	0	0	4	6	10
+15 mins.	6	16	22	0	0	0	4	4	8
+30 mins.	12	12	24	0	0	0	1	4	5
+45 mins.	11	17	28	0	0	0	3	6	9
Total Volume	40	50	90	0	0	0	12	20	32
% App. Total	44.4	55.6		0	0		37.5	62.5	
PHF	.833	.735	.804	.000	.000	.000	.750	.833	.800

City of Irwindale
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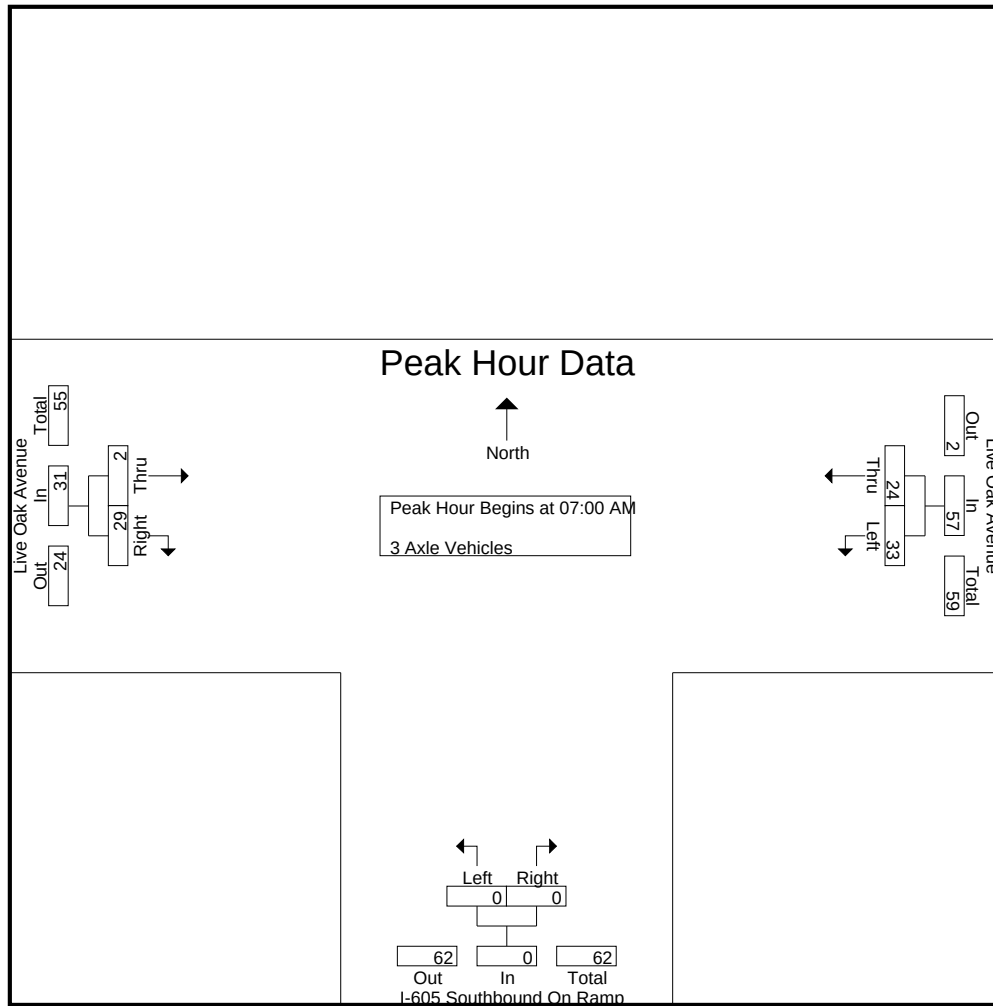
Groups Printed- 3 Axle Vehicles

	Live Oak Avenue Westbound				I-605 Southbound On Ramp Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	12	11	0	23	0	0	0	0	0	8	0	8	0	31	31
07:15 AM	7	5	0	12	0	0	0	0	0	7	0	7	0	19	19
07:30 AM	2	4	0	6	0	0	0	0	2	9	0	11	0	17	17
07:45 AM	12	4	0	16	0	0	0	0	0	5	0	5	0	21	21
Total	33	24	0	57	0	0	0	0	2	29	0	31	0	88	88
08:00 AM	4	7	0	11	0	0	0	0	1	3	0	4	0	15	15
08:15 AM	7	7	0	14	0	0	0	0	2	2	0	4	0	18	18
08:30 AM	12	4	0	16	0	0	0	0	1	2	0	3	0	19	19
08:45 AM	9	6	0	15	0	0	0	0	0	6	0	6	0	21	21
Total	32	24	0	56	0	0	0	0	4	13	0	17	0	73	73
Grand Total	65	48	0	113	0	0	0	0	6	42	0	48	0	161	161
Apprch %	57.5	42.5			0	0			12.5	87.5					
Total %	40.4	29.8		70.2	0	0		0	3.7	26.1		29.8	0	100	

	Live Oak Avenue Westbound			I-605 Southbound On Ramp Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	12	11	23	0	0	0	0	8	8	31
07:15 AM	7	5	12	0	0	0	0	7	7	19
07:30 AM	2	4	6	0	0	0	2	9	11	17
07:45 AM	12	4	16	0	0	0	0	5	5	21
Total Volume	33	24	57	0	0	0	2	29	31	88
% App. Total	57.9	42.1		0	0		6.5	93.5		
PHF	.688	.545	.620	.000	.000	.000	.250	.806	.705	.710

City of Irwindale
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	12	11	23	0	0	0	0	8	8
+15 mins.	7	5	12	0	0	0	0	7	7
+30 mins.	2	4	6	0	0	0	2	9	11
+45 mins.	12	4	16	0	0	0	0	5	5
Total Volume	33	24	57	0	0	0	2	29	31
% App. Total	57.9	42.1		0	0		6.5	93.5	
PHF	.688	.545	.620	.000	.000	.000	.250	.806	.705

City of Irwindale
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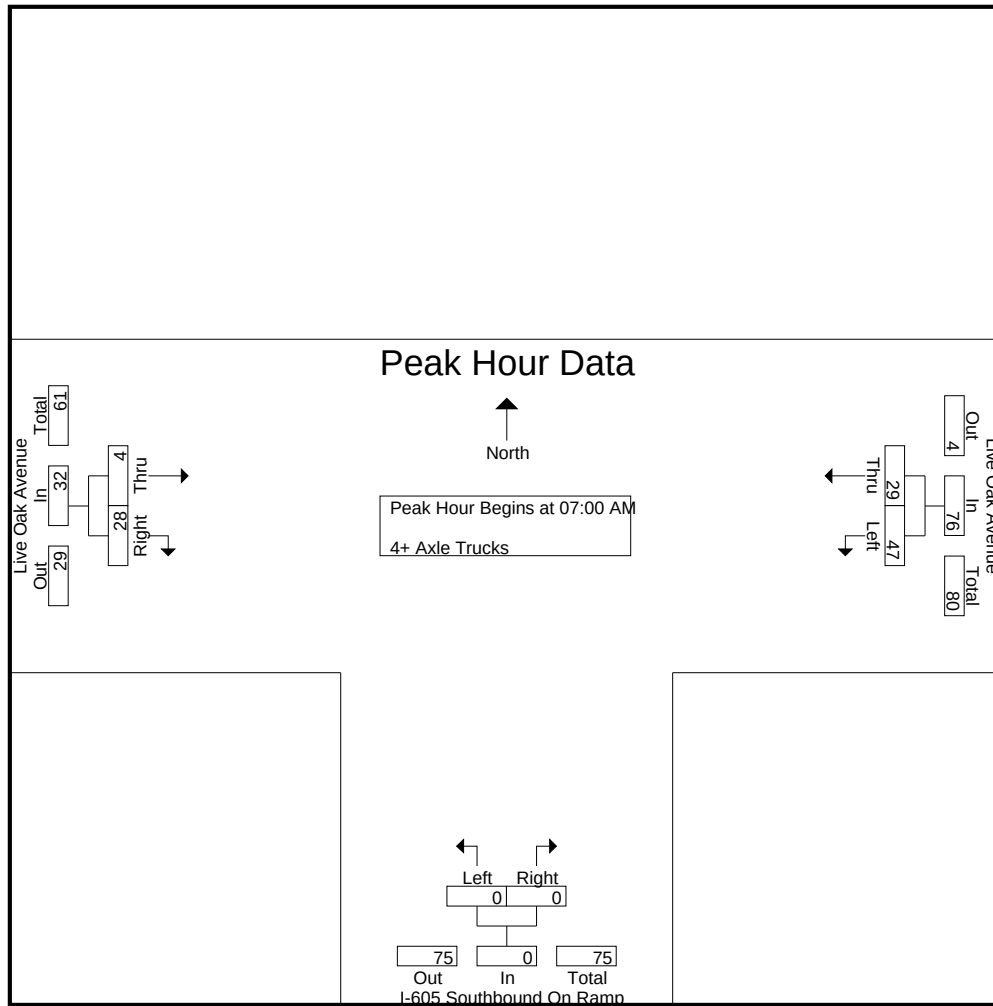
Groups Printed- 4+ Axle Trucks

	Live Oak Avenue Westbound				I-605 Southbound On Ramp Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	9	5	0	14	0	0	0	0	1	7	0	8	0	22	22
07:15 AM	13	10	0	23	0	0	0	0	2	10	0	12	0	35	35
07:30 AM	13	10	0	23	0	0	0	0	0	8	0	8	0	31	31
07:45 AM	12	4	0	16	0	0	0	0	1	3	0	4	0	20	20
Total	47	29	0	76	0	0	0	0	4	28	0	32	0	108	108
08:00 AM	19	14	0	33	0	0	0	0	2	11	0	13	0	46	46
08:15 AM	10	4	0	14	0	0	0	0	1	8	0	9	0	23	23
08:30 AM	22	15	0	37	0	0	0	0	2	10	0	12	0	49	49
08:45 AM	20	14	0	34	0	0	0	0	2	11	0	13	0	47	47
Total	71	47	0	118	0	0	0	0	7	40	0	47	0	165	165
Grand Total	118	76	0	194	0	0	0	0	11	68	0	79	0	273	273
Apprch %	60.8	39.2			0	0			13.9	86.1					
Total %	43.2	27.8		71.1	0	0		0	4	24.9		28.9	0	100	

	Live Oak Avenue Westbound			I-605 Southbound On Ramp Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	9	5	14	0	0	0	1	7	8	22
07:15 AM	13	10	23	0	0	0	2	10	12	35
07:30 AM	13	10	23	0	0	0	0	8	8	31
07:45 AM	12	4	16	0	0	0	1	3	4	20
Total Volume	47	29	76	0	0	0	4	28	32	108
% App. Total	61.8	38.2		0	0		12.5	87.5		
PHF	.904	.725	.826	.000	.000	.000	.500	.700	.667	.771

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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	9	5	14	0	0	0	1	7	8
+15 mins.	13	10	23	0	0	0	2	10	12
+30 mins.	13	10	23	0	0	0	0	8	8
+45 mins.	12	4	16	0	0	0	1	3	4
Total Volume	47	29	76	0	0	0	4	28	32
% App. Total	61.8	38.2		0	0		12.5	87.5	
PHF	.904	.725	.826	.000	.000	.000	.500	.700	.667

City of Irwindale
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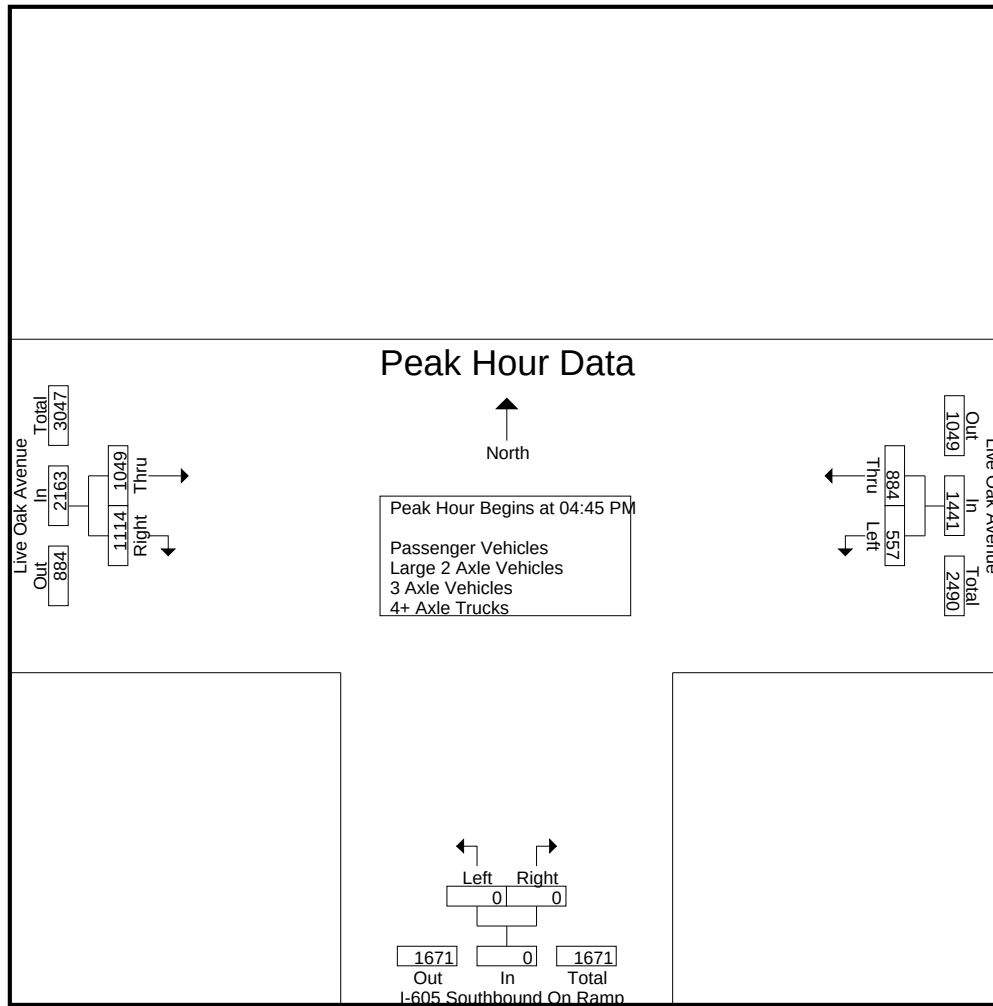
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Live Oak Avenue Westbound				I-605 Southbound On Ramp Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	147	212	0	359	0	0	0	0	180	227	0	407	0	766	766
04:15 PM	124	195	0	319	0	0	0	0	205	227	0	432	0	751	751
04:30 PM	126	193	0	319	0	0	0	0	221	276	0	497	0	816	816
04:45 PM	146	200	0	346	0	0	0	0	262	293	0	555	0	901	901
Total	543	800	0	1343	0	0	0	0	868	1023	0	1891	0	3234	3234
05:00 PM	142	232	0	374	0	0	0	0	252	254	0	506	0	880	880
05:15 PM	145	234	0	379	0	0	0	0	263	297	0	560	0	939	939
05:30 PM	124	218	0	342	0	0	0	0	272	270	0	542	0	884	884
05:45 PM	102	229	0	331	0	0	0	0	209	273	0	482	0	813	813
Total	513	913	0	1426	0	0	0	0	996	1094	0	2090	0	3516	3516
Grand Total	1056	1713	0	2769	0	0	0	0	1864	2117	0	3981	0	6750	6750
Apprch %	38.1	61.9			0	0			46.8	53.2					
Total %	15.6	25.4		41	0	0		0	27.6	31.4		59	0	100	
Passenger Vehicles	974	1589		2563	0	0		0	1784	2020		3804	0	0	6367
% Passenger Vehicles	92.2	92.8	0	92.6	0	0	0	0	95.7	95.4	0	95.6	0	0	94.3
Large 2 Axle Vehicles	27	49		76	0	0		0	58	52		110	0	0	186
% Large 2 Axle Vehicles	2.6	2.9	0	2.7	0	0	0	0	3.1	2.5	0	2.8	0	0	2.8
3 Axle Vehicles	18	21		39	0	0		0	17	22		39	0	0	78
% 3 Axle Vehicles	1.7	1.2	0	1.4	0	0	0	0	0.9	1	0	1	0	0	1.2
4+ Axle Trucks	37	54		91	0	0		0	5	23		28	0	0	119
% 4+ Axle Trucks	3.5	3.2	0	3.3	0	0	0	0	0.3	1.1	0	0.7	0	0	1.8

	Live Oak Avenue Westbound			I-605 Southbound On Ramp Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	146	200	346	0	0	0	262	293	555	901
05:00 PM	142	232	374	0	0	0	252	254	506	880
05:15 PM	145	234	379	0	0	0	263	297	560	939
05:30 PM	124	218	342	0	0	0	272	270	542	884
Total Volume	557	884	1441	0	0	0	1049	1114	2163	3604
% App. Total	38.7	61.3		0	0		48.5	51.5		
PHF	.954	.944	.951	.000	.000	.000	.964	.938	.966	.960

City of Irwindale
N/S: I-605 Southbound On Ramp
E/W: Live Oak Avenue
Weather: Clear

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:45 PM		
+0 mins.	146	200	346	0	0	0	262	293	555
+15 mins.	142	232	374	0	0	0	252	254	506
+30 mins.	145	234	379	0	0	0	263	297	560
+45 mins.	124	218	342	0	0	0	272	270	542
Total Volume	557	884	1441	0	0	0	1049	1114	2163
% App. Total	38.7	61.3		0	0		48.5	51.5	
PHF	.954	.944	.951	.000	.000	.000	.964	.938	.966

City of Irwindale
N/S: I-605 Southbound On Ramp
E/W: Live Oak Avenue
Weather: Clear

File Name : 07_IRW_605S On Lo PM
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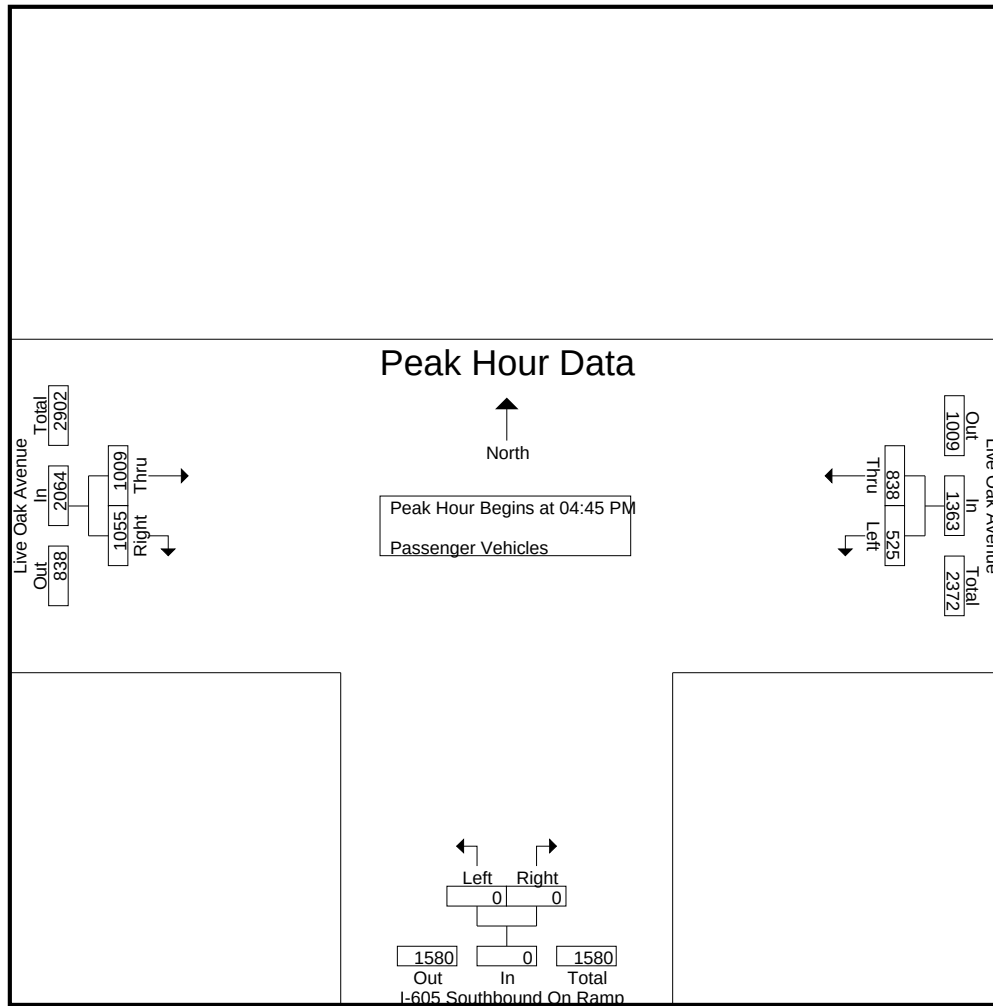
Groups Printed- Passenger Vehicles

	Live Oak Avenue Westbound				I-605 Southbound On Ramp Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	130	182	0	312	0	0	0	0	167	215	0	382	0	694	694
04:15 PM	109	170	0	279	0	0	0	0	193	217	0	410	0	689	689
04:30 PM	115	180	0	295	0	0	0	0	208	262	0	470	0	765	765
04:45 PM	134	191	0	325	0	0	0	0	249	271	0	520	0	845	845
Total	488	723	0	1211	0	0	0	0	817	965	0	1782	0	2993	2993
05:00 PM	134	217	0	351	0	0	0	0	247	239	0	486	0	837	837
05:15 PM	138	221	0	359	0	0	0	0	250	283	0	533	0	892	892
05:30 PM	119	209	0	328	0	0	0	0	263	262	0	525	0	853	853
05:45 PM	95	219	0	314	0	0	0	0	207	271	0	478	0	792	792
Total	486	866	0	1352	0	0	0	0	967	1055	0	2022	0	3374	3374
Grand Total	974	1589	0	2563	0	0	0	0	1784	2020	0	3804	0	6367	6367
Apprch %	38	62			0	0			46.9	53.1					
Total %	15.3	25		40.3	0	0		0	28	31.7		59.7	0	100	

	Live Oak Avenue Westbound			I-605 Southbound On Ramp Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	134	191	325	0	0	0	249	271	520	845
05:00 PM	134	217	351	0	0	0	247	239	486	837
05:15 PM	138	221	359	0	0	0	250	283	533	892
05:30 PM	119	209	328	0	0	0	263	262	525	853
Total Volume	525	838	1363	0	0	0	1009	1055	2064	3427
% App. Total	38.5	61.5		0	0		48.9	51.1		
PHF	.951	.948	.949	.000	.000	.000	.959	.932	.968	.960

City of Irwindale
N/S: I-605 Southbound On Ramp
E/W: Live Oak Avenue
Weather: Clear

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	134	191	325	0	0	0	249	271	520
+15 mins.	134	217	351	0	0	0	247	239	486
+30 mins.	138	221	359	0	0	0	250	283	533
+45 mins.	119	209	328	0	0	0	263	262	525
Total Volume	525	838	1363	0	0	0	1009	1055	2064
% App. Total	38.5	61.5		0	0		48.9	51.1	
PHF	.951	.948	.949	.000	.000	.000	.959	.932	.968

City of Irwindale
N/S: I-605 Southbound On Ramp
E/W: Live Oak Avenue
Weather: Clear

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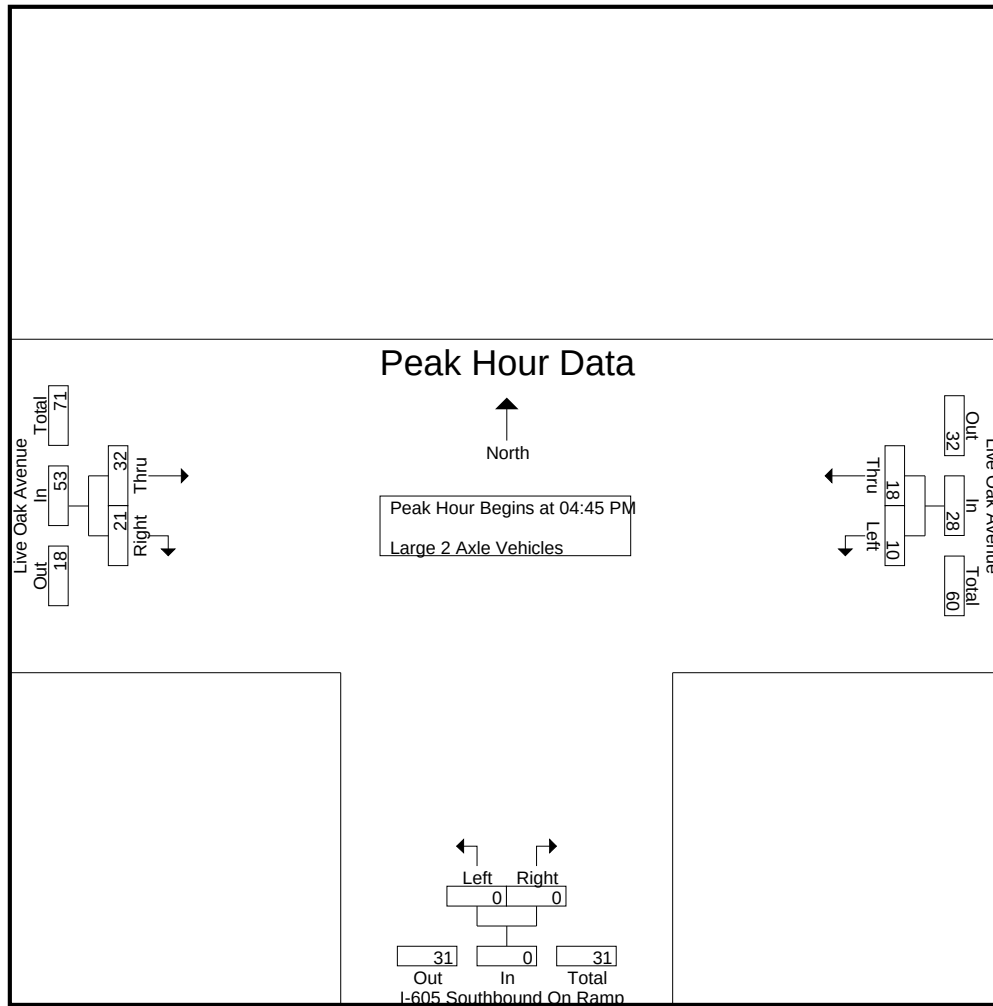
Groups Printed- Large 2 Axle Vehicles

	Live Oak Avenue Westbound				I-605 Southbound On Ramp Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	5	14	0	19	0	0	0	0	9	8	0	17	0	36	36
04:15 PM	4	8	0	12	0	0	0	0	7	9	0	16	0	28	28
04:30 PM	5	4	0	9	0	0	0	0	9	12	0	21	0	30	30
04:45 PM	1	2	0	3	0	0	0	0	9	6	0	15	0	18	18
Total	15	28	0	43	0	0	0	0	34	35	0	69	0	112	112
05:00 PM	3	5	0	8	0	0	0	0	5	5	0	10	0	18	18
05:15 PM	4	8	0	12	0	0	0	0	9	5	0	14	0	26	26
05:30 PM	2	3	0	5	0	0	0	0	9	5	0	14	0	19	19
05:45 PM	3	5	0	8	0	0	0	0	1	2	0	3	0	11	11
Total	12	21	0	33	0	0	0	0	24	17	0	41	0	74	74
Grand Total	27	49	0	76	0	0	0	0	58	52	0	110	0	186	186
Apprch %	35.5	64.5			0	0			52.7	47.3					
Total %	14.5	26.3		40.9	0	0		0	31.2	28		59.1	0	100	

	Live Oak Avenue Westbound			I-605 Southbound On Ramp Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	1	2	3	0	0	0	9	6	15	18
05:00 PM	3	5	8	0	0	0	5	5	10	18
05:15 PM	4	8	12	0	0	0	9	5	14	26
05:30 PM	2	3	5	0	0	0	9	5	14	19
Total Volume	10	18	28	0	0	0	32	21	53	81
% App. Total	35.7	64.3		0	0		60.4	39.6		
PHF	.625	.563	.583	.000	.000	.000	.889	.875	.883	.779

City of Irwindale
N/S: I-605 Southbound On Ramp
E/W: Live Oak Avenue
Weather: Clear

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	1	2	3	0	0	0	9	6	15
+15 mins.	3	5	8	0	0	0	5	5	10
+30 mins.	4	8	12	0	0	0	9	5	14
+45 mins.	2	3	5	0	0	0	9	5	14
Total Volume	10	18	28	0	0	0	32	21	53
% App. Total	35.7	64.3		0	0		60.4	39.6	
PHF	.625	.563	.583	.000	.000	.000	.889	.875	.883

City of Irwindale
N/S: I-605 Southbound On Ramp
E/W: Live Oak Avenue
Weather: Clear

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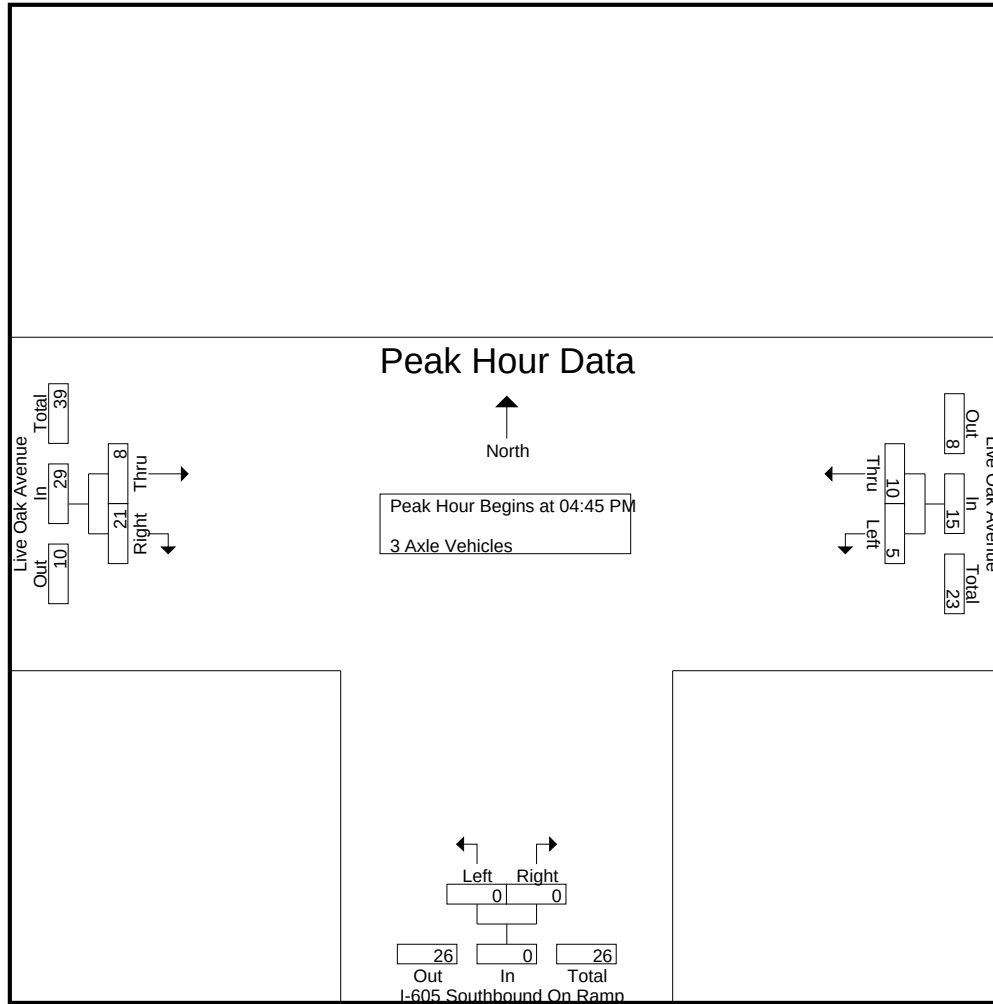
Groups Printed- 3 Axle Vehicles

	Live Oak Avenue Westbound				I-605 Southbound On Ramp Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	5	0	8	0	0	0	0	3	0	0	3	0	11	11
04:15 PM	6	5	0	11	0	0	0	0	3	0	0	3	0	14	14
04:30 PM	1	0	0	1	0	0	0	0	2	1	0	3	0	4	4
04:45 PM	1	3	0	4	0	0	0	0	4	10	0	14	0	18	18
Total	11	13	0	24	0	0	0	0	12	11	0	23	0	47	47
05:00 PM	1	5	0	6	0	0	0	0	0	4	0	4	0	10	10
05:15 PM	3	1	0	4	0	0	0	0	4	5	0	9	0	13	13
05:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	3	3
05:45 PM	3	1	0	4	0	0	0	0	1	0	0	1	0	5	5
Total	7	8	0	15	0	0	0	0	5	11	0	16	0	31	31
Grand Total	18	21	0	39	0	0	0	0	17	22	0	39	0	78	78
Apprch %	46.2	53.8			0	0			43.6	56.4					
Total %	23.1	26.9		50	0	0		0	21.8	28.2		50	0	100	

	Live Oak Avenue Westbound			I-605 Southbound On Ramp Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	1	3	4	0	0	0	4	10	14	18
05:00 PM	1	5	6	0	0	0	0	4	4	10
05:15 PM	3	1	4	0	0	0	4	5	9	13
05:30 PM	0	1	1	0	0	0	0	2	2	3
Total Volume	5	10	15	0	0	0	8	21	29	44
% App. Total	33.3	66.7		0	0		27.6	72.4		
PHF	.417	.500	.625	.000	.000	.000	.500	.525	.518	.611

City of Irwindale
N/S: I-605 Southbound On Ramp
E/W: Live Oak Avenue
Weather: Clear

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	1	3	4	0	0	0	4	10	14
+15 mins.	1	5	6	0	0	0	0	4	4
+30 mins.	3	1	4	0	0	0	4	5	9
+45 mins.	0	1	1	0	0	0	0	2	2
Total Volume	5	10	15	0	0	0	8	21	29
% App. Total	33.3	66.7		0	0		27.6	72.4	
PHF	.417	.500	.625	.000	.000	.000	.500	.525	.518

City of Irwindale
N/S: I-605 Southbound On Ramp
E/W: Live Oak Avenue
Weather: Clear

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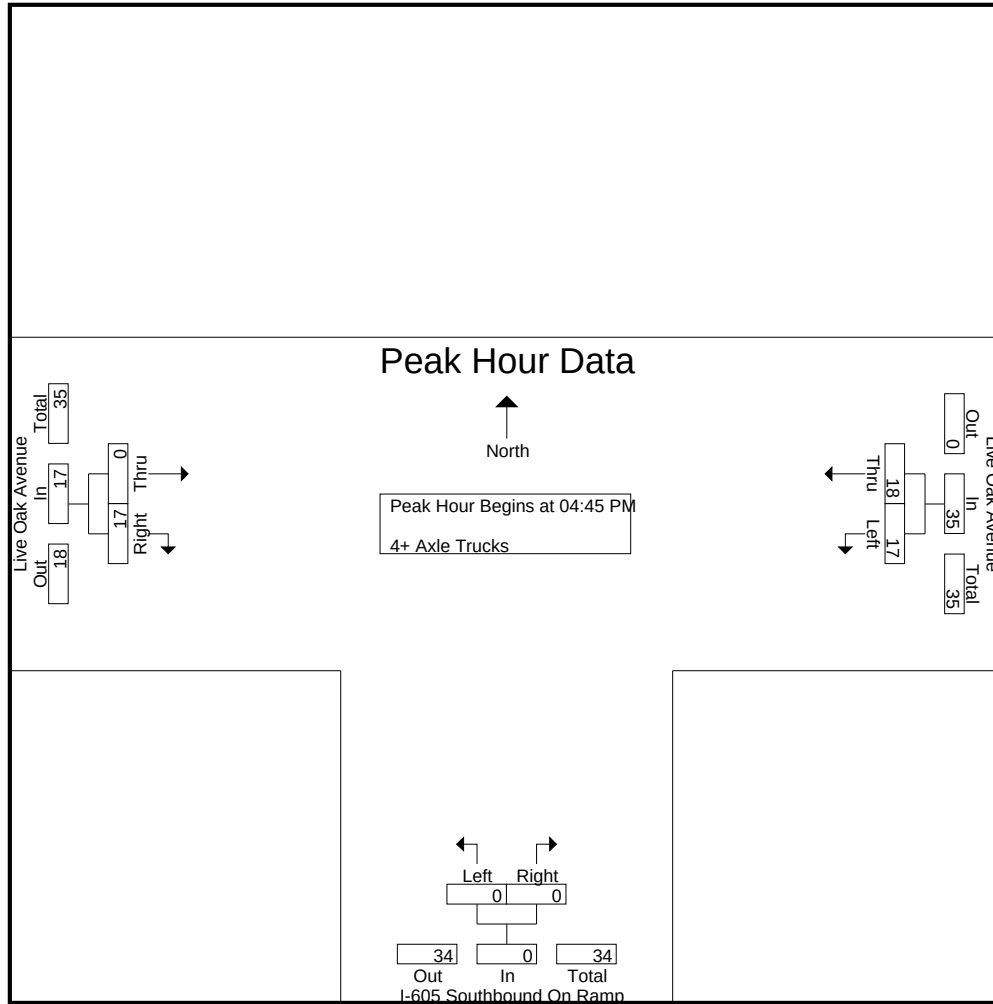
Groups Printed- 4+ Axle Trucks

	Live Oak Avenue Westbound				I-605 Southbound On Ramp Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	9	11	0	20	0	0	0	0	1	4	0	5	0	25	25
04:15 PM	5	12	0	17	0	0	0	0	2	1	0	3	0	20	20
04:30 PM	5	9	0	14	0	0	0	0	2	1	0	3	0	17	17
04:45 PM	10	4	0	14	0	0	0	0	0	6	0	6	0	20	20
Total	29	36	0	65	0	0	0	0	5	12	0	17	0	82	82
05:00 PM	4	5	0	9	0	0	0	0	0	6	0	6	0	15	15
05:15 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	8	8
05:30 PM	3	5	0	8	0	0	0	0	0	1	0	1	0	9	9
05:45 PM	1	4	0	5	0	0	0	0	0	0	0	0	0	5	5
Total	8	18	0	26	0	0	0	0	0	11	0	11	0	37	37
Grand Total	37	54	0	91	0	0	0	0	5	23	0	28	0	119	119
Apprch %	40.7	59.3			0	0			17.9	82.1					
Total %	31.1	45.4		76.5	0	0		0	4.2	19.3		23.5	0	100	

	Live Oak Avenue Westbound			I-605 Southbound On Ramp Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	10	4	14	0	0	0	0	6	6	20
05:00 PM	4	5	9	0	0	0	0	6	6	15
05:15 PM	0	4	4	0	0	0	0	4	4	8
05:30 PM	3	5	8	0	0	0	0	1	1	9
Total Volume	17	18	35	0	0	0	0	17	17	52
% App. Total	48.6	51.4		0	0		0	100		
PHF	.425	.900	.625	.000	.000	.000	.000	.708	.708	.650

City of Irwindale
N/S: I-605 Southbound On Ramp
E/W: Live Oak Avenue
Weather: Clear

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	10	4	14	0	0	0	0	6	6
+15 mins.	4	5	9	0	0	0	0	6	6
+30 mins.	0	4	4	0	0	0	0	4	4
+45 mins.	3	5	8	0	0	0	0	1	1
Total Volume	17	18	35	0	0	0	0	17	17
% App. Total	48.6	51.4		0	0		0	100	
PHF	.425	.900	.625	.000	.000	.000	.000	.708	.708

Location: Irwindale
 N/S: I-605 Southbound On Ramp
 E/W: Live Oak Avenue



Date: 11/28/2017
 Day: Tuesday

PEDESTRIANS

	North Leg Dead End	East Leg Live Oak Avenue	South Leg I-605 SB On Ramp	West Leg Live Oak Avenue	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dead End	East Leg Live Oak Avenue	South Leg I-605 SB On Ramp	West Leg Live Oak Avenue	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Irwindale
 N/S: I-605 Southbound On Ramp
 E/W: Live Oak Avenue



Date: 11/28/2017
 Day: Tuesday

BICYCLES

	North Leg Dead End	East Leg Live Oak Avenue	South Leg I-605 SB On Ramp	West Leg Live Oak Avenue	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	1	0	1
7:45 AM	0	0	1	0	1
8:00 AM	0	0	3	0	3
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	5	0	6

	North Leg Dead End	East Leg Live Oak Avenue	South Leg I-605 SB On Ramp	West Leg Live Oak Avenue	TOTAL
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	1	0	2

City of Irwindale
N/S: I-605 Northbound Off Ramps
E/W: Live Oak Avenue
Weather: Clear

File Name : 08_IRW_605N Lo AM
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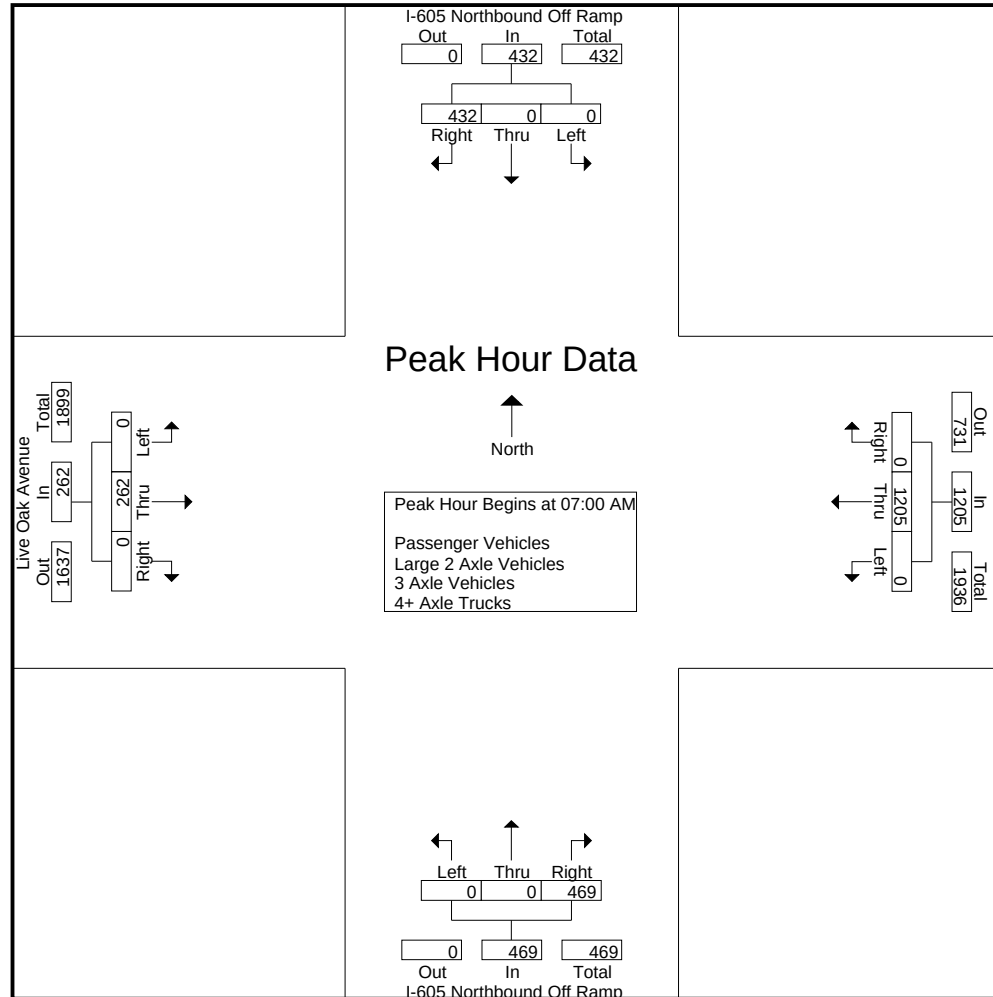
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-605 Northbound Off Ramp Southbound					Live Oak Avenue Westbound					I-605 Northbound Off Ramp Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	104	0	104	0	344	0	0	344	0	0	107	0	107	0	53	0	0	53	0	608	608
07:15 AM	0	0	91	0	91	0	307	0	0	307	0	0	107	0	107	0	59	0	0	59	0	564	564
07:30 AM	0	0	119	0	119	0	255	0	0	255	0	0	116	0	116	0	63	0	0	63	0	553	553
07:45 AM	0	0	118	0	118	0	299	0	0	299	0	0	139	0	139	0	87	0	0	87	0	643	643
Total	0	0	432	0	432	0	1205	0	0	1205	0	0	469	0	469	0	262	0	0	262	0	2368	2368
08:00 AM	0	0	128	0	128	0	255	0	0	255	0	0	116	0	116	0	88	0	0	88	0	587	587
08:15 AM	0	0	135	0	135	0	223	0	0	223	0	0	128	0	128	0	90	0	0	90	0	576	576
08:30 AM	0	0	117	0	117	0	216	0	0	216	0	0	90	0	90	0	88	0	0	88	0	511	511
08:45 AM	0	0	121	0	121	0	225	0	0	225	0	0	130	0	130	0	87	0	0	87	0	563	563
Total	0	0	501	0	501	0	919	0	0	919	0	0	464	0	464	0	353	0	0	353	0	2237	2237
Grand Total	0	0	933	0	933	0	2124	0	0	2124	0	0	933	0	933	0	615	0	0	615	0	4605	4605
Apprch %	0	0	100			0	100	0			0	0	100			0	100	0			0		
Total %	0	0	20.3		20.3	0	46.1	0		46.1	0	0	20.3		20.3	0	13.4	0		13.4	0	100	
Passenger Vehicles	0	0	828		828	0	1783	0		1783	0	0	741		741	0	572	0		572	0	0	3924
% Passenger Vehicles	0	0	88.7	0	88.7	0	83.9	0	0	83.9	0	0	79.4	0	79.4	0	93	0	0	93	0	0	85.2
Large 2 Axle Vehicles	0	0	22		22	0	119	0		119	0	0	45		45	0	25	0		25	0	0	211
% Large 2 Axle Vehicles	0	0	2.4	0	2.4	0	5.6	0	0	5.6	0	0	4.8	0	4.8	0	4.1	0	0	4.1	0	0	4.6
3 Axle Vehicles	0	0	21		21	0	91	0		91	0	0	42		42	0	7	0		7	0	0	161
% 3 Axle Vehicles	0	0	2.3	0	2.3	0	4.3	0	0	4.3	0	0	4.5	0	4.5	0	1.1	0	0	1.1	0	0	3.5
4+ Axle Trucks	0	0	62		62	0	131	0		131	0	0	105		105	0	11	0		11	0	0	309
% 4+ Axle Trucks	0	0	6.6	0	6.6	0	6.2	0	0	6.2	0	0	11.3	0	11.3	0	1.8	0	0	1.8	0	0	6.7

	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	104	104	0	344	0	344	0	0	107	107	0	53	0	53	608
07:15 AM	0	0	91	91	0	307	0	307	0	0	107	107	0	59	0	59	564
07:30 AM	0	0	119	119	0	255	0	255	0	0	116	116	0	63	0	63	553
07:45 AM	0	0	118	118	0	299	0	299	0	0	139	139	0	87	0	87	643
Total Volume	0	0	432	432	0	1205	0	1205	0	0	469	469	0	262	0	262	2368
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.908	.908	.000	.876	.000	.876	.000	.000	.844	.844	.000	.753	.000	.753	.921

City of Irwindale
N/S: I-605 Northbound Off Ramps
E/W: Live Oak Avenue
Weather: Clear

File Name : 08_IRW_605N Lo AM
Site Code : 05117783
Start Date : 11/28/2017
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City of Irwindale
N/S: I-605 Northbound Off Ramps
E/W: Live Oak Avenue
Weather: Clear

File Name : 08_IRW_605N Lo AM
Site Code : 05117783
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	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

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

Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:30 AM				07:45 AM			
+0 mins.	0	0	128	128	0	344	0	344	0	0	116	116	0	87	0	87
+15 mins.	0	0	135	135	0	307	0	307	0	0	139	139	0	88	0	88
+30 mins.	0	0	117	117	0	255	0	255	0	0	116	116	0	90	0	90
+45 mins.	0	0	121	121	0	299	0	299	0	0	128	128	0	88	0	88
Total Volume	0	0	501	501	0	1205	0	1205	0	0	499	499	0	353	0	353
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.928	.928	.000	.876	.000	.876	.000	.000	.897	.897	.000	.981	.000	.981

City of Irwindale
N/S: I-605 Northbound Off Ramps
E/W: Live Oak Avenue
Weather: Clear

File Name : 08_IRW_605N Lo AM
Site Code : 05117783
Start Date : 11/28/2017
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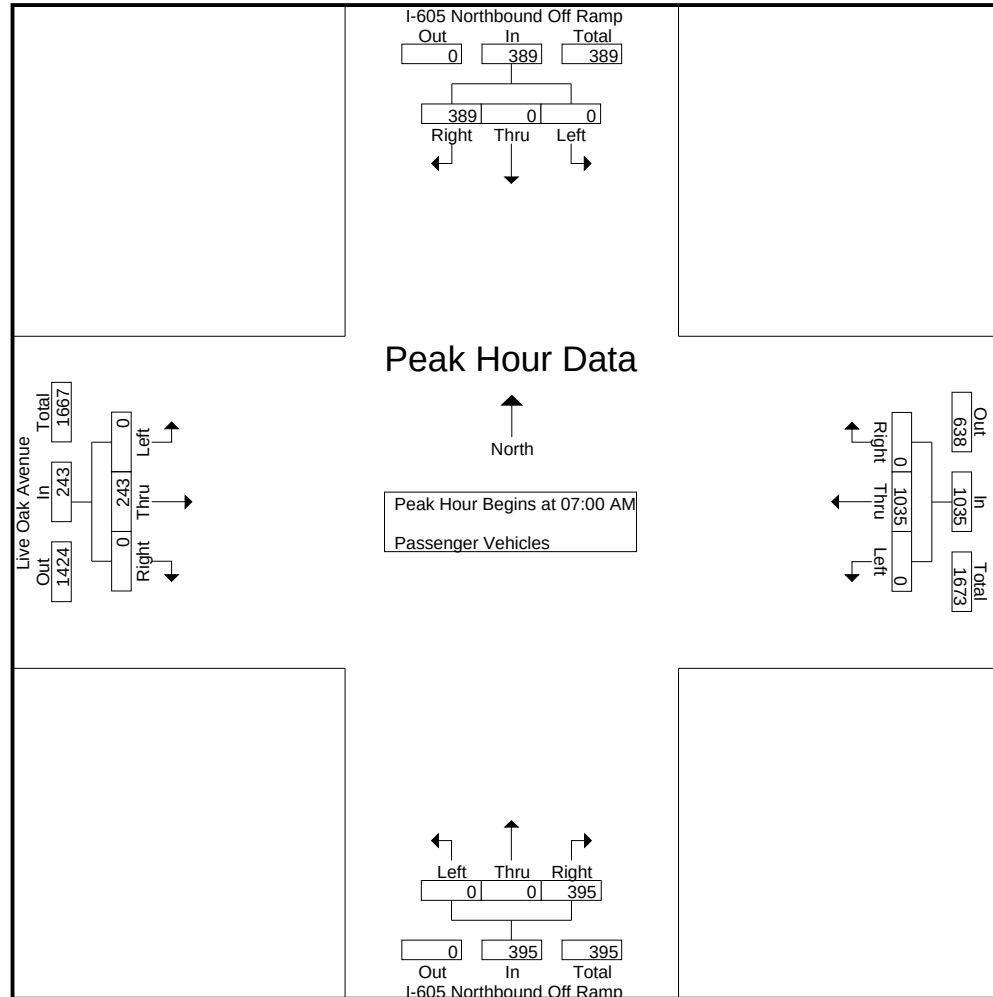
Groups Printed- Passenger Vehicles

	I-605 Northbound Off Ramp Southbound					Live Oak Avenue Westbound					I-605 Northbound Off Ramp Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	94	0	94	0	304	0	0	304	0	0	90	0	90	0	48	0	0	48	0	536	536
07:15 AM	0	0	77	0	77	0	266	0	0	266	0	0	90	0	90	0	52	0	0	52	0	485	485
07:30 AM	0	0	107	0	107	0	218	0	0	218	0	0	97	0	97	0	60	0	0	60	0	482	482
07:45 AM	0	0	111	0	111	0	247	0	0	247	0	0	118	0	118	0	83	0	0	83	0	559	559
Total	0	0	389	0	389	0	1035	0	0	1035	0	0	395	0	395	0	243	0	0	243	0	2062	2062
08:00 AM	0	0	109	0	109	0	221	0	0	221	0	0	90	0	90	0	82	0	0	82	0	502	502
08:15 AM	0	0	126	0	126	0	189	0	0	189	0	0	93	0	93	0	81	0	0	81	0	489	489
08:30 AM	0	0	101	0	101	0	163	0	0	163	0	0	59	0	59	0	85	0	0	85	0	408	408
08:45 AM	0	0	103	0	103	0	175	0	0	175	0	0	104	0	104	0	81	0	0	81	0	463	463
Total	0	0	439	0	439	0	748	0	0	748	0	0	346	0	346	0	329	0	0	329	0	1862	1862
Grand Total	0	0	828	0	828	0	1783	0	0	1783	0	0	741	0	741	0	572	0	0	572	0	3924	3924
Apprch %	0	0	100			0	100	0			0	0	100			0	100	0					
Total %	0	0	21.1		21.1	0	45.4	0		45.4	0	0	18.9		18.9	0	14.6	0		14.6	0	100	

	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	94	94	0	304	0	304	0	0	90	90	0	48	0	48	536
07:15 AM	0	0	77	77	0	266	0	266	0	0	90	90	0	52	0	52	485
07:30 AM	0	0	107	107	0	218	0	218	0	0	97	97	0	60	0	60	482
07:45 AM	0	0	111	111	0	247	0	247	0	0	118	118	0	83	0	83	559
Total Volume	0	0	389	389	0	1035	0	1035	0	0	395	395	0	243	0	243	2062
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.876	.876	.000	.851	.000	.851	.000	.000	.837	.837	.000	.732	.000	.732	.922

City of Irwindale
N/S: I-605 Northbound Off Ramps
E/W: Live Oak Avenue
Weather: Clear

File Name : 08_IRW_605N Lo AM
Site Code : 05117783
Start Date : 11/28/2017
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City of Irwindale
N/S: I-605 Northbound Off Ramps
E/W: Live Oak Avenue
Weather: Clear

File Name : 08_IRW_605N Lo AM
Site Code : 05117783
Start Date : 11/28/2017
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	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	94	94	0	304	0	304	0	0	90	90	0	48	0	48
+15 mins.	0	0	77	77	0	266	0	266	0	0	90	90	0	52	0	52
+30 mins.	0	0	107	107	0	218	0	218	0	0	97	97	0	60	0	60
+45 mins.	0	0	111	111	0	247	0	247	0	0	118	118	0	83	0	83
Total Volume	0	0	389	389	0	1035	0	1035	0	0	395	395	0	243	0	243
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.876	.876	.000	.851	.000	.851	.000	.000	.837	.837	.000	.732	.000	.732

City of Irwindale
N/S: I-605 Northbound Off Ramps
E/W: Live Oak Avenue
Weather: Clear

File Name : 08_IRW_605N Lo AM
Site Code : 05117783
Start Date : 11/28/2017
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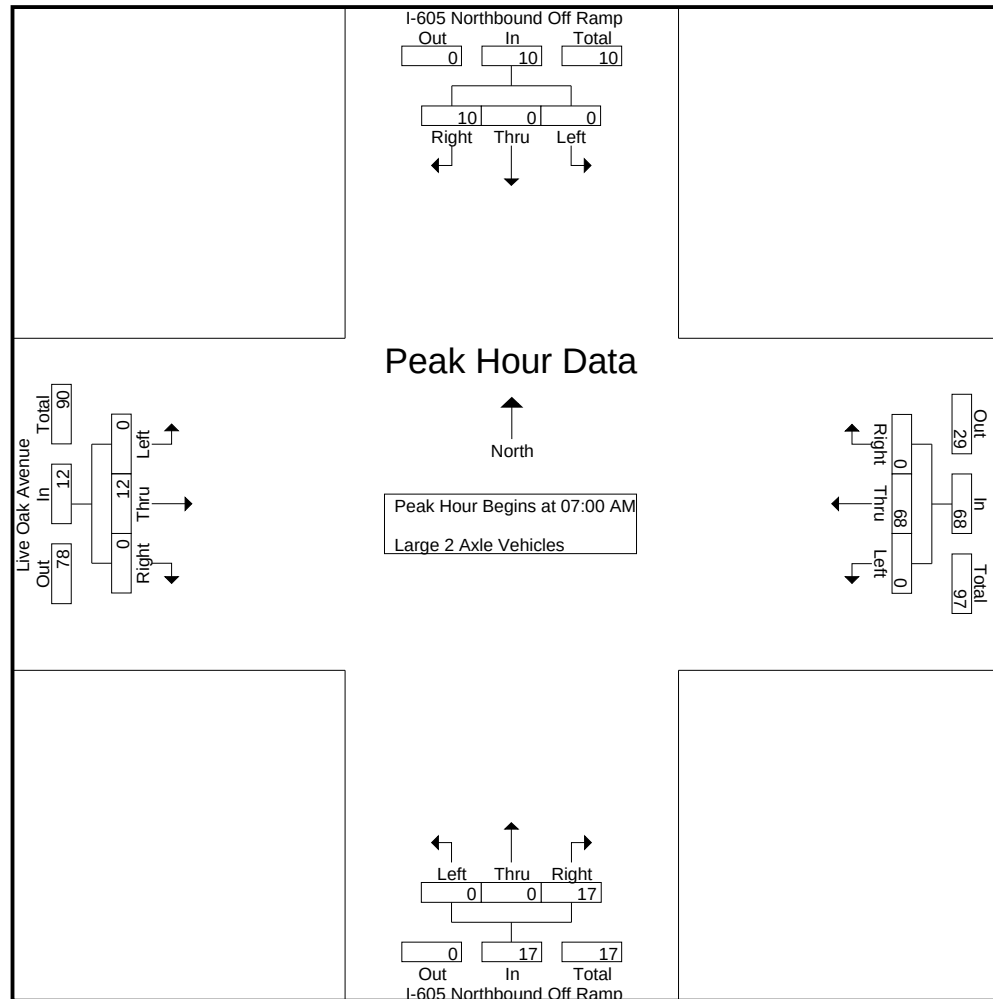
Groups Printed- Large 2 Axle Vehicles

	I-605 Northbound Off Ramp Southbound					Live Oak Avenue Westbound					I-605 Northbound Off Ramp Northbound					Live Oak Avenue Eastbound								
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	1	0	1	0	12	0	0	12	0	0	3	0	3	0	3	0	0	0	3	0	19	19
07:15 AM	0	0	4	0	4	0	14	0	0	14	0	0	5	0	5	0	5	0	0	0	5	0	28	28
07:30 AM	0	0	1	0	1	0	18	0	0	18	0	0	5	0	5	0	1	0	0	0	1	0	25	25
07:45 AM	0	0	4	0	4	0	24	0	0	24	0	0	4	0	4	0	3	0	0	0	3	0	35	35
Total	0	0	10	0	10	0	68	0	0	68	0	0	17	0	17	0	12	0	0	0	12	0	107	107
08:00 AM	0	0	3	0	3	0	7	0	0	7	0	0	10	0	10	0	2	0	0	0	2	0	22	22
08:15 AM	0	0	3	0	3	0	13	0	0	13	0	0	8	0	8	0	6	0	0	0	6	0	30	30
08:30 AM	0	0	1	0	1	0	15	0	0	15	0	0	4	0	4	0	1	0	0	0	1	0	21	21
08:45 AM	0	0	5	0	5	0	16	0	0	16	0	0	6	0	6	0	4	0	0	0	4	0	31	31
Total	0	0	12	0	12	0	51	0	0	51	0	0	28	0	28	0	13	0	0	0	13	0	104	104
Grand Total	0	0	22	0	22	0	119	0	0	119	0	0	45	0	45	0	25	0	0	0	25	0	211	211
Apprch %	0	0	100			0	100	0			0	0	100			0	100	0			0	0	211	211
Total %	0	0	10.4		10.4	0	56.4	0		56.4	0	0	21.3		21.3	0	11.8	0		11.8	0	100		

	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	1	1	0	12	0	12	0	0	3	3	0	3	0	3	19
07:15 AM	0	0	4	4	0	14	0	14	0	0	5	5	0	5	0	5	28
07:30 AM	0	0	1	1	0	18	0	18	0	0	5	5	0	1	0	1	25
07:45 AM	0	0	4	4	0	24	0	24	0	0	4	4	0	3	0	3	35
Total Volume	0	0	10	10	0	68	0	68	0	0	17	17	0	12	0	12	107
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.625	.625	.000	.708	.000	.708	.000	.000	.850	.850	.000	.600	.000	.600	.764

City of Irwindale
N/S: I-605 Northbound Off Ramps
E/W: Live Oak Avenue
Weather: Clear

File Name : 08_IRW_605N Lo AM
Site Code : 05117783
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City of Irwindale
N/S: I-605 Northbound Off Ramps
E/W: Live Oak Avenue
Weather: Clear

File Name : 08_IRW_605N Lo AM
Site Code : 05117783
Start Date : 11/28/2017
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	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	1	1	0	12	0	12	0	0	3	3	0	3	0	3	
+15 mins.	0	0	4	4	0	14	0	14	0	0	5	5	0	5	0	5	
+30 mins.	0	0	1	1	0	18	0	18	0	0	5	5	0	1	0	1	
+45 mins.	0	0	4	4	0	24	0	24	0	0	4	4	0	3	0	3	
Total Volume	0	0	10	10	0	68	0	68	0	0	17	17	0	12	0	12	
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.625	.625	.000	.708	.000	.708	.000	.000	.850	.850	.000	.600	.000	.600	

City of Irwindale
N/S: I-605 Northbound Off Ramps
E/W: Live Oak Avenue
Weather: Clear

File Name : 08_IRW_605N Lo AM
Site Code : 05117783
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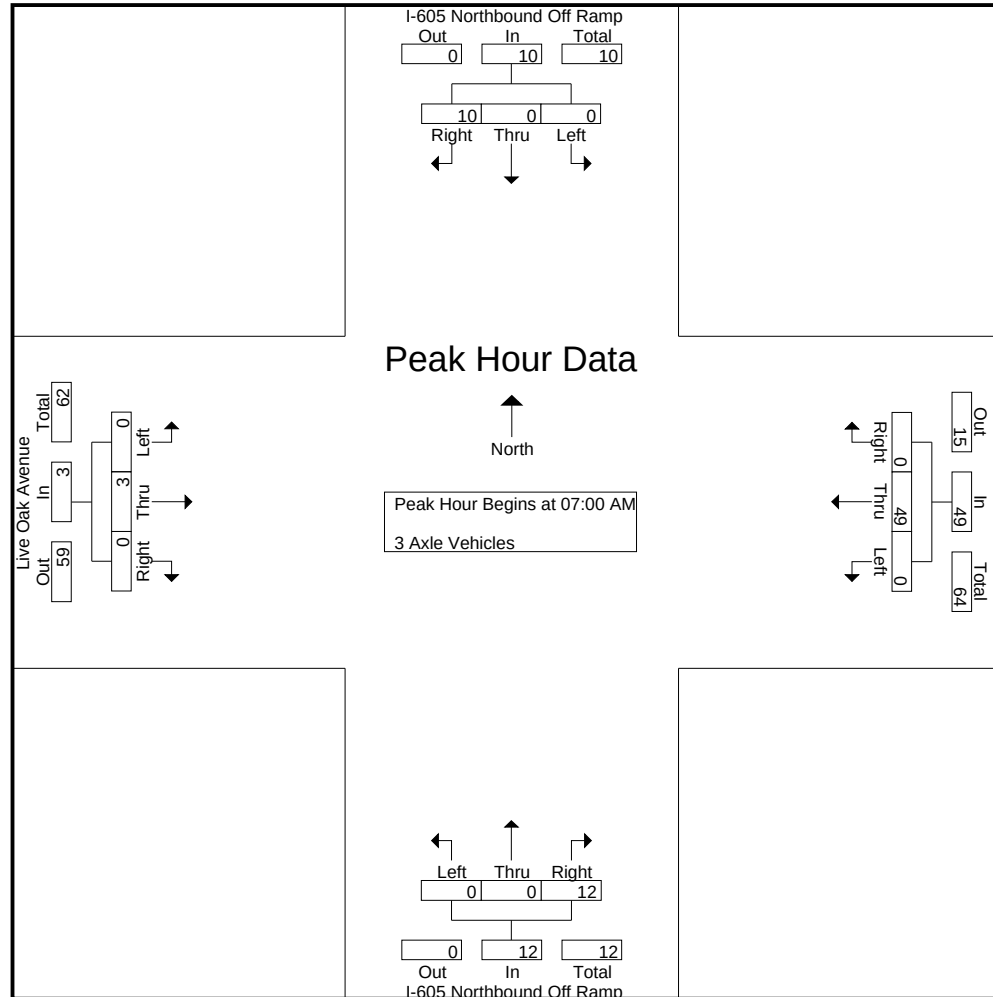
Groups Printed- 3 Axle Vehicles

	I-605 Northbound Off Ramp Southbound					Live Oak Avenue Westbound					I-605 Northbound Off Ramp Northbound					Live Oak Avenue Eastbound								
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	5	0	5	0	17	0	0	17	0	0	1	0	1	0	1	0	0	0	1	0	24	24
07:15 AM	0	0	2	0	2	0	12	0	0	12	0	0	4	0	4	0	0	0	0	0	0	0	18	18
07:30 AM	0	0	2	0	2	0	6	0	0	6	0	0	4	0	4	0	2	0	0	0	2	0	14	14
07:45 AM	0	0	1	0	1	0	14	0	0	14	0	0	3	0	3	0	0	0	0	0	0	0	18	18
Total	0	0	10	0	10	0	49	0	0	49	0	0	12	0	12	0	3	0	0	0	3	0	74	74
08:00 AM	0	0	5	0	5	0	7	0	0	7	0	0	3	0	3	0	1	0	0	0	1	0	16	16
08:15 AM	0	0	2	0	2	0	10	0	0	10	0	0	11	0	11	0	2	0	0	0	2	0	25	25
08:30 AM	0	0	2	0	2	0	14	0	0	14	0	0	10	0	10	0	1	0	0	0	1	0	27	27
08:45 AM	0	0	2	0	2	0	11	0	0	11	0	0	6	0	6	0	0	0	0	0	0	0	19	19
Total	0	0	11	0	11	0	42	0	0	42	0	0	30	0	30	0	4	0	0	0	4	0	87	87
Grand Total	0	0	21	0	21	0	91	0	0	91	0	0	42	0	42	0	7	0	0	0	7	0	161	161
Apprch %	0	0	100			0	100	0			0	0	100			0	100	0			0			
Total %	0	0	13		13	0	56.5	0		56.5	0	0	26.1		26.1	0	4.3	0		4.3	0	100		

	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	5	5	0	17	0	17	0	0	1	1	0	1	0	1	24
07:15 AM	0	0	2	2	0	12	0	12	0	0	4	4	0	0	0	0	18
07:30 AM	0	0	2	2	0	6	0	6	0	0	4	4	0	2	0	2	14
07:45 AM	0	0	1	1	0	14	0	14	0	0	3	3	0	0	0	0	18
Total Volume	0	0	10	10	0	49	0	49	0	0	12	12	0	3	0	3	74
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.500	.500	.000	.721	.000	.721	.000	.000	.750	.750	.000	.375	.000	.375	.771

City of Irwindale
N/S: I-605 Northbound Off Ramps
E/W: Live Oak Avenue
Weather: Clear

File Name : 08_IRW_605N Lo AM
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City of Irwindale
N/S: I-605 Northbound Off Ramps
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File Name : 08_IRW_605N Lo AM
Site Code : 05117783
Start Date : 11/28/2017
Page No : 3

	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	5	5	0	17	0	17	0	0	1	1	0	1	0	1
+15 mins.	0	0	2	2	0	12	0	12	0	0	4	4	0	0	0	0
+30 mins.	0	0	2	2	0	6	0	6	0	0	4	4	0	2	0	2
+45 mins.	0	0	1	1	0	14	0	14	0	0	3	3	0	0	0	0
Total Volume	0	0	10	10	0	49	0	49	0	0	12	12	0	3	0	3
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.500	.500	.000	.721	.000	.721	.000	.000	.750	.750	.000	.375	.000	.375

City of Irwindale
N/S: I-605 Northbound Off Ramps
E/W: Live Oak Avenue
Weather: Clear

File Name : 08_IRW_605N Lo AM
Site Code : 05117783
Start Date : 11/28/2017
Page No : 1

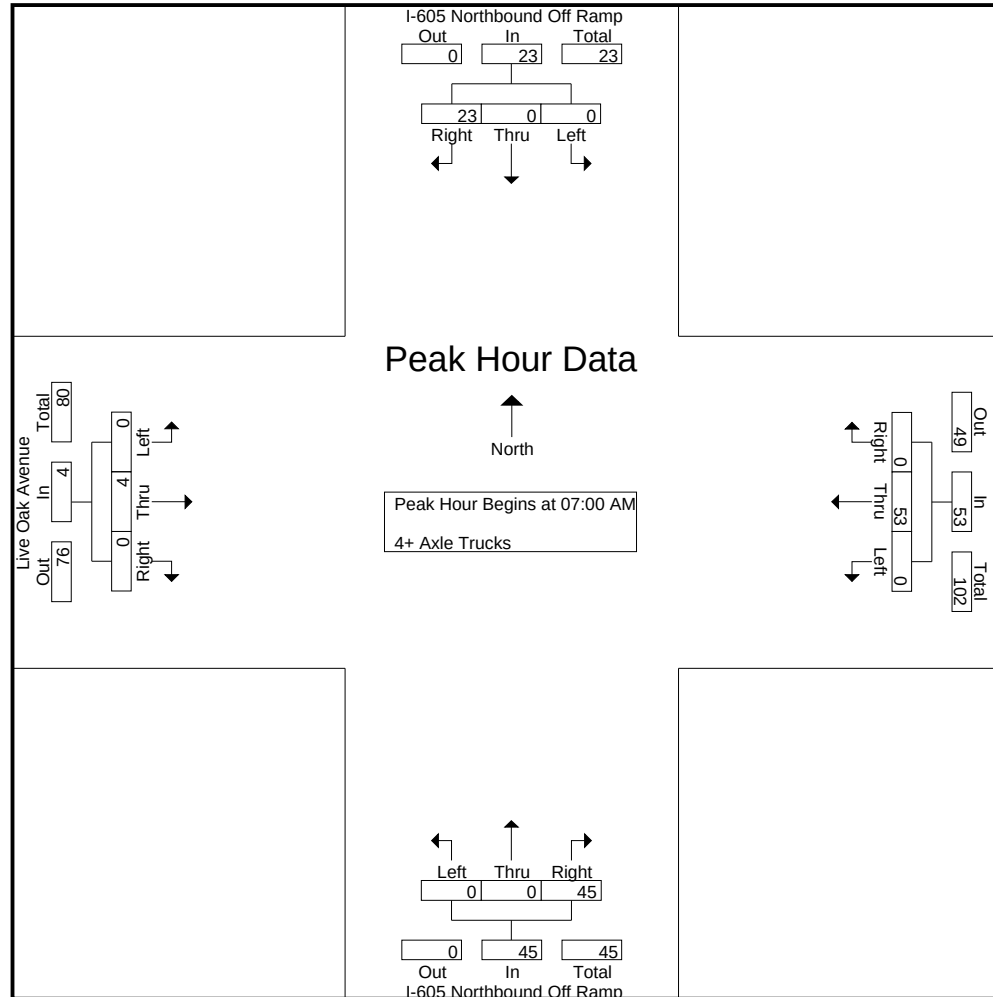
Groups Printed- 4+ Axle Trucks

	I-605 Northbound Off Ramp Southbound					Live Oak Avenue Westbound					I-605 Northbound Off Ramp Northbound					Live Oak Avenue Eastbound								
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	4	0	4	0	11	0	0	11	0	0	13	0	13	0	1	0	0	0	1	0	29	29
07:15 AM	0	0	8	0	8	0	15	0	0	15	0	0	8	0	8	0	2	0	0	0	2	0	33	33
07:30 AM	0	0	9	0	9	0	13	0	0	13	0	0	10	0	10	0	0	0	0	0	0	0	32	32
07:45 AM	0	0	2	0	2	0	14	0	0	14	0	0	14	0	14	0	1	0	0	0	1	0	31	31
Total	0	0	23	0	23	0	53	0	0	53	0	0	45	0	45	0	4	0	0	0	4	0	125	125
08:00 AM	0	0	11	0	11	0	20	0	0	20	0	0	13	0	13	0	3	0	0	0	3	0	47	47
08:15 AM	0	0	4	0	4	0	11	0	0	11	0	0	16	0	16	0	1	0	0	0	1	0	32	32
08:30 AM	0	0	13	0	13	0	24	0	0	24	0	0	17	0	17	0	1	0	0	0	1	0	55	55
08:45 AM	0	0	11	0	11	0	23	0	0	23	0	0	14	0	14	0	2	0	0	0	2	0	50	50
Total	0	0	39	0	39	0	78	0	0	78	0	0	60	0	60	0	7	0	0	0	7	0	184	184
Grand Total	0	0	62	0	62	0	131	0	0	131	0	0	105	0	105	0	11	0	0	0	11	0	309	309
Apprch %	0	0	100			0	100	0			0	0	100			0	100	0				0	309	309
Total %	0	0	20.1		20.1	0	42.4	0		42.4	0	0	34		34	0	3.6	0			3.6	0	100	

	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	4	4	0	11	0	11	0	0	13	13	0	1	0	1	29
07:15 AM	0	0	8	8	0	15	0	15	0	0	8	8	0	2	0	2	33
07:30 AM	0	0	9	9	0	13	0	13	0	0	10	10	0	0	0	0	32
07:45 AM	0	0	2	2	0	14	0	14	0	0	14	14	0	1	0	1	31
Total Volume	0	0	23	23	0	53	0	53	0	0	45	45	0	4	0	4	125
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.639	.639	.000	.883	.000	.883	.000	.000	.804	.804	.000	.500	.000	.500	.947

City of Irwindale
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Weather: Clear

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City of Irwindale
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	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	4	4	0	11	0	11	0	0	13	13	0	1	0	1	
+15 mins.	0	0	8	8	0	15	0	15	0	0	8	8	0	2	0	2	
+30 mins.	0	0	9	9	0	13	0	13	0	0	10	10	0	0	0	0	
+45 mins.	0	0	2	2	0	14	0	14	0	0	14	14	0	1	0	1	
Total Volume	0	0	23	23	0	53	0	53	0	0	45	45	0	4	0	4	
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.639	.639	.000	.883	.000	.883	.000	.000	.804	.804	.000	.500	.000	.500	

City of Irwindale
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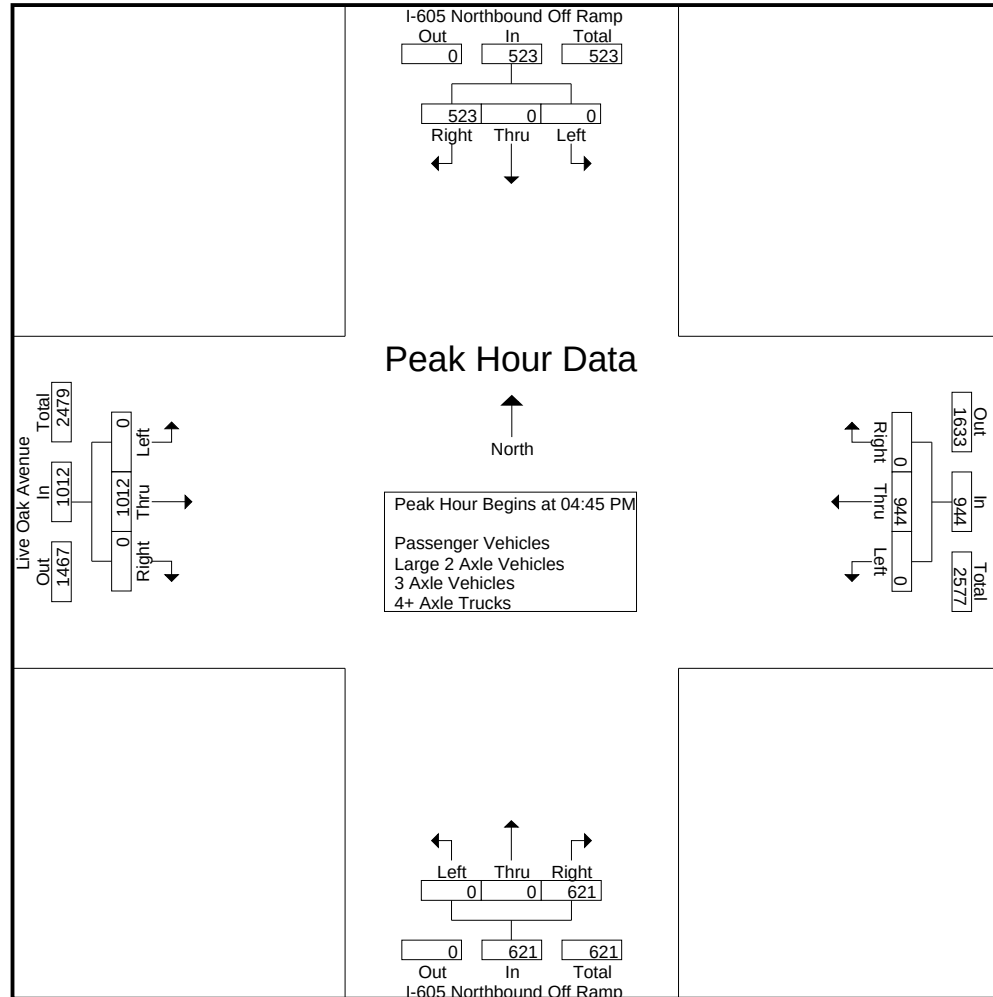
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-605 Northbound Off Ramp Southbound					Live Oak Avenue Westbound					I-605 Northbound Off Ramp Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	148	0	148	0	219	0	0	219	0	0	171	0	171	0	186	0	0	186	0	724	724
04:15 PM	0	0	133	0	133	0	186	0	0	186	0	0	181	0	181	0	192	0	0	192	0	692	692
04:30 PM	0	0	116	0	116	0	215	0	0	215	0	0	177	0	177	0	203	0	0	203	0	711	711
04:45 PM	0	0	106	0	106	0	239	0	0	239	0	0	151	0	151	0	251	0	0	251	0	747	747
Total	0	0	503	0	503	0	859	0	0	859	0	0	680	0	680	0	832	0	0	832	0	2874	2874
05:00 PM	0	0	144	0	144	0	245	0	0	245	0	0	156	0	156	0	247	0	0	247	0	792	792
05:15 PM	0	0	140	0	140	0	249	0	0	249	0	0	157	0	157	0	254	0	0	254	0	800	800
05:30 PM	0	0	133	0	133	0	211	0	0	211	0	0	157	0	157	0	260	0	0	260	0	761	761
05:45 PM	0	0	153	0	153	0	180	0	0	180	0	0	184	0	184	0	221	0	0	221	0	738	738
Total	0	0	570	0	570	0	885	0	0	885	0	0	654	0	654	0	982	0	0	982	0	3091	3091
Grand Total	0	0	1073	0	1073	0	1744	0	0	1744	0	0	1334	0	1334	0	1814	0	0	1814	0	5965	5965
Apprch %	0	0	100			0	100	0			0	0	100			0	100	0			0		
Total %	0	0	18		18	0	29.2	0		29.2	0	0	22.4		22.4	0	30.4	0		30.4	0	100	
Passenger Vehicles	0	0	987		987	0	1641	0		1641	0	0	1255		1255	0	1743	0		1743	0	0	5626
% Passenger Vehicles	0	0	92	0	92	0	94.1	0	0	94.1	0	0	94.1	0	94.1	0	96.1	0	0	96.1	0	0	94.3
Large 2 Axle Vehicles	0	0	29		29	0	37	0		37	0	0	46		46	0	47	0		47	0	0	159
% Large 2 Axle Vehicles	0	0	2.7	0	2.7	0	2.1	0	0	2.1	0	0	3.4	0	3.4	0	2.6	0	0	2.6	0	0	2.7
3 Axle Vehicles	0	0	9		9	0	25	0		25	0	0	9		9	0	18	0		18	0	0	61
% 3 Axle Vehicles	0	0	0.8	0	0.8	0	1.4	0	0	1.4	0	0	0.7	0	0.7	0	1	0	0	1	0	0	1
4+ Axle Trucks	0	0	48		48	0	41	0		41	0	0	24		24	0	6	0		6	0	0	119
% 4+ Axle Trucks	0	0	4.5	0	4.5	0	2.4	0	0	2.4	0	0	1.8	0	1.8	0	0.3	0	0	0.3	0	0	2

	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	106	106	0	239	0	239	0	0	151	151	0	251	0	251	747
05:00 PM	0	0	144	144	0	245	0	245	0	0	156	156	0	247	0	247	792
05:15 PM	0	0	140	140	0	249	0	249	0	0	157	157	0	254	0	254	800
05:30 PM	0	0	133	133	0	211	0	211	0	0	157	157	0	260	0	260	761
Total Volume	0	0	523	523	0	944	0	944	0	0	621	621	0	1012	0	1012	3100
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.908	.908	.000	.948	.000	.948	.000	.000	.989	.989	.000	.973	.000	.973	.969

City of Irwindale
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Weather: Clear

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	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	144	144	0	215	0	215	0	0	171	171	0	251	0	251
+15 mins.	0	0	140	140	0	239	0	239	0	0	181	181	0	247	0	247
+30 mins.	0	0	133	133	0	245	0	245	0	0	177	177	0	254	0	254
+45 mins.	0	0	153	153	0	249	0	249	0	0	151	151	0	260	0	260
Total Volume	0	0	570	570	0	948	0	948	0	0	680	680	0	1012	0	1012
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.931	.931	.000	.952	.000	.952	.000	.000	.939	.939	.000	.973	.000	.973

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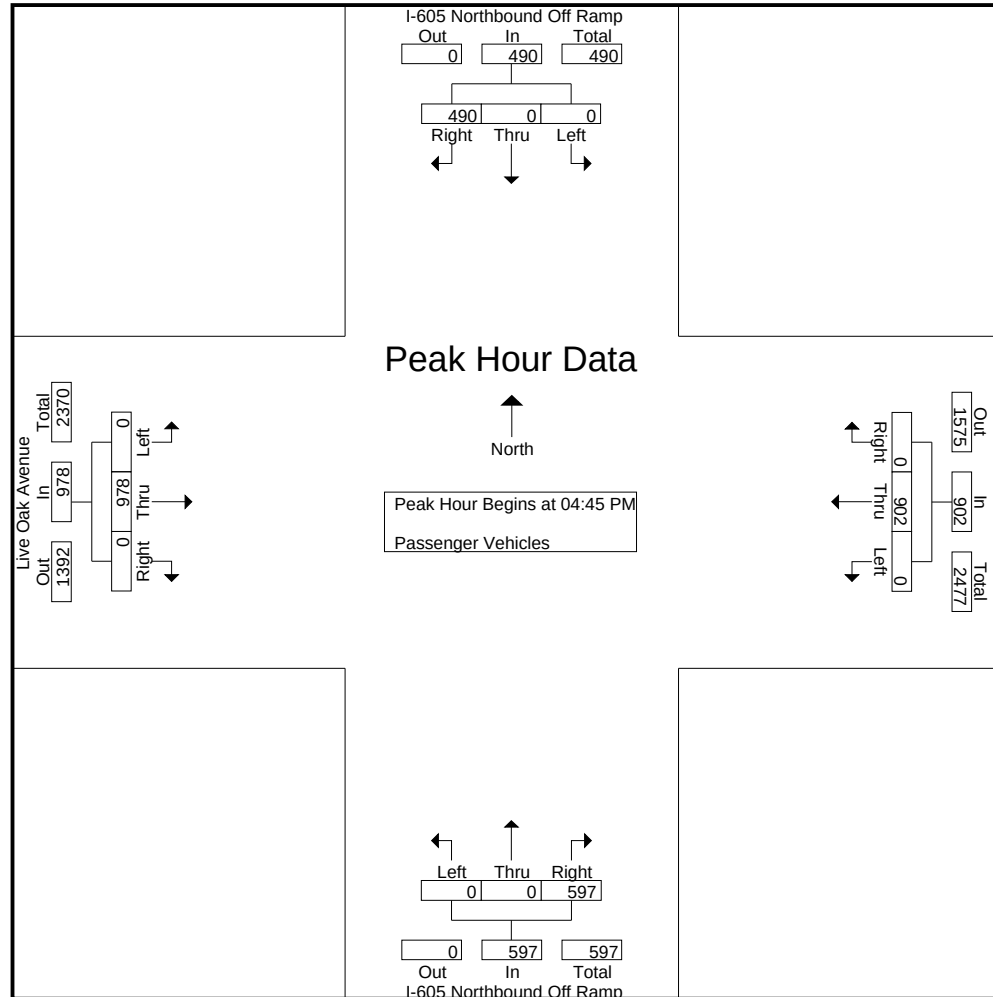
Groups Printed- Passenger Vehicles

	I-605 Northbound Off Ramp Southbound					Live Oak Avenue Westbound					I-605 Northbound Off Ramp Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	128	0	128	0	202	0	0	202	0	0	153	0	153	0	176	0	0	176	0	659	659
04:15 PM	0	0	117	0	117	0	162	0	0	162	0	0	167	0	167	0	181	0	0	181	0	627	627
04:30 PM	0	0	105	0	105	0	204	0	0	204	0	0	164	0	164	0	191	0	0	191	0	664	664
04:45 PM	0	0	99	0	99	0	224	0	0	224	0	0	145	0	145	0	239	0	0	239	0	707	707
Total	0	0	449	0	449	0	792	0	0	792	0	0	629	0	629	0	787	0	0	787	0	2657	2657
05:00 PM	0	0	132	0	132	0	235	0	0	235	0	0	150	0	150	0	242	0	0	242	0	759	759
05:15 PM	0	0	133	0	133	0	238	0	0	238	0	0	149	0	149	0	242	0	0	242	0	762	762
05:30 PM	0	0	126	0	126	0	205	0	0	205	0	0	153	0	153	0	255	0	0	255	0	739	739
05:45 PM	0	0	147	0	147	0	171	0	0	171	0	0	174	0	174	0	217	0	0	217	0	709	709
Total	0	0	538	0	538	0	849	0	0	849	0	0	626	0	626	0	956	0	0	956	0	2969	2969
Grand Total	0	0	987	0	987	0	1641	0	0	1641	0	0	1255	0	1255	0	1743	0	0	1743	0	5626	5626
Apprch %	0	0	100			0	100	0			0	0	100			0	100	0			0		
Total %	0	0	17.5		17.5	0	29.2	0		29.2	0	0	22.3		22.3	0	31	0		31	0	100	

	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	99	99	0	224	0	224	0	0	145	145	0	239	0	239	707
05:00 PM	0	0	132	132	0	235	0	235	0	0	150	150	0	242	0	242	759
05:15 PM	0	0	133	133	0	238	0	238	0	0	149	149	0	242	0	242	762
05:30 PM	0	0	126	126	0	205	0	205	0	0	153	153	0	255	0	255	739
Total Volume	0	0	490	490	0	902	0	902	0	0	597	597	0	978	0	978	2967
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.921	.921	.000	.947	.000	.947	.000	.000	.975	.975	.000	.959	.000	.959	.973

City of Irwindale
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	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	99	99	0	224	0	224	0	0	145	145	0	239	0	239	
+15 mins.	0	0	132	132	0	235	0	235	0	0	150	150	0	242	0	242	
+30 mins.	0	0	133	133	0	238	0	238	0	0	149	149	0	242	0	242	
+45 mins.	0	0	126	126	0	205	0	205	0	0	153	153	0	255	0	255	
Total Volume	0	0	490	490	0	902	0	902	0	0	597	597	0	978	0	978	
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.921	.921	.000	.947	.000	.947	.000	.000	.975	.975	.000	.959	.000	.959	

City of Irwindale
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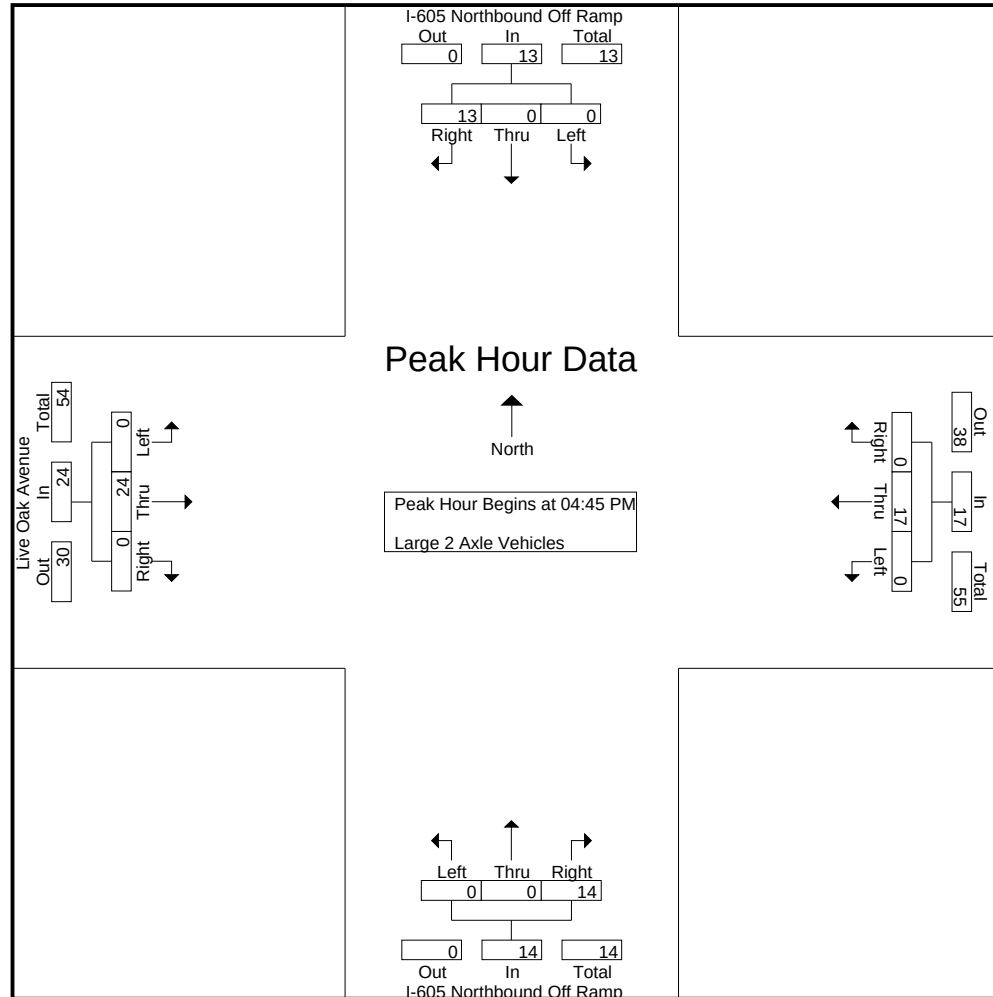
Groups Printed- Large 2 Axle Vehicles

	I-605 Northbound Off Ramp Southbound					Live Oak Avenue Westbound					I-605 Northbound Off Ramp Northbound					Live Oak Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	6	0	6	0	5	0	0	5	0	0	11	0	11	0	6	0	0	6	0	28	28
04:15 PM	0	0	6	0	6	0	7	0	0	7	0	0	8	0	8	0	6	0	0	6	0	27	27
04:30 PM	0	0	2	0	2	0	4	0	0	4	0	0	6	0	6	0	8	0	0	8	0	20	20
04:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	2	0	2	0	7	0	0	7	0	12	12
Total	0	0	15	0	15	0	18	0	0	18	0	0	27	0	27	0	27	0	0	27	0	87	87
05:00 PM	0	0	6	0	6	0	4	0	0	4	0	0	5	0	5	0	5	0	0	5	0	20	20
05:15 PM	0	0	4	0	4	0	8	0	0	8	0	0	6	0	6	0	7	0	0	7	0	25	25
05:30 PM	0	0	2	0	2	0	3	0	0	3	0	0	1	0	1	0	5	0	0	5	0	11	11
05:45 PM	0	0	2	0	2	0	4	0	0	4	0	0	7	0	7	0	3	0	0	3	0	16	16
Total	0	0	14	0	14	0	19	0	0	19	0	0	19	0	19	0	20	0	0	20	0	72	72
Grand Total	0	0	29	0	29	0	37	0	0	37	0	0	46	0	46	0	47	0	0	47	0	159	159
Apprch %	0	0	100			0	100	0			0	0	100			0	100	0			0	159	159
Total %	0	0	18.2		18.2	0	23.3	0		23.3	0	0	28.9		28.9	0	29.6	0		29.6	0	100	

	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	1	1	0	2	0	2	0	0	2	2	0	7	0	7	12
05:00 PM	0	0	6	6	0	4	0	4	0	0	5	5	0	5	0	5	20
05:15 PM	0	0	4	4	0	8	0	8	0	0	6	6	0	7	0	7	25
05:30 PM	0	0	2	2	0	3	0	3	0	0	1	1	0	5	0	5	11
Total Volume	0	0	13	13	0	17	0	17	0	0	14	14	0	24	0	24	68
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.542	.542	.000	.531	.000	.531	.000	.000	.583	.583	.000	.857	.000	.857	.680

City of Irwindale
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	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	1	1	0	2	0	2	0	0	2	2	0	7	0	7	
+15 mins.	0	0	6	6	0	4	0	4	0	0	5	5	0	5	0	5	
+30 mins.	0	0	4	4	0	8	0	8	0	0	6	6	0	7	0	7	
+45 mins.	0	0	2	2	0	3	0	3	0	0	1	1	0	5	0	5	
Total Volume	0	0	13	13	0	17	0	17	0	0	14	14	0	24	0	24	
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.542	.542	.000	.531	.000	.531	.000	.000	.583	.583	.000	.857	.000	.857	

City of Irwindale
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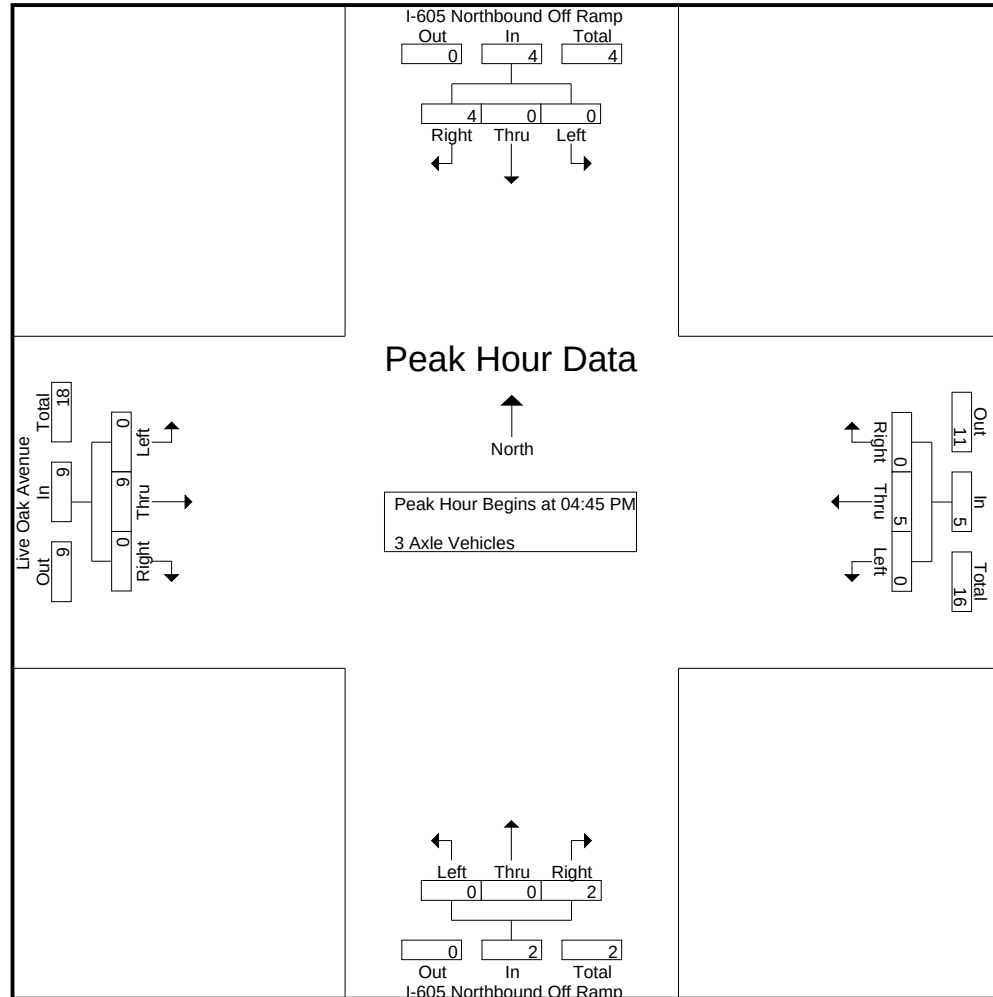
Groups Printed- 3 Axle Vehicles

	I-605 Northbound Off Ramp Southbound					Live Oak Avenue Westbound					I-605 Northbound Off Ramp Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	3	0	3	0	5	0	0	5	0	0	2	0	2	0	3	0	0	3	0	13	13
04:15 PM	0	0	2	0	2	0	9	0	0	9	0	0	1	0	1	0	3	0	0	3	0	15	15
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	0	2	0	0	2	0	7	7
04:45 PM	0	0	2	0	2	0	2	0	0	2	0	0	1	0	1	0	4	0	0	4	0	9	9
Total	0	0	7	0	7	0	18	0	0	18	0	0	7	0	7	0	12	0	0	12	0	44	44
05:00 PM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	5	0	0	5	0	8	8
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	0	6	6
Total	0	0	2	0	2	0	7	0	0	7	0	0	2	0	2	0	6	0	0	6	0	17	17
Grand Total	0	0	9	0	9	0	25	0	0	25	0	0	9	0	9	0	18	0	0	18	0	61	61
Apprch %	0	0	100			0	100	0			0	0	100			0	100	0			0		
Total %	0	0	14.8		14.8	0	41	0		41	0	0	14.8		14.8	0	29.5	0		29.5	0	100	

	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	2	2	0	2	0	2	0	0	1	1	0	4	0	4	9
05:00 PM	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	5	0	5	8
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	4	4	0	5	0	5	0	0	2	2	0	9	0	9	20
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.500	.500	.000	.625	.000	.625	.000	.000	.500	.500	.000	.450	.000	.450	.556

City of Irwindale
N/S: I-605 Northbound Off Ramps
E/W: Live Oak Avenue
Weather: Clear

File Name : 08_IRW_605N Lo PM
Site Code : 05117783
Start Date : 11/28/2017
Page No : 2



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(951) 268-6268

City of Irwindale
N/S: I-605 Northbound Off Ramps
E/W: Live Oak Avenue
Weather: Clear

File Name : 08_IRW_605N Lo PM
Site Code : 05117783
Start Date : 11/28/2017
Page No : 3

	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	2	2	0	2	0	2	0	0	1	1	0	4	0	4
+15 mins.	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	5	0	5
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	4	4	0	5	0	5	0	0	2	2	0	9	0	9
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.500	.500	.000	.625	.000	.625	.000	.000	.500	.500	.000	.450	.000	.450

City of Irwindale
N/S: I-605 Northbound Off Ramps
E/W: Live Oak Avenue
Weather: Clear

File Name : 08_IRW_605N Lo PM
Site Code : 05117783
Start Date : 11/28/2017
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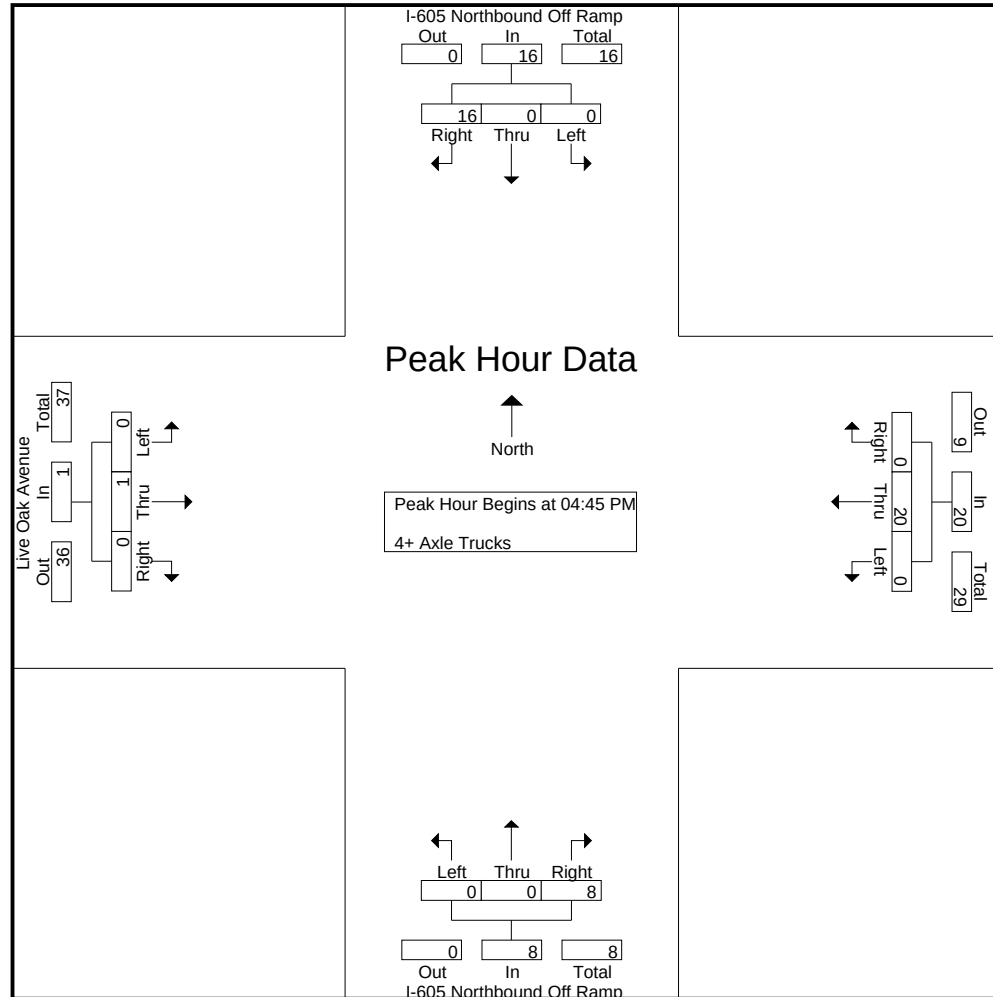
Groups Printed- 4+ Axle Trucks

	I-605 Northbound Off Ramp Southbound					Live Oak Avenue Westbound					I-605 Northbound Off Ramp Northbound					Live Oak Avenue Eastbound								
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	0	11	0	11	0	7	0	0	7	0	0	5	0	5	0	1	0	0	0	1	0	24	24
04:15 PM	0	0	8	0	8	0	8	0	0	8	0	0	5	0	5	0	2	0	0	0	2	0	23	23
04:30 PM	0	0	9	0	9	0	5	0	0	5	0	0	4	0	4	0	2	0	0	0	2	0	20	20
04:45 PM	0	0	4	0	4	0	11	0	0	11	0	0	3	0	3	0	1	0	0	0	1	0	19	19
Total	0	0	32	0	32	0	31	0	0	31	0	0	17	0	17	0	6	0	0	0	6	0	86	86
05:00 PM	0	0	4	0	4	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	0	0	10	10
05:15 PM	0	0	3	0	3	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	5	5
05:30 PM	0	0	5	0	5	0	3	0	0	3	0	0	3	0	3	0	0	0	0	0	0	0	11	11
05:45 PM	0	0	4	0	4	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	7	7
Total	0	0	16	0	16	0	10	0	0	10	0	0	7	0	7	0	0	0	0	0	0	0	33	33
Grand Total	0	0	48	0	48	0	41	0	0	41	0	0	24	0	24	0	6	0	0	0	6	0	119	119
Apprch %	0	0	100			0	100	0			0	0	100			0	100	0			0			
Total %	0	0	40.3		40.3	0	34.5	0		34.5	0	0	20.2		20.2	0	5	0		5	0	100		

	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	4	4	0	11	0	11	0	0	3	3	0	1	0	1	19
05:00 PM	0	0	4	4	0	5	0	5	0	0	1	1	0	0	0	0	10
05:15 PM	0	0	3	3	0	1	0	1	0	0	1	1	0	0	0	0	5
05:30 PM	0	0	5	5	0	3	0	3	0	0	3	3	0	0	0	0	11
Total Volume	0	0	16	16	0	20	0	20	0	0	8	8	0	1	0	1	45
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.800	.800	.000	.455	.000	.455	.000	.000	.667	.667	.000	.250	.000	.250	.592

City of Irwindale
N/S: I-605 Northbound Off Ramps
E/W: Live Oak Avenue
Weather: Clear

File Name : 08_IRW_605N Lo PM
Site Code : 05117783
Start Date : 11/28/2017
Page No : 2



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City of Irwindale
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File Name : 08_IRW_605N Lo PM
Site Code : 05117783
Start Date : 11/28/2017
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	I-605 Northbound Off Ramp Southbound				Live Oak Avenue Westbound				I-605 Northbound Off Ramp Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	4	4	0	11	0	11	0	0	3	3	0	1	0	1
+15 mins.	0	0	4	4	0	5	0	5	0	0	1	1	0	0	0	0
+30 mins.	0	0	3	3	0	1	0	1	0	0	1	1	0	0	0	0
+45 mins.	0	0	5	5	0	3	0	3	0	0	3	3	0	0	0	0
Total Volume	0	0	16	16	0	20	0	20	0	0	8	8	0	1	0	1
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.800	.800	.000	.455	.000	.455	.000	.000	.667	.667	.000	.250	.000	.250

Location: Irwindale
 N/S: I-605 Northbound Off Ramps
 E/W: Live Oak Avenue



Date: 11/28/2017
 Day: Tuesday

PEDESTRIANS

	North Leg I-605 NB Off Ramp	East Leg Live Oak Avenue	South Leg I-605 NB Off Ramp	West Leg Live Oak Avenue	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-605 NB Off Ramp	East Leg Live Oak Avenue	South Leg I-605 NB Off Ramp	West Leg Live Oak Avenue	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Irwindale
 N/S: I-605 Northbound Off Ramps
 E/W: Live Oak Avenue



Date: 11/28/2017
 Day: Tuesday

BICYCLES

	North Leg I-605 NB Off Ramp	East Leg Live Oak Avenue	South Leg I-605 NB Off Ramp	West Leg Live Oak Avenue	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	1	0	1
7:45 AM	0	0	1	0	1
8:00 AM	0	0	3	0	3
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	5	0	6

	North Leg I-605 NB Off Ramp	East Leg Live Oak Avenue	South Leg I-605 NB Off Ramp	West Leg Live Oak Avenue	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

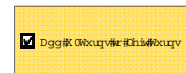
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, May 29, 18

LOCATION: Irwindale
NORTH & SOUTH: Graham
EAST & WEST: Live Oak

PROJECT #: SC1780
LOCATION #: 2
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Graham			Graham			Live Oak			Live Oak			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL

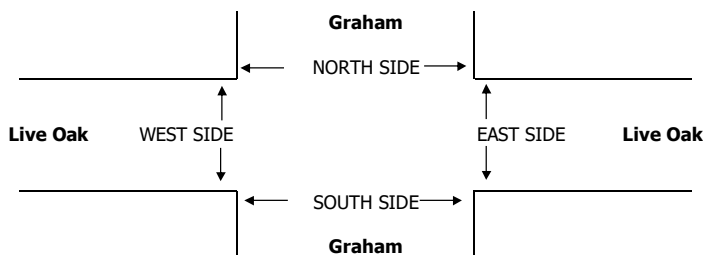
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

7:00 AM	6	0	5	0	0	0	0	119	14	6	387	0	537
7:15 AM	17	0	16	0	0	0	0	129	3	3	368	0	536
7:30 AM	11	0	8	0	0	0	0	129	5	3	295	0	451
7:45 AM	4	0	10	0	0	0	0	201	6	2	284	0	507
8:00 AM	5	0	1	0	0	0	0	188	6	4	228	0	432
8:15 AM	10	0	5	0	0	0	0	177	7	3	207	0	409
8:30 AM	4	0	5	0	0	0	0	185	8	5	200	0	407
8:45 AM	6	0	6	0	0	0	0	230	13	9	174	0	438
VOLUMES	63	0	56	0	0	0	0	1,358	62	35	2,143	0	3,717
APPROACH %	53%	0%	47%	0%	0%	0%	0%	96%	4%	2%	98%	0%	
APP/DEPART	119	/	0	0	/	97	1,420	/	1,415	2,178	/	2,205	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	38	0	39	0	0	0	0	578	28	14	1,334	0	2,031
APPROACH %	49%	0%	51%	0%	0%	0%	0%	95%	5%	1%	99%	0%	
PEAK HR FACTOR	0.583			0.000			0.732			0.858			0.946
APP/DEPART	77	/	0	0	/	42	606	/	617	1,348	/	1,372	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	1	1
1	0	0	1	2

4:00 PM	4	0	12	0	0	0	0	327	5	2	199	0	549
4:15 PM	5	0	9	0	0	0	0	375	5	2	142	0	538
4:30 PM	5	0	4	0	0	0	0	383	5	1	207	0	605
4:45 PM	3	0	6	0	0	0	0	391	8	1	157	0	566
5:00 PM	6	0	6	0	0	0	0	395	3	2	265	0	677
5:15 PM	0	0	2	0	0	0	0	417	2	2	206	0	629
5:30 PM	3	0	3	0	0	0	0	427	0	0	210	0	643
5:45 PM	2	0	2	0	0	0	0	442	4	2	179	0	631
VOLUMES	28	0	44	0	0	0	0	3,157	32	12	1,565	0	4,838
APPROACH %	39%	0%	61%	0%	0%	0%	0%	99%	1%	1%	99%	0%	
APP/DEPART	72	/	0	0	/	45	3,189	/	3,201	1,577	/	1,592	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	11	0	13	0	0	0	0	1,681	9	6	860	0	2,580
APPROACH %	46%	0%	54%	0%	0%	0%	0%	99%	1%	1%	99%	0%	
PEAK HR FACTOR	0.500			0.000			0.947			0.811			0.953
APP/DEPART	24	/	0	0	/	15	1,690	/	1,694	866	/	871	0

0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

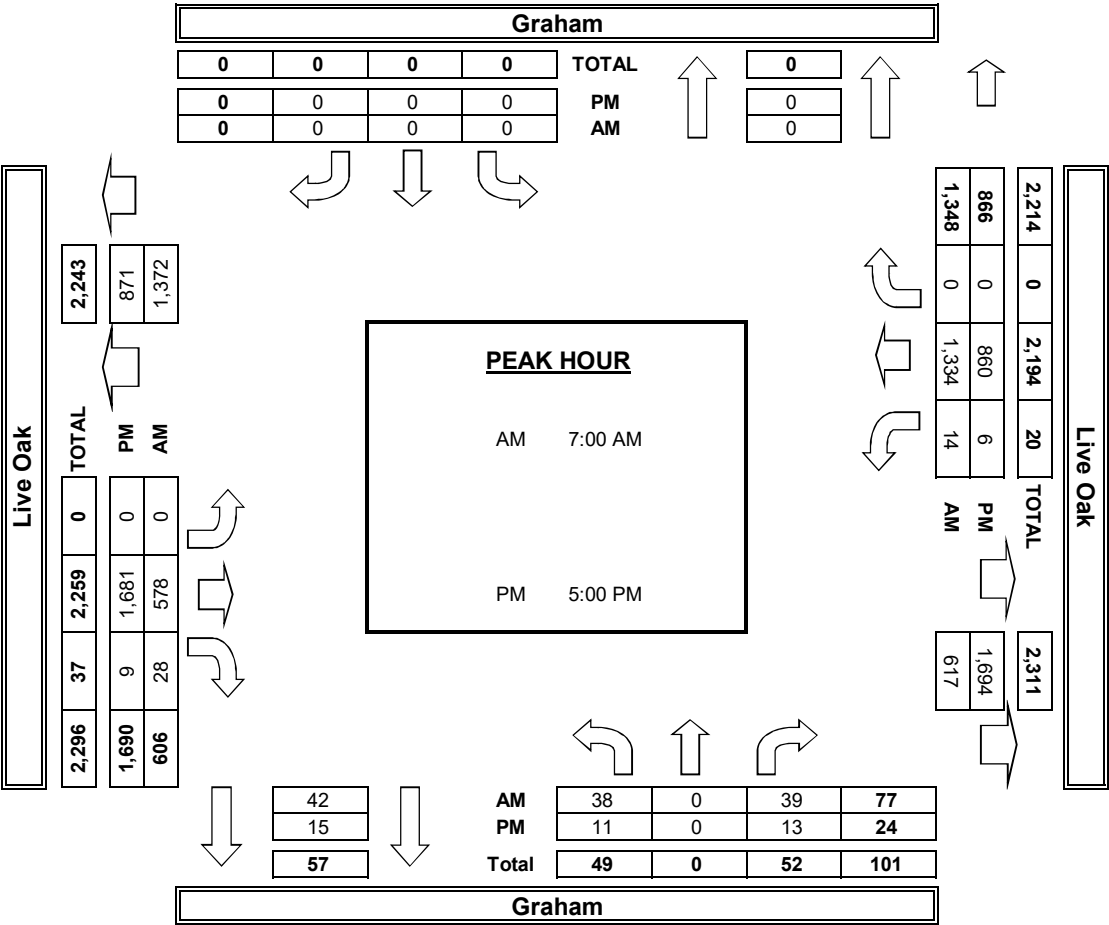
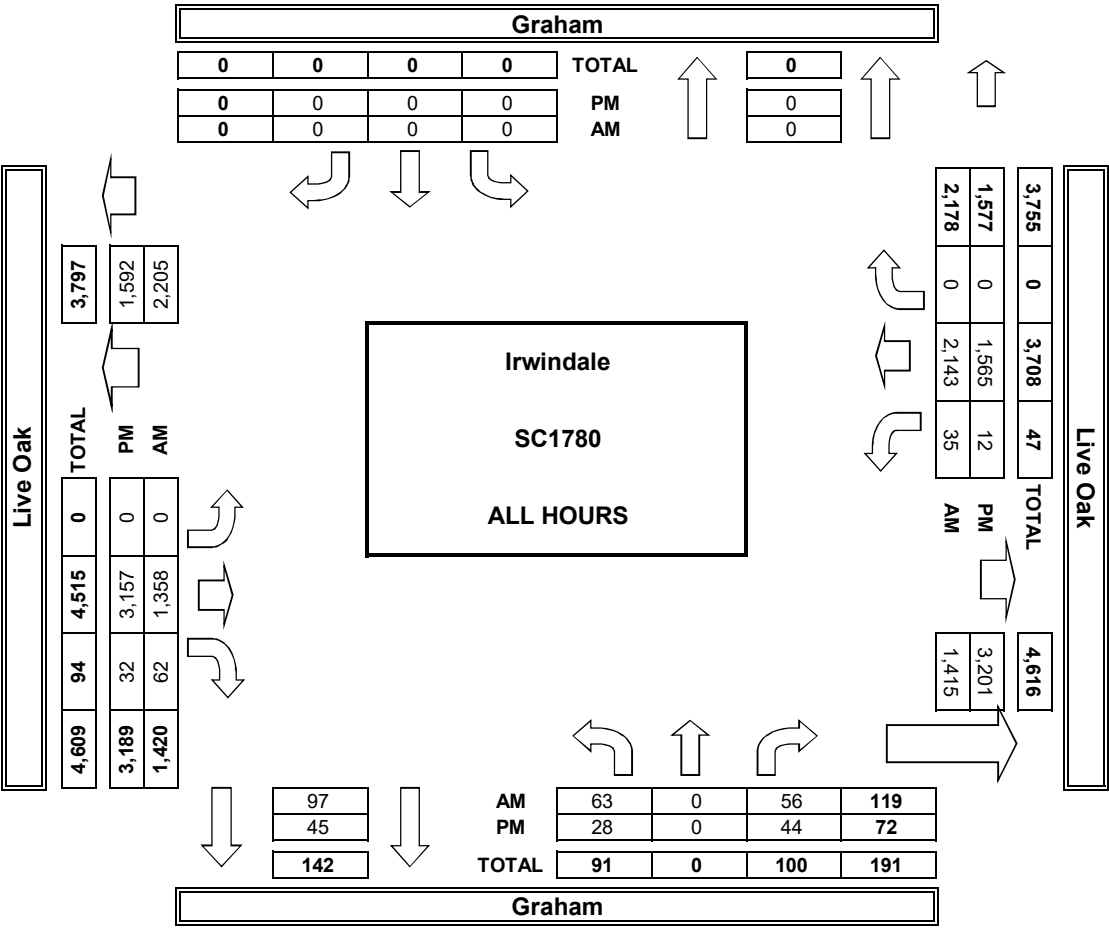


	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
AM BEGIN PEAK HR	
	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL
PM BEGIN PEAK HR	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
7:00 AM				
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
5:00 PM				
0	0	0	0	0

[illegible][illegible]

AimTD LLC
TURNING MOVEMENT COUNTS



City of Irwindale
N/S: Rivergrade Road
E/W: Live Oak Avenue
Weather: Clear

File Name : 09_IRW_Riv Lo AM
Site Code : 05117783
Start Date : 11/28/2017
Page No : 1

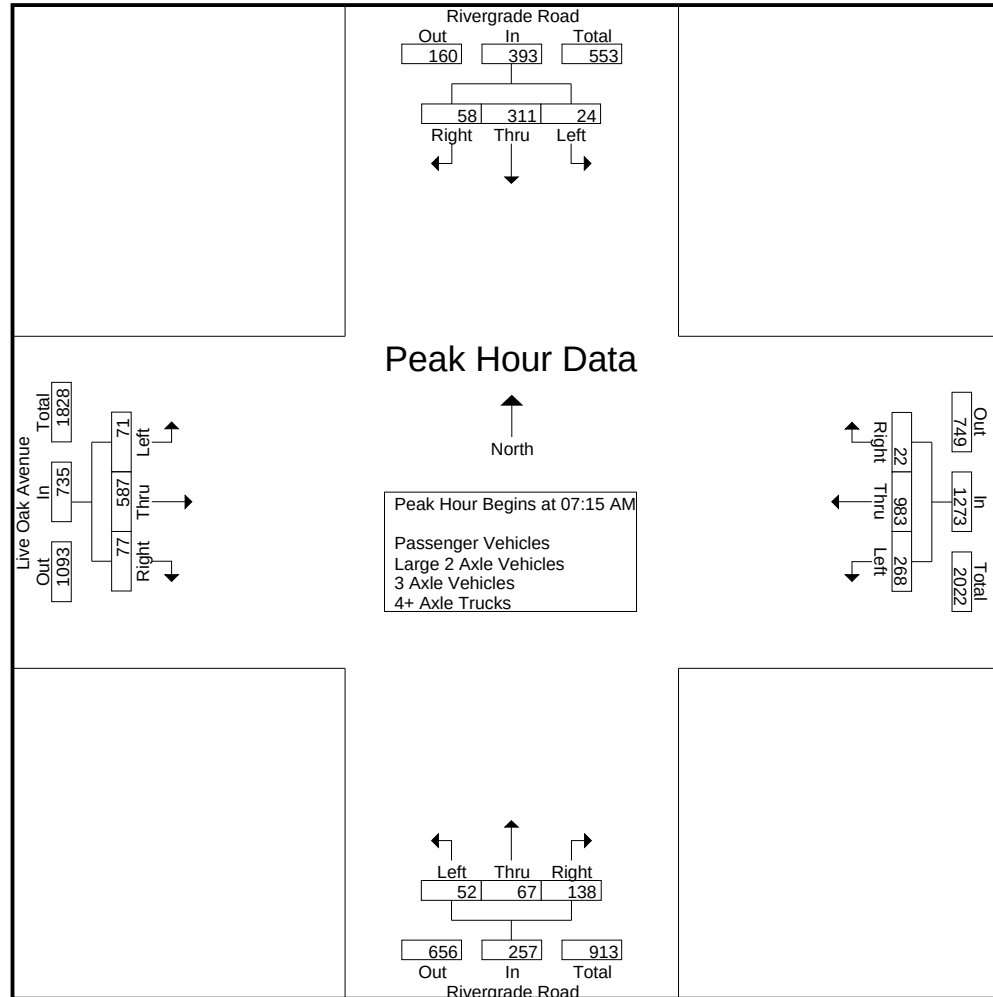
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Rivergrade Road Southbound					Live Oak Avenue Westbound					Rivergrade Road Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	5	31	6	4	42	63	280	4	2	347	15	5	24	17	44	18	112	16	0	146	23	579	602
07:15 AM	5	52	12	2	69	56	269	6	3	331	11	17	26	7	54	21	122	4	0	147	12	601	613
07:30 AM	8	73	16	6	97	70	249	9	2	328	14	17	39	23	70	16	143	18	1	177	32	672	704
07:45 AM	8	103	18	11	129	71	246	6	0	323	15	20	42	27	77	18	175	28	0	221	38	750	788
Total	26	259	52	23	337	260	1044	25	7	1329	55	59	131	74	245	73	552	66	1	691	105	2602	2707
08:00 AM	3	83	12	9	98	71	219	1	0	291	12	13	31	23	56	16	147	27	6	190	38	635	673
08:15 AM	4	43	6	3	53	61	211	2	0	274	11	9	43	31	63	21	151	30	4	202	38	592	630
08:30 AM	3	35	4	3	42	76	187	2	0	265	11	10	37	21	58	12	125	22	2	159	26	524	550
08:45 AM	5	33	9	6	47	44	178	3	0	225	11	15	30	19	56	20	150	34	3	204	28	532	560
Total	15	194	31	21	240	252	795	8	0	1055	45	47	141	94	233	69	573	113	15	755	130	2283	2413
Grand Total	41	453	83	44	577	512	1839	33	7	2384	100	106	272	168	478	142	1125	179	16	1446	235	4885	5120
Apprch %	7.1	78.5	14.4			21.5	77.1	1.4			20.9	22.2	56.9			9.8	77.8	12.4					
Total %	0.8	9.3	1.7		11.8	10.5	37.6	0.7		48.8	2	2.2	5.6		9.8	2.9	23	3.7		29.6	4.6	95.4	
Passenger Vehicles	36	420	34		510	494	1636	25		2161	85	78	195		475	83	986	172		1257	0	0	4403
% Passenger Vehicles	87.8	92.7	41	45.5	82.1	96.5	89	75.8	85.7	90.4	85	73.6	71.7	69.6	73.5	58.5	87.6	96.1	100	86	0	0	86
Large 2 Axle Vehicles	3	7	16		37	8	115	3		126	4	6	9		26	29	65	4		98	0	0	287
% Large 2 Axle Vehicles	7.3	1.5	19.3	25	6	1.6	6.3	9.1	0	5.3	4	5.7	3.3	4.2	4	20.4	5.8	2.2	0	6.7	0	0	5.6
3 Axle Vehicles	0	5	14		28	2	24	0		26	7	6	9		26	7	21	1		29	0	0	109
% 3 Axle Vehicles	0	1.1	16.9	20.5	4.5	0.4	1.3	0	0	1.1	7	5.7	3.3	2.4	4	4.9	1.9	0.6	0	2	0	0	2.1
4+ Axle Trucks	2	21	19		46	8	64	5		78	4	16	59		119	23	53	2		78	0	0	321
% 4+ Axle Trucks	4.9	4.6	22.9	9.1	7.4	1.6	3.5	15.2	14.3	3.3	4	15.1	21.7	23.8	18.4	16.2	4.7	1.1	0	5.3	0	0	6.3

	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	52	12	69	56	269	6	331	11	17	26	54	21	122	4	147	601
07:30 AM	8	73	16	97	70	249	9	328	14	17	39	70	16	143	18	177	672
07:45 AM	8	103	18	129	71	246	6	323	15	20	42	77	18	175	28	221	750
08:00 AM	3	83	12	98	71	219	1	291	12	13	31	56	16	147	27	190	635
Total Volume	24	311	58	393	268	983	22	1273	52	67	138	257	71	587	77	735	2658
% App. Total	6.1	79.1	14.8		21.1	77.2	1.7		20.2	26.1	53.7		9.7	79.9	10.5		
PHF	.750	.755	.806	.762	.944	.914	.611	.961	.867	.838	.821	.834	.845	.839	.688	.831	.886

City of Irwindale
N/S: Rivergrade Road
E/W: Live Oak Avenue
Weather: Clear

File Name : 09_IRW_Riv Lo AM
Site Code : 05117783
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City of Irwindale
N/S: Rivergrade Road
E/W: Live Oak Avenue
Weather: Clear

File Name : 09_IRW_Riv Lo AM
Site Code : 05117783
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	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:00 AM				07:30 AM				07:30 AM				
+0 mins.	5	52	12	69	63	280	4	347	14	17	39	70	16	143	18	177	
+15 mins.	8	73	16	97	56	269	6	331	15	20	42	77	18	175	28	221	
+30 mins.	8	103	18	129	70	249	9	328	12	13	31	56	16	147	27	190	
+45 mins.	3	83	12	98	71	246	6	323	11	9	43	63	21	151	30	202	
Total Volume	24	311	58	393	260	1044	25	1329	52	59	155	266	71	616	103	790	
% App. Total	6.1	79.1	14.8		19.6	78.6	1.9		19.5	22.2	58.3		9	78	13		
PHF	.750	.755	.806	.762	.915	.932	.694	.957	.867	.738	.901	.864	.845	.880	.858	.894	

City of Irwindale
N/S: Rivergrade Road
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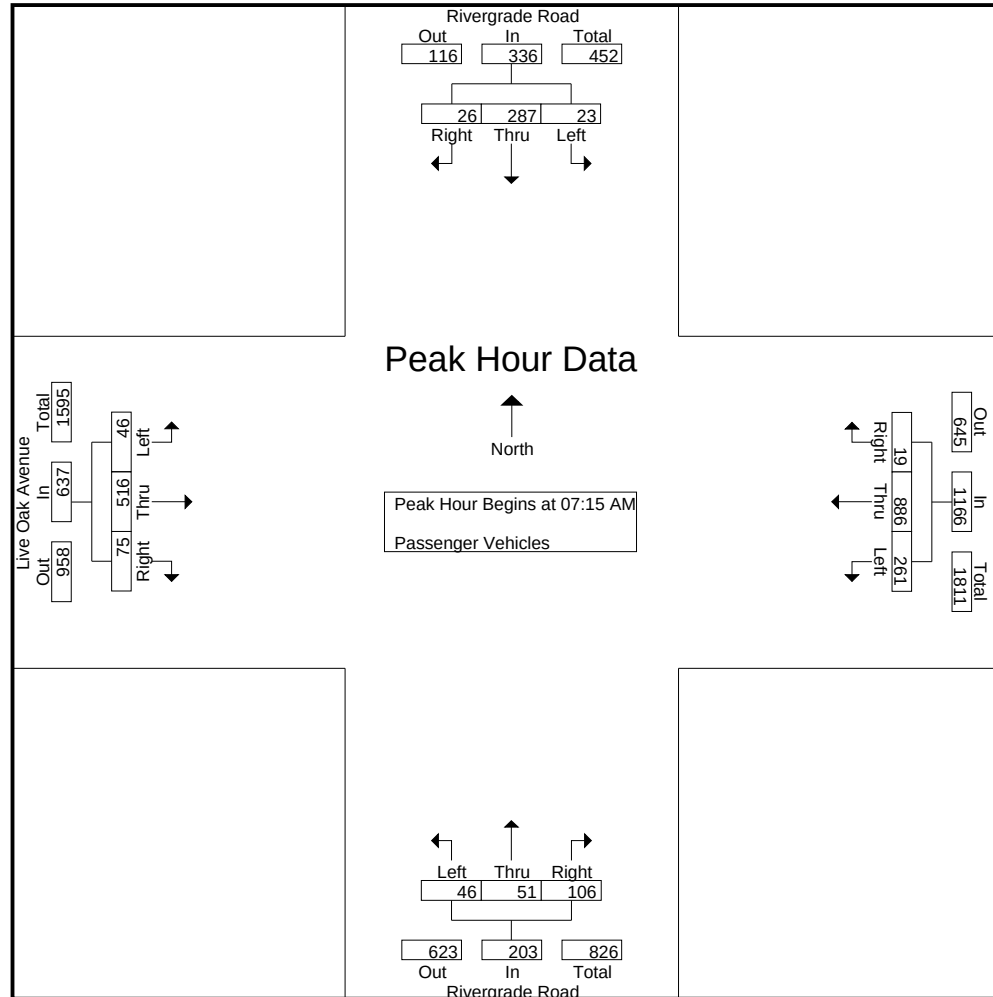
Groups Printed- Passenger Vehicles

	Rivergrade Road Southbound					Live Oak Avenue Westbound					Rivergrade Road Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	5	30	4	3	39	61	266	2	1	329	15	4	16	11	35	11	98	16	0	125	15	528	543
07:15 AM	4	44	5	0	53	54	245	5	3	304	8	13	18	4	39	16	105	4	0	125	7	521	528
07:30 AM	8	67	8	4	83	69	222	8	2	299	12	14	28	14	54	9	129	18	1	156	21	592	613
07:45 AM	8	99	8	6	115	68	221	6	0	295	14	13	34	24	61	12	158	27	0	197	30	668	698
Total	25	240	25	13	290	252	954	21	6	1227	49	44	96	53	189	48	490	65	1	603	73	2309	2382
08:00 AM	3	77	5	4	85	70	198	0	0	268	12	11	26	18	49	9	124	26	6	159	28	561	589
08:15 AM	2	41	2	1	45	59	179	1	0	239	9	7	28	19	44	9	128	29	4	166	24	494	518
08:30 AM	3	32	0	0	35	71	156	1	0	228	8	6	26	14	40	6	112	21	2	139	16	442	458
08:45 AM	3	30	2	2	35	42	149	2	0	193	7	10	19	13	36	11	132	31	3	174	18	438	456
Total	11	180	9	7	200	242	682	4	0	928	36	34	99	64	169	35	496	107	15	638	86	1935	2021
Grand Total	36	420	34	20	490	494	1636	25	6	2155	85	78	195	117	358	83	986	172	16	1241	159	4244	4403
Apprch %	7.3	85.7	6.9			22.9	75.9	1.2			23.7	21.8	54.5			6.7	79.5	13.9					
Total %	0.8	9.9	0.8		11.5	11.6	38.5	0.6		50.8	2	1.8	4.6		8.4	2	23.2	4.1		29.2	3.6	96.4	

	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	44	5	53	54	245	5	304	8	13	18	39	16	105	4	125	521
07:30 AM	8	67	8	83	69	222	8	299	12	14	28	54	9	129	18	156	592
07:45 AM	8	99	8	115	68	221	6	295	14	13	34	61	12	158	27	197	668
08:00 AM	3	77	5	85	70	198	0	268	12	11	26	49	9	124	26	159	561
Total Volume	23	287	26	336	261	886	19	1166	46	51	106	203	46	516	75	637	2342
% App. Total	6.8	85.4	7.7		22.4	76	1.6		22.7	25.1	52.2		7.2	81	11.8		
PHF	.719	.725	.813	.730	.932	.904	.594	.959	.821	.911	.779	.832	.719	.816	.694	.808	.876

City of Irwindale
N/S: Rivergrade Road
E/W: Live Oak Avenue
Weather: Clear

File Name : 09_IRW_Riv Lo AM
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City of Irwindale
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Site Code : 05117783
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	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	4	44	5	53	54	245	5	304	8	13	18	39	16	105	4	125	
+15 mins.	8	67	8	83	69	222	8	299	12	14	28	54	9	129	18	156	
+30 mins.	8	99	8	115	68	221	6	295	14	13	34	61	12	158	27	197	
+45 mins.	3	77	5	85	70	198	0	268	12	11	26	49	9	124	26	159	
Total Volume	23	287	26	336	261	886	19	1166	46	51	106	203	46	516	75	637	
% App. Total	6.8	85.4	7.7		22.4	76	1.6		22.7	25.1	52.2		7.2	81	11.8		
PHF	.719	.725	.813	.730	.932	.904	.594	.959	.821	.911	.779	.832	.719	.816	.694	.808	

City of Irwindale
N/S: Rivergrade Road
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Weather: Clear

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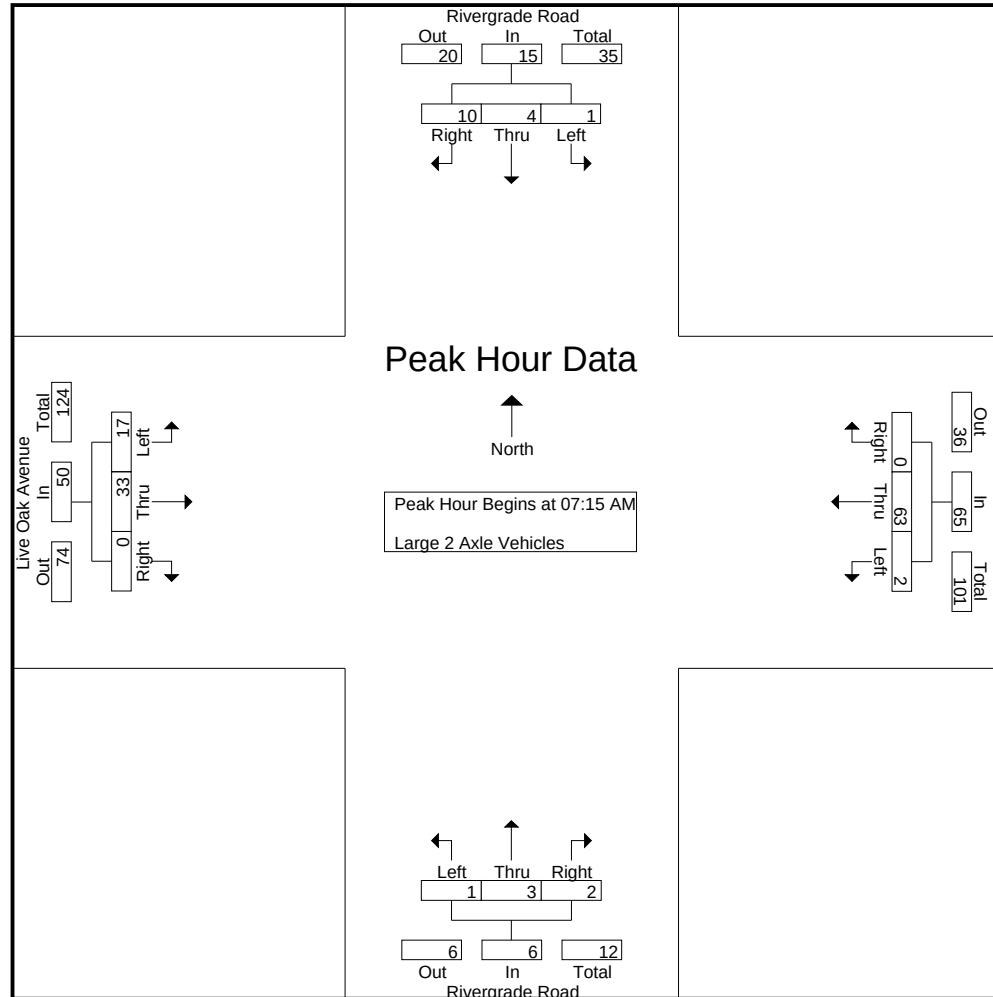
Groups Printed- Large 2 Axle Vehicles

	Rivergrade Road Southbound					Live Oak Avenue Westbound					Rivergrade Road Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	1	10	1	0	12	0	0	1	1	1	3	6	0	0	9	1	22	23
07:15 AM	1	0	3	1	4	1	14	0	0	15	0	0	1	0	1	5	8	0	0	13	1	33	34
07:30 AM	0	2	2	1	4	0	24	0	0	24	1	0	1	1	2	4	6	0	0	10	2	40	42
07:45 AM	0	1	3	2	4	1	16	0	0	17	0	2	0	0	2	4	8	0	0	12	2	35	37
Total	1	3	8	4	12	3	64	1	0	68	1	2	3	2	6	16	28	0	0	44	6	130	136
08:00 AM	0	1	2	2	3	0	9	0	0	9	0	1	0	0	1	4	11	0	0	15	2	28	30
08:15 AM	1	1	1	0	3	2	15	1	0	18	1	0	3	3	4	6	13	0	0	19	3	44	47
08:30 AM	0	2	1	1	3	1	11	1	0	13	0	2	1	1	3	2	3	1	0	6	2	25	27
08:45 AM	1	0	4	4	5	2	16	0	0	18	2	1	2	1	5	1	10	3	0	14	5	42	47
Total	2	4	8	7	14	5	51	2	0	58	3	4	6	5	13	13	37	4	0	54	12	139	151
Grand Total	3	7	16	11	26	8	115	3	0	126	4	6	9	7	19	29	65	4	0	98	18	269	287
Apprch %	11.5	26.9	61.5			6.3	91.3	2.4			21.1	31.6	47.4			29.6	66.3	4.1					
Total %	1.1	2.6	5.9		9.7	3	42.8	1.1		46.8	1.5	2.2	3.3		7.1	10.8	24.2	1.5		36.4	6.3	93.7	

	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	3	4	1	14	0	15	0	0	1	1	5	8	0	13	33
07:30 AM	0	2	2	4	0	24	0	24	1	0	1	2	4	6	0	10	40
07:45 AM	0	1	3	4	1	16	0	17	0	2	0	2	4	8	0	12	35
08:00 AM	0	1	2	3	0	9	0	9	0	1	0	1	4	11	0	15	28
Total Volume	1	4	10	15	2	63	0	65	1	3	2	6	17	33	0	50	136
% App. Total	6.7	26.7	66.7		3.1	96.9	0		16.7	50	33.3		34	66	0		
PHF	.250	.500	.833	.938	.500	.656	.000	.677	.250	.375	.500	.750	.850	.750	.000	.833	.850

City of Irwindale
N/S: Rivergrade Road
E/W: Live Oak Avenue
Weather: Clear

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City of Irwindale
N/S: Rivergrade Road
E/W: Live Oak Avenue
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	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	1	0	3	4	1	14	0	15	0	0	1	1	5	8	0	13	
+15 mins.	0	2	2	4	0	24	0	24	1	0	1	2	4	6	0	10	
+30 mins.	0	1	3	4	1	16	0	17	0	2	0	2	4	8	0	12	
+45 mins.	0	1	2	3	0	9	0	9	0	1	0	1	4	11	0	15	
Total Volume	1	4	10	15	2	63	0	65	1	3	2	6	17	33	0	50	
% App. Total	6.7	26.7	66.7		3.1	96.9	0		16.7	50	33.3		34	66	0		
PHF	.250	.500	.833	.938	.500	.656	.000	.677	.250	.375	.500	.750	.850	.750	.000	.833	

City of Irwindale
N/S: Rivergrade Road
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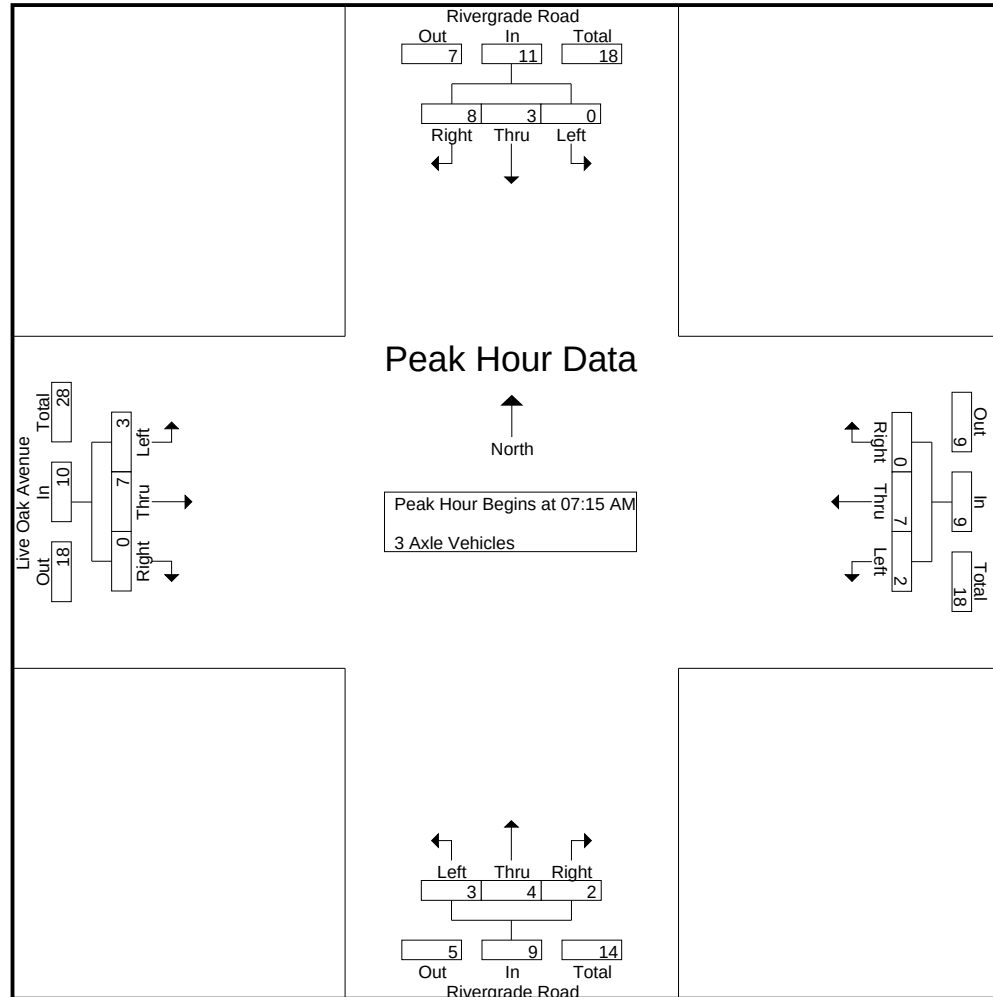
Groups Printed- 3 Axle Vehicles

	Rivergrade Road Southbound					Live Oak Avenue Westbound					Rivergrade Road Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	2	1	2	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	1	5	6
07:15 AM	0	1	1	1	2	0	2	0	0	2	2	4	1	1	7	0	1	0	0	1	2	12	14
07:30 AM	0	1	3	1	4	1	0	0	0	1	1	0	1	0	2	1	4	0	0	5	1	12	13
07:45 AM	0	1	4	2	5	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	2	10	12
Total	0	3	10	5	13	2	6	0	0	8	3	4	2	1	9	2	7	0	0	9	6	39	45
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	1	0	0	3	0	5	5
08:15 AM	0	0	2	2	2	0	8	0	0	8	1	1	2	1	4	1	5	1	0	7	3	21	24
08:30 AM	0	1	2	2	3	0	3	0	0	3	2	0	4	2	6	1	5	0	0	6	4	18	22
08:45 AM	0	1	0	0	1	0	5	0	0	5	1	1	1	0	3	1	3	0	0	4	0	13	13
Total	0	2	4	4	6	0	18	0	0	18	4	2	7	3	13	5	14	1	0	20	7	57	64
Grand Total	0	5	14	9	19	2	24	0	0	26	7	6	9	4	22	7	21	1	0	29	13	96	109
Apprch %	0	26.3	73.7			7.7	92.3	0			31.8	27.3	40.9			24.1	72.4	3.4					
Total %	0	5.2	14.6		19.8	2.1	25	0		27.1	7.3	6.2	9.4		22.9	7.3	21.9	1		30.2	11.9	88.1	

	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	1	2	0	2	0	2	2	4	1	7	0	1	0	1	12
07:30 AM	0	1	3	4	1	0	0	1	1	0	1	2	1	4	0	5	12
07:45 AM	0	1	4	5	1	3	0	4	0	0	0	0	0	1	0	1	10
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	2	1	0	3	5
Total Volume	0	3	8	11	2	7	0	9	3	4	2	9	3	7	0	10	39
% App. Total	0	27.3	72.7		22.2	77.8	0		33.3	44.4	22.2		30	70	0		
PHF	.000	.750	.500	.550	.500	.583	.000	.563	.375	.250	.500	.321	.375	.438	.000	.500	.813

City of Irwindale
N/S: Rivergrade Road
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Site Code : 05117783
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	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	1	1	2	0	2	0	2	2	4	1	7	0	1	0	1	
+15 mins.	0	1	3	4	1	0	0	1	1	0	1	2	1	4	0	5	
+30 mins.	0	1	4	5	1	3	0	4	0	0	0	0	0	1	0	1	
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	2	1	0	3	
Total Volume	0	3	8	11	2	7	0	9	3	4	2	9	3	7	0	10	
% App. Total	0	27.3	72.7		22.2	77.8	0		33.3	44.4	22.2		30	70	0		
PHF	.000	.750	.500	.550	.500	.583	.000	.563	.375	.250	.500	.321	.375	.438	.000	.500	

City of Irwindale
N/S: Rivergrade Road
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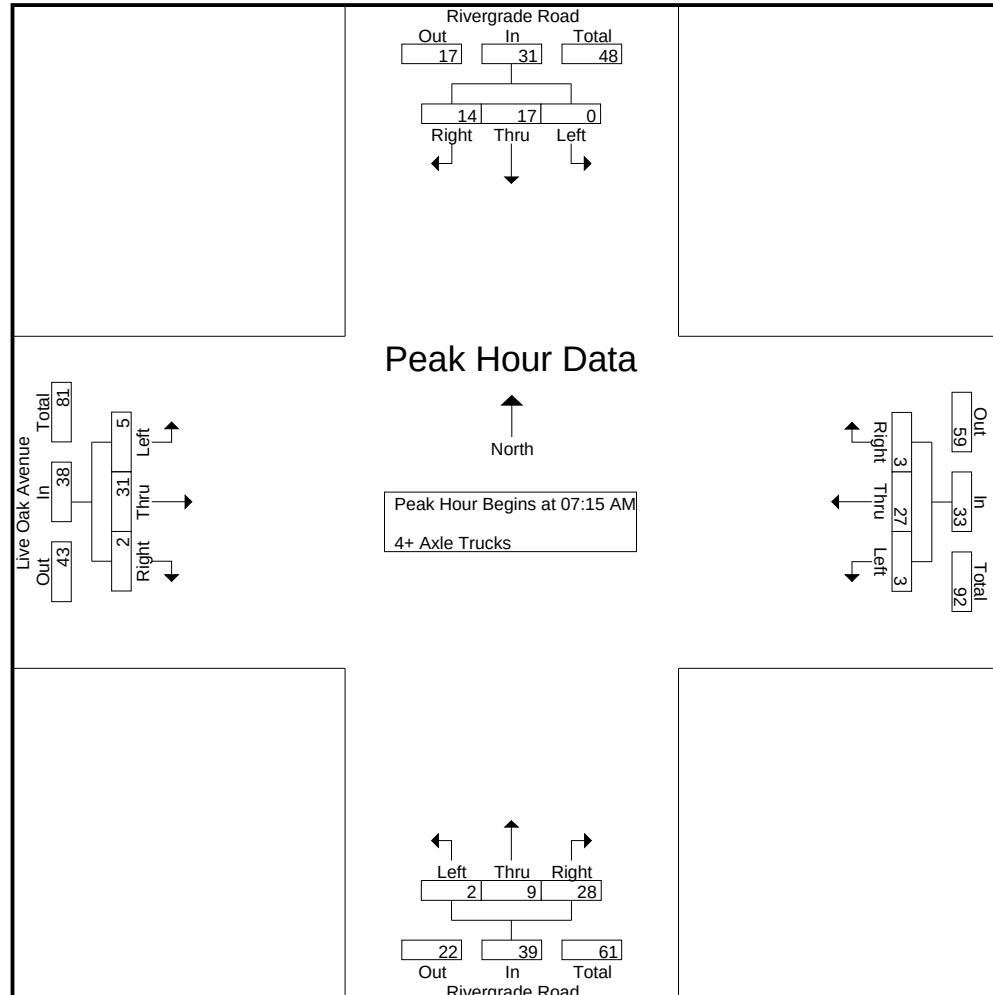
Groups Printed- 4+ Axle Trucks

	Rivergrade Road Southbound					Live Oak Avenue Westbound					Rivergrade Road Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	1	0	0	1	1	3	1	1	5	0	1	7	5	8	3	7	0	0	10	6	24	30
07:15 AM	0	7	3	0	10	1	8	1	0	10	1	0	6	2	7	0	8	0	0	8	2	35	37
07:30 AM	0	3	3	0	6	0	3	1	0	4	0	3	9	8	12	2	4	0	0	6	8	28	36
07:45 AM	0	2	3	1	5	1	6	0	0	7	1	5	8	3	14	2	8	1	0	11	4	37	41
Total	0	13	9	1	22	3	20	3	1	26	2	9	30	18	41	7	27	1	0	35	20	124	144
08:00 AM	0	5	5	3	10	1	10	1	0	12	0	1	5	5	6	1	11	1	0	13	8	41	49
08:15 AM	1	1	1	0	3	0	9	0	0	9	0	1	10	8	11	5	5	0	0	10	8	33	41
08:30 AM	0	0	1	0	1	4	17	0	0	21	1	2	6	4	9	3	5	0	0	8	4	39	43
08:45 AM	1	2	3	0	6	0	8	1	0	9	1	3	8	5	12	7	5	0	0	12	5	39	44
Total	2	8	10	3	20	5	44	2	0	51	2	7	29	22	38	16	26	1	0	43	25	152	177
Grand Total	2	21	19	4	42	8	64	5	1	77	4	16	59	40	79	23	53	2	0	78	45	276	321
Apprch %	4.8	50	45.2			10.4	83.1	6.5			5.1	20.3	74.7			29.5	67.9	2.6					
Total %	0.7	7.6	6.9		15.2	2.9	23.2	1.8		27.9	1.4	5.8	21.4		28.6	8.3	19.2	0.7		28.3	14	86	

	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	7	3	10	1	8	1	10	1	0	6	7	0	8	0	8	35
07:30 AM	0	3	3	6	0	3	1	4	0	3	9	12	2	4	0	6	28
07:45 AM	0	2	3	5	1	6	0	7	1	5	8	14	2	8	1	11	37
08:00 AM	0	5	5	10	1	10	1	12	0	1	5	6	1	11	1	13	41
Total Volume	0	17	14	31	3	27	3	33	2	9	28	39	5	31	2	38	141
% App. Total	0	54.8	45.2		9.1	81.8	9.1		5.1	23.1	71.8		13.2	81.6	5.3		
PHF	.000	.607	.700	.775	.750	.675	.750	.688	.500	.450	.778	.696	.625	.705	.500	.731	.860

City of Irwindale
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Weather: Clear

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	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	7	3	10	1	8	1	10	1	0	6	7	0	8	0	8	
+15 mins.	0	3	3	6	0	3	1	4	0	3	9	12	2	4	0	6	
+30 mins.	0	2	3	5	1	6	0	7	1	5	8	14	2	8	1	11	
+45 mins.	0	5	5	10	1	10	1	12	0	1	5	6	1	11	1	13	
Total Volume	0	17	14	31	3	27	3	33	2	9	28	39	5	31	2	38	
% App. Total	0	54.8	45.2		9.1	81.8	9.1		5.1	23.1	71.8		13.2	81.6	5.3		
PHF	.000	.607	.700	.775	.750	.675	.750	.688	.500	.450	.778	.696	.625	.705	.500	.731	

City of Irwindale
N/S: Rivergrade Road
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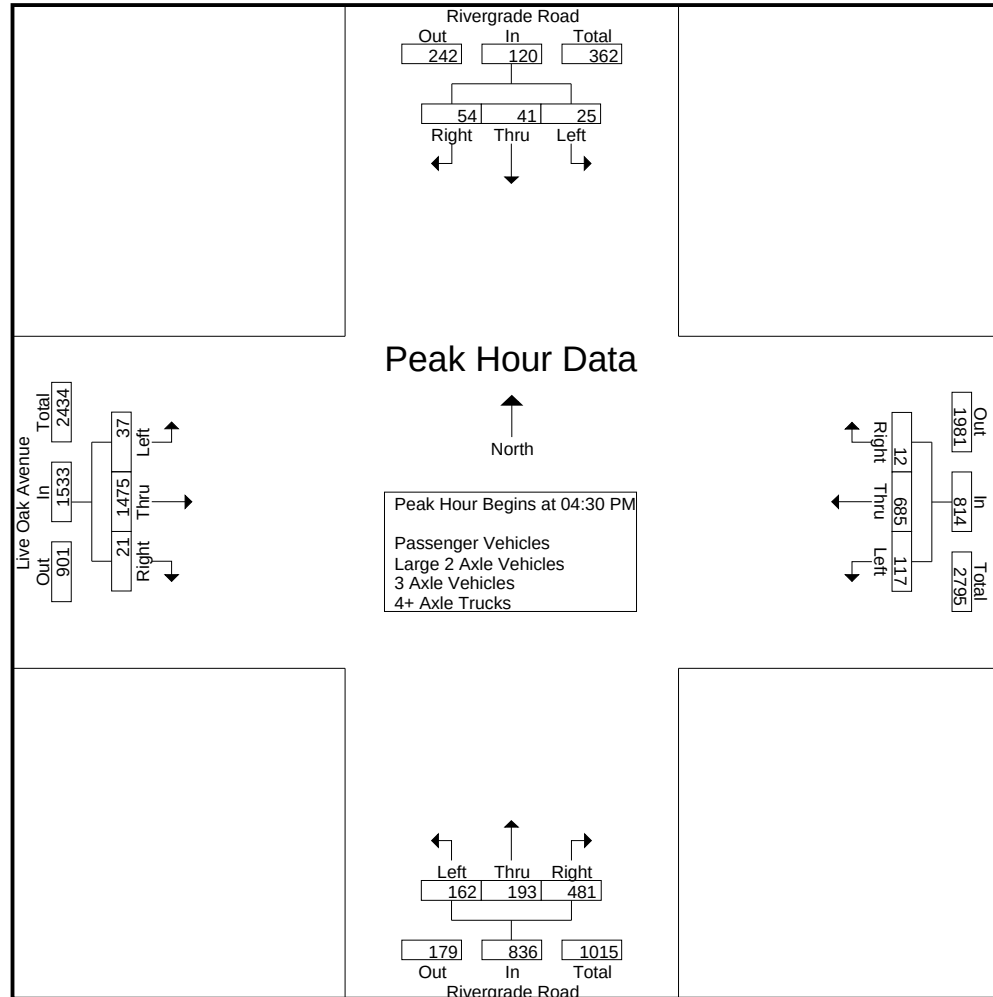
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Rivergrade Road Southbound					Live Oak Avenue Westbound					Rivergrade Road Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	4	8	14	13	26	20	154	1	1	175	17	25	81	39	123	12	349	5	0	366	53	690	743
04:15 PM	3	11	7	4	21	18	154	2	0	174	19	27	83	30	129	8	362	11	0	381	34	705	739
04:30 PM	1	7	16	14	24	30	178	1	0	209	35	57	122	38	214	5	360	0	0	365	52	812	864
04:45 PM	6	12	10	4	28	29	171	6	1	206	43	41	119	42	203	9	383	10	1	402	48	839	887
Total	14	38	47	35	99	97	657	10	2	764	114	150	405	149	669	34	1454	26	1	1514	187	3046	3233
05:00 PM	6	12	15	11	33	33	176	3	0	212	39	46	154	71	239	11	385	5	1	401	83	885	968
05:15 PM	12	10	13	8	35	25	160	2	0	187	45	49	86	33	180	12	347	6	1	365	42	767	809
05:30 PM	6	3	9	7	18	24	148	6	3	178	39	31	90	44	160	12	427	7	0	446	54	802	856
05:45 PM	6	8	6	4	20	23	143	3	1	169	23	27	93	24	143	11	365	9	0	385	29	717	746
Total	30	33	43	30	106	105	627	14	4	746	146	153	423	172	722	46	1524	27	2	1597	208	3171	3379
Grand Total	44	71	90	65	205	202	1284	24	6	1510	260	303	828	321	1391	80	2978	53	3	3111	395	6217	6612
Apprch %	21.5	34.6	43.9			13.4	85	1.6			18.7	21.8	59.5			2.6	95.7	1.7					
Total %	0.7	1.1	1.4		3.3	3.2	20.7	0.4		24.3	4.2	4.9	13.3		22.4	1.3	47.9	0.9		50	6	94	
Passenger Vehicles	41	66	73		234	196	1197	19		1418	253	290	790		1638	75	2859	53		2990	0	0	6280
% Passenger Vehicles	93.2	93	81.1	83.1	86.7	97	93.2	79.2	100	93.5	97.3	95.7	95.4	95	95.7	93.8	96	100	100	96	0	0	95
Large 2 Axle Vehicles	1	0	5		11	3	42	2		47	1	10	21		41	3	89	0		92	0	0	191
% Large 2 Axle Vehicles	2.3	0	5.6	7.7	4.1	1.5	3.3	8.3	0	3.1	0.4	3.3	2.5	2.8	2.4	3.8	3	0	0	3	0	0	2.9
3 Axle Vehicles	1	0	2		3	1	18	0		19	2	1	6		9	0	7	0		7	0	0	38
% 3 Axle Vehicles	2.3	0	2.2	0	1.1	0.5	1.4	0	0	1.3	0.8	0.3	0.7	0	0.5	0	0.2	0	0	0.2	0	0	0.6
4+ Axle Trucks	1	5	10		22	2	27	3		32	4	2	11		24	2	23	0		25	0	0	103
% 4+ Axle Trucks	2.3	7	11.1	9.2	8.1	1	2.1	12.5	0	2.1	1.5	0.7	1.3	2.2	1.4	2.5	0.8	0	0	0.8	0	0	1.6

	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	7	16	24	30	178	1	209	35	57	122	214	5	360	0	365	812
04:45 PM	6	12	10	28	29	171	6	206	43	41	119	203	9	383	10	402	839
05:00 PM	6	12	15	33	33	176	3	212	39	46	154	239	11	385	5	401	885
05:15 PM	12	10	13	35	25	160	2	187	45	49	86	180	12	347	6	365	767
Total Volume	25	41	54	120	117	685	12	814	162	193	481	836	37	1475	21	1533	3303
% App. Total	20.8	34.2	45		14.4	84.2	1.5		19.4	23.1	57.5		2.4	96.2	1.4		
PHF	.521	.854	.844	.857	.886	.962	.500	.960	.900	.846	.781	.874	.771	.958	.525	.953	.933

City of Irwindale
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Weather: Clear

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	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:45 PM				
+0 mins.	1	7	16	24	30	178	1	209	35	57	122	214	9	383	10	402	
+15 mins.	6	12	10	28	29	171	6	206	43	41	119	203	11	385	5	401	
+30 mins.	6	12	15	33	33	176	3	212	39	46	154	239	12	347	6	365	
+45 mins.	12	10	13	35	25	160	2	187	45	49	86	180	12	427	7	446	
Total Volume	25	41	54	120	117	685	12	814	162	193	481	836	44	1542	28	1614	
% App. Total	20.8	34.2	45		14.4	84.2	1.5		19.4	23.1	57.5		2.7	95.5	1.7		
PHF	.521	.854	.844	.857	.886	.962	.500	.960	.900	.846	.781	.874	.917	.903	.700	.905	

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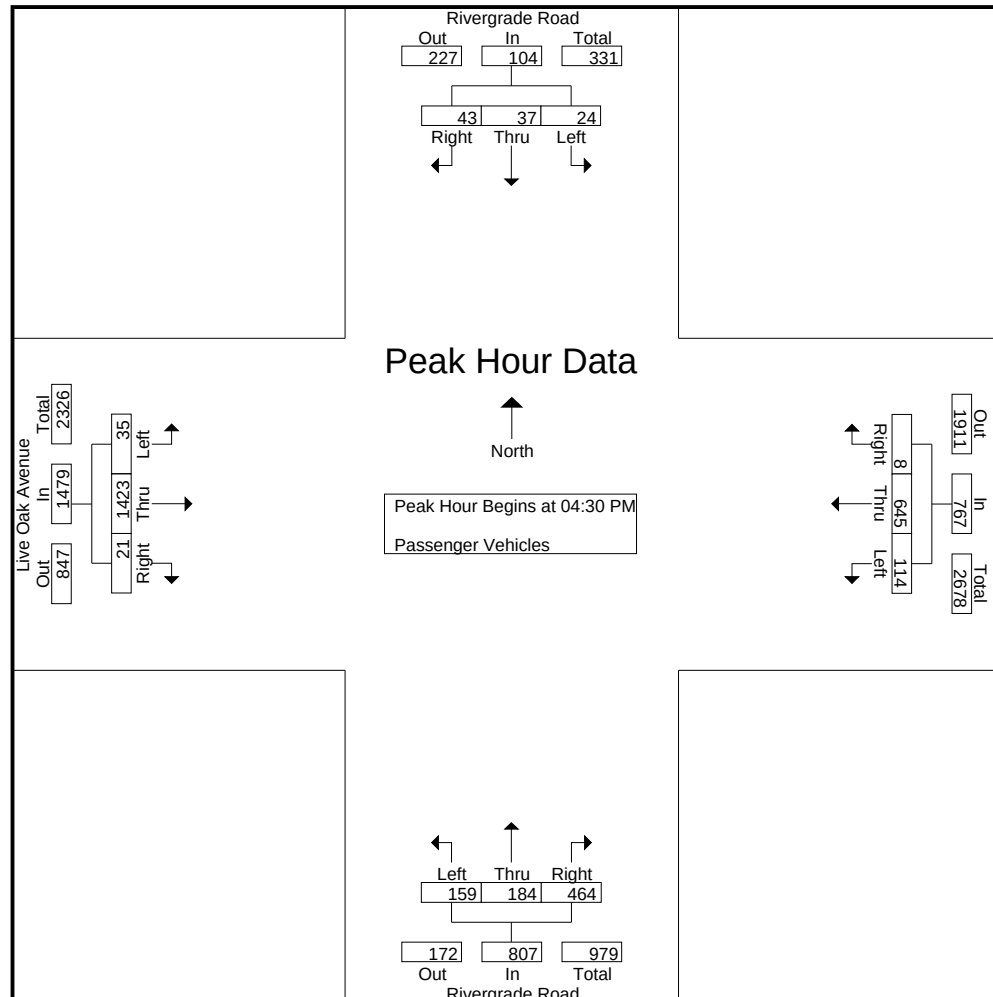
Groups Printed- Passenger Vehicles

	Rivergrade Road Southbound					Live Oak Avenue Westbound					Rivergrade Road Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	3	8	12	11	23	20	137	1	1	158	16	23	70	34	109	11	322	5	0	338	46	628	674
04:15 PM	3	10	6	4	19	17	134	1	0	152	17	26	78	27	121	8	342	11	0	361	31	653	684
04:30 PM	1	7	12	11	20	29	167	0	0	196	35	53	117	36	205	4	342	0	0	346	47	767	814
04:45 PM	6	11	7	4	24	28	163	4	1	195	41	39	115	41	195	9	371	10	1	390	47	804	851
Total	13	36	37	30	86	94	601	6	2	701	109	141	380	138	630	32	1377	26	1	1435	171	2852	3023
05:00 PM	5	11	12	8	28	33	166	2	0	201	38	44	148	69	230	11	373	5	1	389	78	848	926
05:15 PM	12	8	12	7	32	24	149	2	0	175	45	48	84	33	177	11	337	6	1	354	41	738	779
05:30 PM	5	3	8	6	16	23	144	6	3	173	38	30	87	41	155	10	416	7	0	433	50	777	827
05:45 PM	6	8	4	3	18	22	137	3	1	162	23	27	91	24	141	11	356	9	0	376	28	697	725
Total	28	30	36	24	94	102	596	13	4	711	144	149	410	167	703	43	1482	27	2	1552	197	3060	3257
Grand Total	41	66	73	54	180	196	1197	19	6	1412	253	290	790	305	1333	75	2859	53	3	2987	368	5912	6280
Apprch %	22.8	36.7	40.6			13.9	84.8	1.3			19	21.8	59.3			2.5	95.7	1.8					
Total %	0.7	1.1	1.2		3	3.3	20.2	0.3		23.9	4.3	4.9	13.4		22.5	1.3	48.4	0.9		50.5	5.9	94.1	

	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	7	12	20	29	167	0	196	35	53	117	205	4	342	0	346	767
04:45 PM	6	11	7	24	28	163	4	195	41	39	115	195	9	371	10	390	804
05:00 PM	5	11	12	28	33	166	2	201	38	44	148	230	11	373	5	389	848
05:15 PM	12	8	12	32	24	149	2	175	45	48	84	177	11	337	6	354	738
Total Volume	24	37	43	104	114	645	8	767	159	184	464	807	35	1423	21	1479	3157
% App. Total	23.1	35.6	41.3		14.9	84.1	1		19.7	22.8	57.5		2.4	96.2	1.4		
PHF	.500	.841	.896	.813	.864	.966	.500	.954	.883	.868	.784	.877	.795	.954	.525	.948	.931

City of Irwindale
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	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	1	7	12	20	29	167	0	196	35	53	117	205	4	342	0	346	
+15 mins.	6	11	7	24	28	163	4	195	41	39	115	195	9	371	10	390	
+30 mins.	5	11	12	28	33	166	2	201	38	44	148	230	11	373	5	389	
+45 mins.	12	8	12	32	24	149	2	175	45	48	84	177	11	337	6	354	
Total Volume	24	37	43	104	114	645	8	767	159	184	464	807	35	1423	21	1479	
% App. Total	23.1	35.6	41.3		14.9	84.1	1		19.7	22.8	57.5		2.4	96.2	1.4		
PHF	.500	.841	.896	.813	.864	.966	.500	.954	.883	.868	.784	.877	.795	.954	.525	.948	

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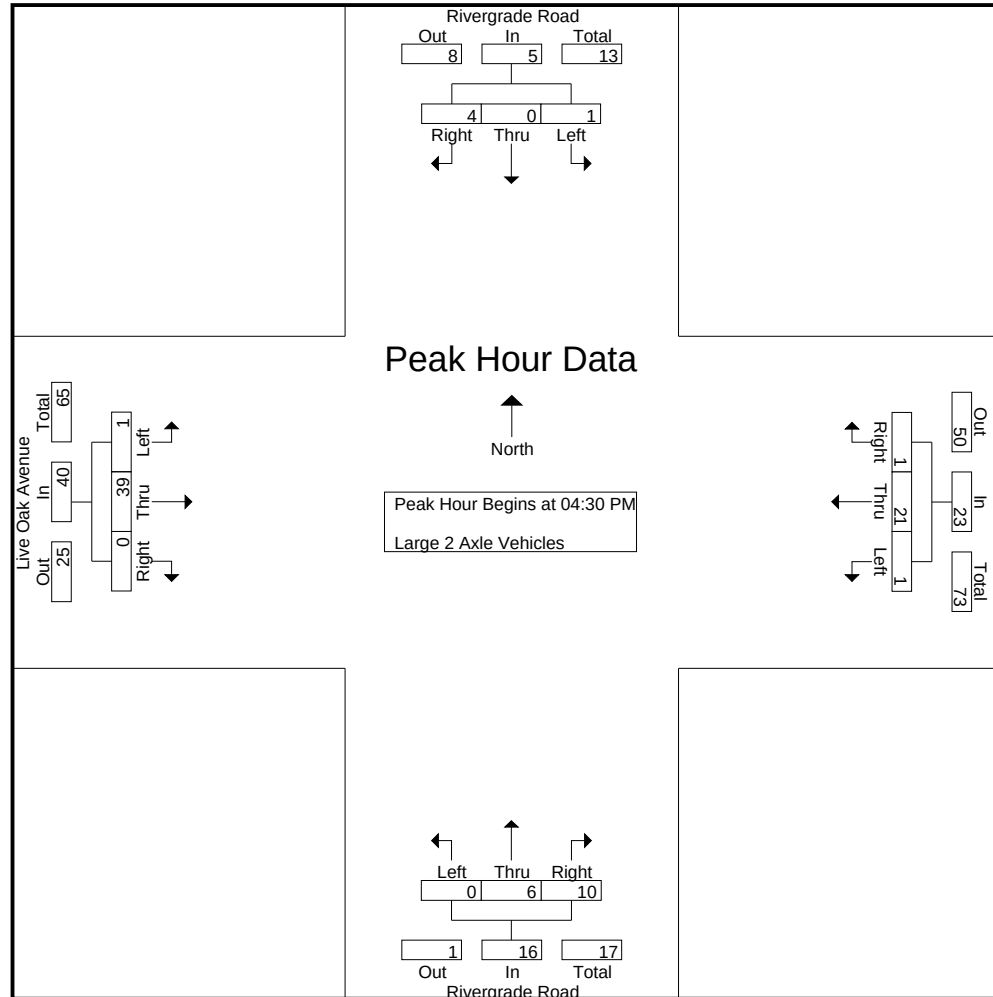
Groups Printed- Large 2 Axle Vehicles

	Rivergrade Road Southbound					Live Oak Avenue Westbound					Rivergrade Road Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	9	0	0	9	0	2	5	2	7	0	19	0	0	19	2	35	37
04:15 PM	0	0	0	0	0	0	7	1	0	8	0	1	4	3	5	0	13	0	0	13	3	26	29
04:30 PM	0	0	2	2	2	0	4	0	0	4	0	4	4	1	8	0	12	0	0	12	3	26	29
04:45 PM	0	0	0	0	0	1	4	1	0	6	0	1	2	1	3	0	7	0	0	7	1	16	17
Total	0	0	2	2	2	1	24	2	0	27	0	8	15	7	23	0	51	0	0	51	9	103	112
05:00 PM	1	0	1	1	2	0	6	0	0	6	0	0	3	1	3	0	10	0	0	10	2	21	23
05:15 PM	0	0	1	1	1	0	7	0	0	7	0	1	1	0	2	1	10	0	0	11	1	21	22
05:30 PM	0	0	0	0	0	1	3	0	0	4	1	1	1	1	3	2	10	0	0	12	1	19	20
05:45 PM	0	0	1	1	1	1	2	0	0	3	0	0	1	0	1	0	8	0	0	8	1	13	14
Total	1	0	3	3	4	2	18	0	0	20	1	2	6	2	9	3	38	0	0	41	5	74	79
Grand Total	1	0	5	5	6	3	42	2	0	47	1	10	21	9	32	3	89	0	0	92	14	177	191
Apprch %	16.7	0	83.3			6.4	89.4	4.3			3.1	31.2	65.6			3.3	96.7	0					
Total %	0.6	0	2.8		3.4	1.7	23.7	1.1		26.6	0.6	5.6	11.9		18.1	1.7	50.3	0		52	7.3	92.7	

	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	2	2	0	4	0	4	0	4	4	8	0	12	0	12	26
04:45 PM	0	0	0	0	1	4	1	6	0	1	2	3	0	7	0	7	16
05:00 PM	1	0	1	2	0	6	0	6	0	0	3	3	0	10	0	10	21
05:15 PM	0	0	1	1	0	7	0	7	0	1	1	2	1	10	0	11	21
Total Volume	1	0	4	5	1	21	1	23	0	6	10	16	1	39	0	40	84
% App. Total	20	0	80		4.3	91.3	4.3		0	37.5	62.5		2.5	97.5	0		
PHF	.250	.000	.500	.625	.250	.750	.250	.821	.000	.375	.625	.500	.250	.813	.000	.833	.808

City of Irwindale
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	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	2	2	0	4	0	4	0	4	4	8	0	12	0	12	
+15 mins.	0	0	0	0	1	4	1	6	0	1	2	3	0	7	0	7	
+30 mins.	1	0	1	2	0	6	0	6	0	0	3	3	0	10	0	10	
+45 mins.	0	0	1	1	0	7	0	7	0	1	1	2	1	10	0	11	
Total Volume	1	0	4	5	1	21	1	23	0	6	10	16	1	39	0	40	
% App. Total	20	0	80		4.3	91.3	4.3		0	37.5	62.5		2.5	97.5	0		
PHF	.250	.000	.500	.625	.250	.750	.250	.821	.000	.375	.625	.500	.250	.813	.000	.833	

City of Irwindale
N/S: Rivergrade Road
E/W: Live Oak Avenue
Weather: Clear

File Name : 09_IRW_Riv Lo PM
Site Code : 05117783
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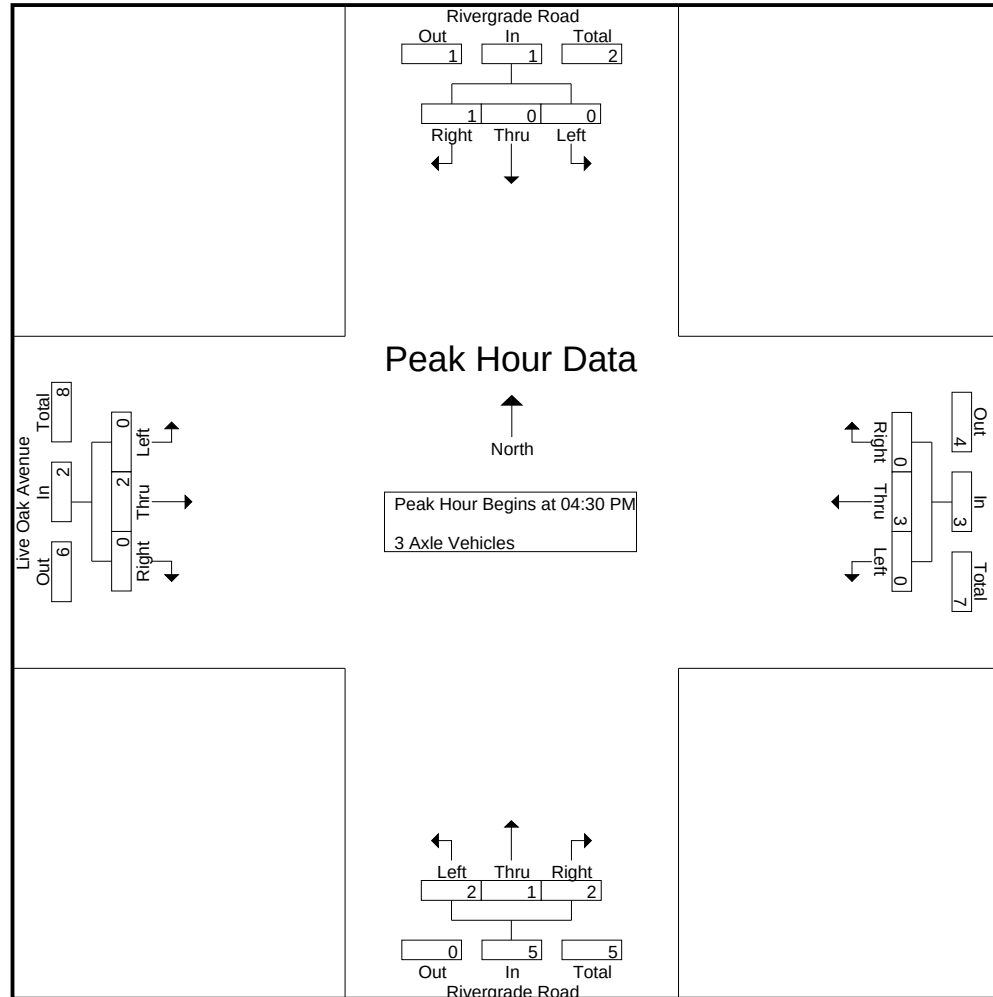
Groups Printed- 3 Axle Vehicles

	Rivergrade Road Southbound					Live Oak Avenue Westbound					Rivergrade Road Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	0	2	0	0	2	0	8	8
04:15 PM	0	0	1	0	1	1	7	0	0	8	0	0	1	0	1	0	3	0	0	3	0	13	13
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
04:45 PM	0	0	1	0	1	0	0	0	0	0	1	1	2	0	4	0	1	0	0	1	0	6	6
Total	0	0	2	0	2	1	11	0	0	12	1	1	6	0	8	0	7	0	0	7	0	29	29
05:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	2	2
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	1	0	0	0	1	0	7	0	0	7	1	0	0	0	1	0	0	0	0	0	0	9	9
Grand Total	1	0	2	0	3	1	18	0	0	19	2	1	6	0	9	0	7	0	0	7	0	38	38
Apprch %	33.3	0	66.7			5.3	94.7	0			22.2	11.1	66.7			0	100	0			0		
Total %	2.6	0	5.3		7.9	2.6	47.4	0		50	5.3	2.6	15.8		23.7	0	18.4	0		18.4	0	100	

	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	1	1	0	0	0	0	1	1	2	4	0	1	0	1	6
05:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	3	0	3	2	1	2	5	0	2	0	2	11
% App. Total	0	0	100		0	100	0		40	20	40		0	100	0		
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.500	.250	.250	.313	.000	.500	.000	.500	.458

City of Irwindale
N/S: Rivergrade Road
E/W: Live Oak Avenue
Weather: Clear

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

City of Irwindale
N/S: Rivergrade Road
E/W: Live Oak Avenue
Weather: Clear

File Name : 09_IRW_Riv Lo PM
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	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	1	1	0	0	0	0	1	1	2	4	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	3	0	3	2	1	2	5	0	2	0	2
% App. Total	0	0	100		0	100	0		40	20	40		0	100	0	
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.500	.250	.250	.313	.000	.500	.000	.500

City of Irwindale
N/S: Rivergrade Road
E/W: Live Oak Avenue
Weather: Clear

File Name : 09_IRW_Riv Lo PM
Site Code : 05117783
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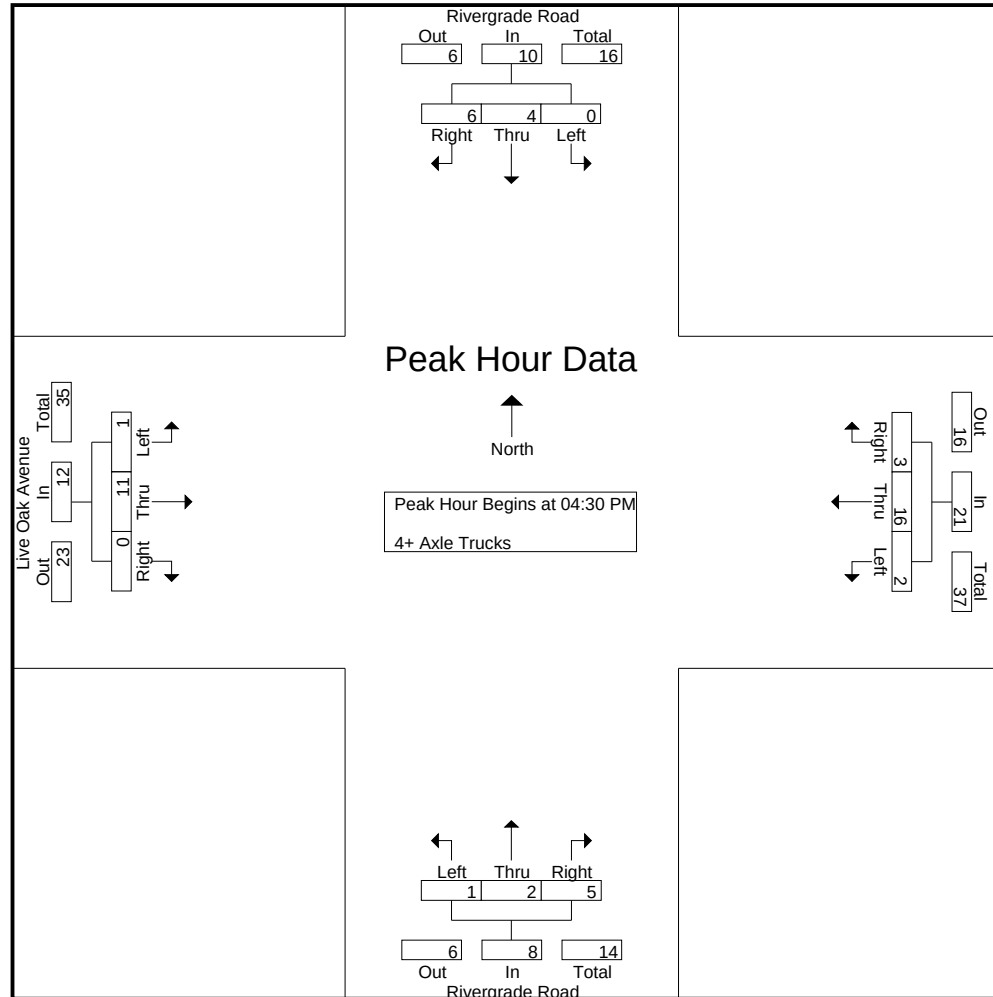
Groups Printed- 4+ Axle Trucks

	Rivergrade Road Southbound					Live Oak Avenue Westbound					Rivergrade Road Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	1	0	2	2	3	0	5	0	0	5	1	0	3	3	4	1	6	0	0	7	5	19	24
04:15 PM	0	1	0	0	1	0	6	0	0	6	2	0	0	0	2	0	4	0	0	4	0	13	13
04:30 PM	0	0	2	1	2	1	6	1	0	8	0	0	1	1	1	1	5	0	0	6	2	17	19
04:45 PM	0	1	2	0	3	0	4	1	0	5	1	0	0	0	1	0	4	0	0	4	0	13	13
Total	1	2	6	3	9	1	21	2	0	24	4	0	4	4	8	2	19	0	0	21	7	62	69
05:00 PM	0	1	2	2	3	0	3	1	0	4	0	2	3	1	5	0	2	0	0	2	3	14	17
05:15 PM	0	2	0	0	2	1	3	0	0	4	0	0	1	0	1	0	0	0	0	0	0	7	7
05:30 PM	0	0	1	1	1	0	0	0	0	0	0	0	2	2	2	0	1	0	0	1	3	4	7
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	3	3
Total	0	3	4	3	7	1	6	1	0	8	0	2	7	3	9	0	4	0	0	4	6	28	34
Grand Total	1	5	10	6	16	2	27	3	0	32	4	2	11	7	17	2	23	0	0	25	13	90	103
Apprch %	6.2	31.2	62.5			6.2	84.4	9.4			23.5	11.8	64.7			8	92	0					
Total %	1.1	5.6	11.1		17.8	2.2	30	3.3		35.6	4.4	2.2	12.2		18.9	2.2	25.6	0		27.8	12.6	87.4	

	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	2	2	1	6	1	8	0	0	1	1	1	5	0	6	17
04:45 PM	0	1	2	3	0	4	1	5	1	0	0	1	0	4	0	4	13
05:00 PM	0	1	2	3	0	3	1	4	0	2	3	5	0	2	0	2	14
05:15 PM	0	2	0	2	1	3	0	4	0	0	1	1	0	0	0	0	7
Total Volume	0	4	6	10	2	16	3	21	1	2	5	8	1	11	0	12	51
% App. Total	0	40	60		9.5	76.2	14.3		12.5	25	62.5		8.3	91.7	0		
PHF	.000	.500	.750	.833	.500	.667	.750	.656	.250	.250	.417	.400	.250	.550	.000	.500	.750

City of Irwindale
N/S: Rivergrade Road
E/W: Live Oak Avenue
Weather: Clear

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City of Irwindale
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	Rivergrade Road Southbound				Live Oak Avenue Westbound				Rivergrade Road Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	2	2	1	6	1	8	0	0	1	1	1	5	0	6	
+15 mins.	0	1	2	3	0	4	1	5	1	0	0	1	0	4	0	4	
+30 mins.	0	1	2	3	0	3	1	4	0	2	3	5	0	2	0	2	
+45 mins.	0	2	0	2	1	3	0	4	0	0	1	1	0	0	0	0	
Total Volume	0	4	6	10	2	16	3	21	1	2	5	8	1	11	0	12	
% App. Total	0	40	60		9.5	76.2	14.3		12.5	25	62.5		8.3	91.7	0		
PHF	.000	.500	.750	.833	.500	.667	.750	.656	.250	.250	.417	.400	.250	.550	.000	.500	

Location: Irwindale
 N/S: Rivergrade Road
 E/W: Live Oak Avenue



Date: 11/28/2017
 Day: Tuesday

PEDESTRIANS

	North Leg Rivergrade Road	East Leg Live Oak Avenue	South Leg Rivergrade Road	West Leg Live Oak Avenue	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	2	0	0	2
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	1	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	0	4	1	0	5

	North Leg Rivergrade Road	East Leg Live Oak Avenue	South Leg Rivergrade Road	West Leg Live Oak Avenue	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	2	0	0	2
5:30 PM	1	0	0	0	1
5:45 PM	1	2	0	0	3
TOTAL VOLUMES:	2	4	0	0	6

Location: Irwindale
 N/S: Rivergrade Road
 E/W: Live Oak Avenue



Date: 11/28/2017
 Day: Tuesday

BICYCLES

	North Leg Rivergrade Road	East Leg Live Oak Avenue	South Leg Rivergrade Road	West Leg Live Oak Avenue	TOTAL
7:00 AM	1	0	0	1	2
7:15 AM	1	0	0	0	1
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	1	1	0	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	1	2	1	6

	North Leg Rivergrade Road	East Leg Live Oak Avenue	South Leg Rivergrade Road	West Leg Live Oak Avenue	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	1	0	0	1
5:00 PM	1	0	1	0	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	2	0	2
TOTAL VOLUMES:	2	1	3	0	6

City of Irwindale
N/S: Stewart Avenue
E/W: Live Oak Avenue
Weather: Clear

File Name : 10_IRW_St Lo AM
Site Code : 05117783
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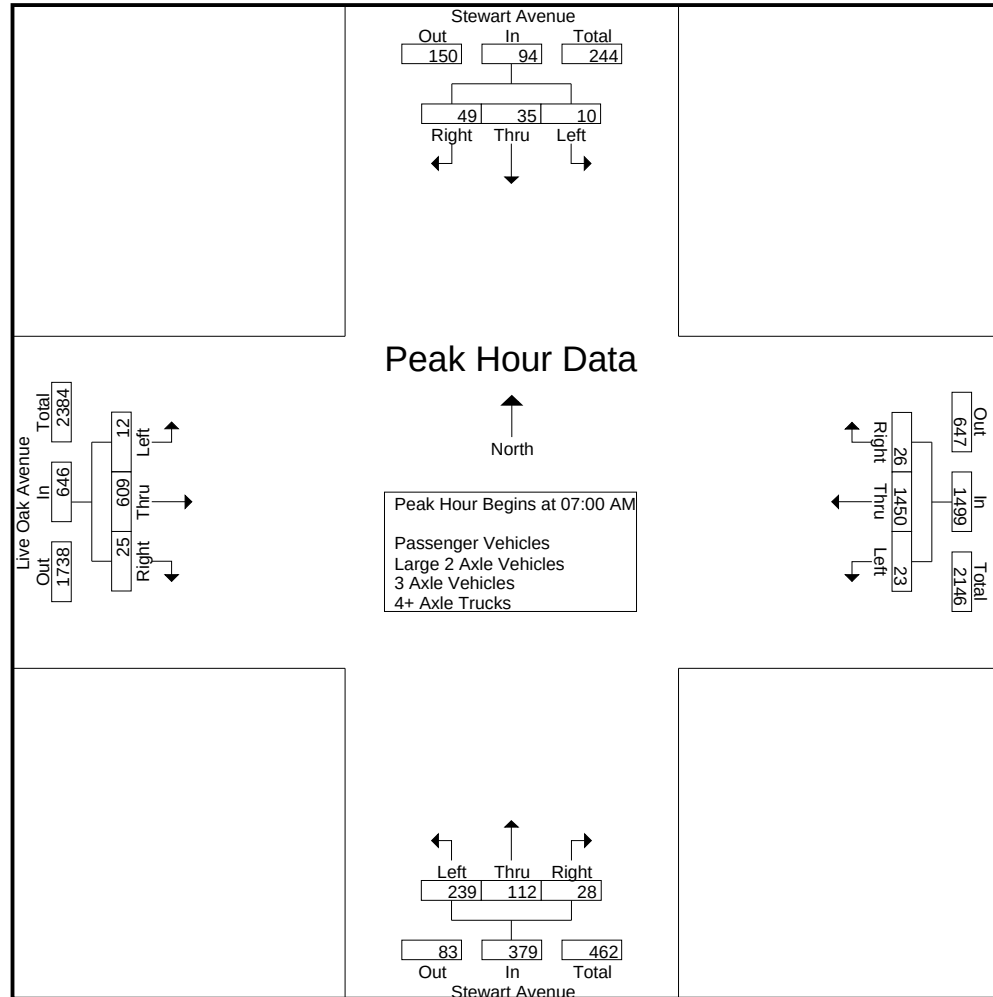
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Stewart Avenue Southbound					Live Oak Avenue Westbound					Stewart Avenue Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	3	6	21	2	30	5	443	4	0	452	66	27	6	0	99	1	114	3	1	118	3	699	702
07:15 AM	2	7	5	2	14	3	397	7	3	407	65	25	6	0	96	1	125	3	0	129	5	646	651
07:30 AM	2	11	9	4	22	4	320	6	1	330	59	30	10	3	99	3	160	11	3	174	11	625	636
07:45 AM	3	11	14	3	28	11	290	9	3	310	49	30	6	0	85	7	210	8	2	225	8	648	656
Total	10	35	49	11	94	23	1450	26	7	1499	239	112	28	3	379	12	609	25	6	646	27	2618	2645
08:00 AM	1	12	15	8	28	7	277	6	3	290	40	21	8	3	69	3	173	9	1	185	15	572	587
08:15 AM	6	13	14	1	33	5	270	4	1	279	40	15	7	3	62	6	158	7	0	171	5	545	550
08:30 AM	2	6	13	5	21	7	210	3	0	220	23	13	3	1	39	1	159	13	1	173	7	453	460
08:45 AM	4	3	11	8	18	5	216	3	0	224	26	10	6	3	42	8	165	8	1	181	12	465	477
Total	13	34	53	22	100	24	973	16	4	1013	129	59	24	10	212	18	655	37	3	710	39	2035	2074
Grand Total	23	69	102	33	194	47	2423	42	11	2512	368	171	52	13	591	30	1264	62	9	1356	66	4653	4719
Apprch %	11.9	35.6	52.6			1.9	96.5	1.7			62.3	28.9	8.8			2.2	93.2	4.6					
Total %	0.5	1.5	2.2		4.2	1	52.1	0.9		54	7.9	3.7	1.1		12.7	0.6	27.2	1.3		29.1	1.4	98.6	
Passenger Vehicles	15	65	99		211	43	2180	38		2272	356	169	47		584	26	1049	57		1141	0	0	4208
% Passenger Vehicles	65.2	94.2	97.1	97	93	91.5	90	90.5	100	90.1	96.7	98.8	90.4	92.3	96.7	86.7	83	91.9	100	83.6	0	0	89.2
Large 2 Axle Vehicles	7	1	2		10	3	92	4		99	10	0	3		13	2	63	4		69	0	0	191
% Large 2 Axle Vehicles	30.4	1.4	2	0	4.4	6.4	3.8	9.5	0	3.9	2.7	0	5.8	0	2.2	6.7	5	6.5	0	5.1	0	0	4
3 Axle Vehicles	0	3	1		5	1	39	0		40	1	2	2		6	2	26	0		28	0	0	79
% 3 Axle Vehicles	0	4.3	1	3	2.2	2.1	1.6	0	0	1.6	0.3	1.2	3.8	7.7	1	6.7	2.1	0	0	2.1	0	0	1.7
4+ Axle Trucks	1	0	0		1	0	112	0		112	1	0	0		1	0	126	1		127	0	0	241
% 4+ Axle Trucks	4.3	0	0	0	0.4	0	4.6	0	0	4.4	0.3	0	0	0	0.2	0	10	1.6	0	9.3	0	0	5.1

	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	6	21	30	5	443	4	452	66	27	6	99	1	114	3	118	699
07:15 AM	2	7	5	14	3	397	7	407	65	25	6	96	1	125	3	129	646
07:30 AM	2	11	9	22	4	320	6	330	59	30	10	99	3	160	11	174	625
07:45 AM	3	11	14	28	11	290	9	310	49	30	6	85	7	210	8	225	648
Total Volume	10	35	49	94	23	1450	26	1499	239	112	28	379	12	609	25	646	2618
% App. Total	10.6	37.2	52.1		1.5	96.7	1.7		63.1	29.6	7.4		1.9	94.3	3.9		
PHF	.833	.795	.583	.783	.523	.818	.722	.829	.905	.933	.700	.957	.429	.725	.568	.718	.936

City of Irwindale
N/S: Stewart Avenue
E/W: Live Oak Avenue
Weather: Clear

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City of Irwindale
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	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:00 AM				07:00 AM				07:30 AM				
+0 mins.	2	11	9	22	5	443	4	452	66	27	6	99	3	160	11	174	
+15 mins.	3	11	14	28	3	397	7	407	65	25	6	96	7	210	8	225	
+30 mins.	1	12	15	28	4	320	6	330	59	30	10	99	3	173	9	185	
+45 mins.	6	13	14	33	11	290	9	310	49	30	6	85	6	158	7	171	
Total Volume	12	47	52	111	23	1450	26	1499	239	112	28	379	19	701	35	755	
% App. Total	10.8	42.3	46.8		1.5	96.7	1.7		63.1	29.6	7.4		2.5	92.8	4.6		
PHF	.500	.904	.867	.841	.523	.818	.722	.829	.905	.933	.700	.957	.679	.835	.795	.839	

City of Irwindale
N/S: Stewart Avenue
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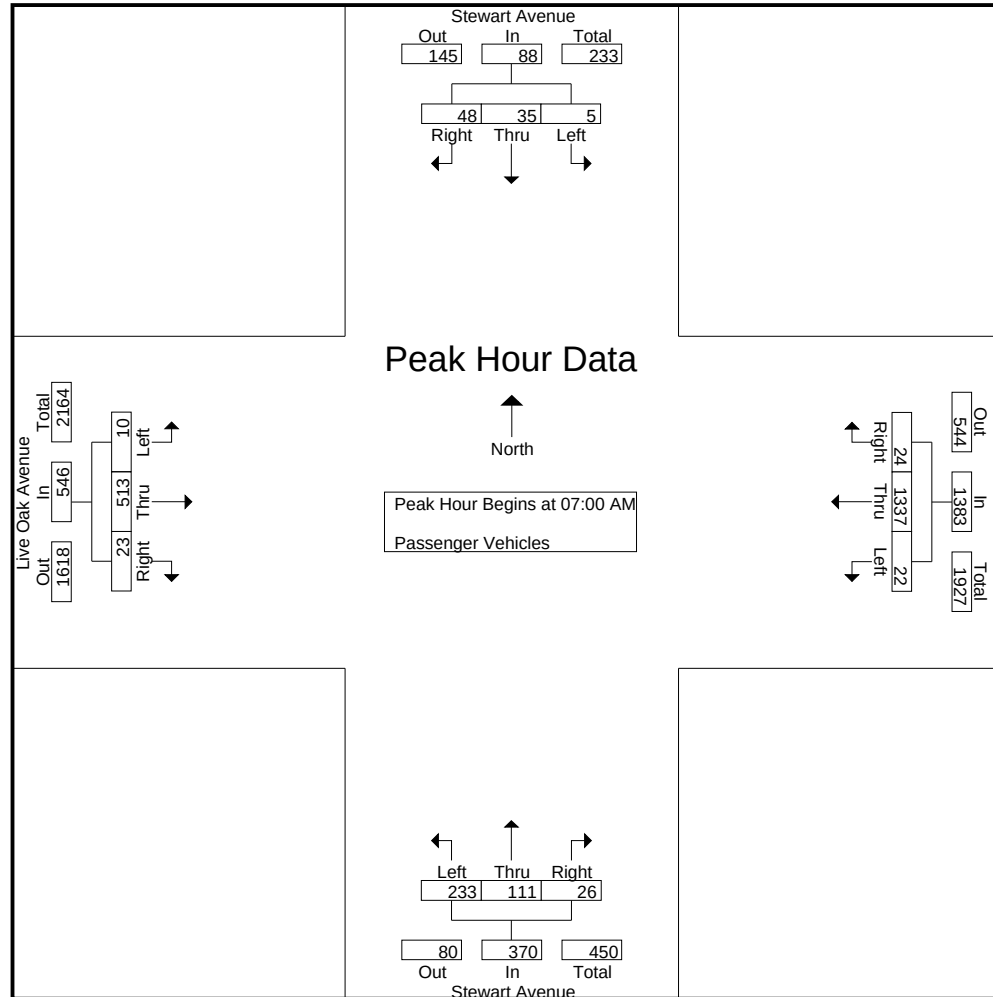
Groups Printed- Passenger Vehicles

	Stewart Avenue Southbound					Live Oak Avenue Westbound					Stewart Avenue Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	1	6	21	2	28	4	418	3	0	425	66	27	5	0	98	1	92	2	1	95	3	646	649
07:15 AM	1	7	5	2	13	3	359	6	3	368	63	25	6	0	94	1	99	2	0	102	5	577	582
07:30 AM	2	11	9	4	22	4	295	6	1	305	57	29	10	3	96	3	134	11	3	148	11	571	582
07:45 AM	1	11	13	3	25	11	265	9	3	285	47	30	5	0	82	5	188	8	2	201	8	593	601
Total	5	35	48	11	88	22	1337	24	7	1383	233	111	26	3	370	10	513	23	6	546	27	2387	2414
08:00 AM	1	10	15	8	26	7	252	5	3	264	38	20	8	3	66	3	144	7	1	154	15	510	525
08:15 AM	4	12	13	1	29	4	232	4	1	240	39	15	5	3	59	6	126	7	0	139	5	467	472
08:30 AM	2	5	12	4	19	6	180	2	0	188	21	13	3	1	37	1	124	12	1	137	6	381	387
08:45 AM	3	3	11	8	17	4	179	3	0	186	25	10	5	2	40	6	142	8	1	156	11	399	410
Total	10	30	51	21	91	21	843	14	4	878	123	58	21	9	202	16	536	34	3	586	37	1757	1794
Grand Total	15	65	99	32	179	43	2180	38	11	2261	356	169	47	12	572	26	1049	57	9	1132	64	4144	4208
Apprch %	8.4	36.3	55.3			1.9	96.4	1.7			62.2	29.5	8.2			2.3	92.7	5					
Total %	0.4	1.6	2.4		4.3	1	52.6	0.9		54.6	8.6	4.1	1.1		13.8	0.6	25.3	1.4		27.3	1.5	98.5	

	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	6	21	28	4	418	3	425	66	27	5	98	1	92	2	95	646
07:15 AM	1	7	5	13	3	359	6	368	63	25	6	94	1	99	2	102	577
07:30 AM	2	11	9	22	4	295	6	305	57	29	10	96	3	134	11	148	571
07:45 AM	1	11	13	25	11	265	9	285	47	30	5	82	5	188	8	201	593
Total Volume	5	35	48	88	22	1337	24	1383	233	111	26	370	10	513	23	546	2387
% App. Total	5.7	39.8	54.5		1.6	96.7	1.7		63	30	7		1.8	94	4.2		
PHF	.625	.795	.571	.786	.500	.800	.667	.814	.883	.925	.650	.944	.500	.682	.523	.679	.924

City of Irwindale
N/S: Stewart Avenue
E/W: Live Oak Avenue
Weather: Clear

File Name : 10_IRW_St Lo AM
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City of Irwindale
N/S: Stewart Avenue
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File Name : 10_IRW_St Lo AM
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	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	6	21	28	4	418	3	425	66	27	5	98	1	92	2	95
+15 mins.	1	7	5	13	3	359	6	368	63	25	6	94	1	99	2	102
+30 mins.	2	11	9	22	4	295	6	305	57	29	10	96	3	134	11	148
+45 mins.	1	11	13	25	11	265	9	285	47	30	5	82	5	188	8	201
Total Volume	5	35	48	88	22	1337	24	1383	233	111	26	370	10	513	23	546
% App. Total	5.7	39.8	54.5		1.6	96.7	1.7		63	30	7		1.8	94	4.2	
PHF	.625	.795	.571	.786	.500	.800	.667	.814	.883	.925	.650	.944	.500	.682	.523	.679

City of Irwindale
N/S: Stewart Avenue
E/W: Live Oak Avenue
Weather: Clear

File Name : 10_IRW_St Lo AM
Site Code : 05117783
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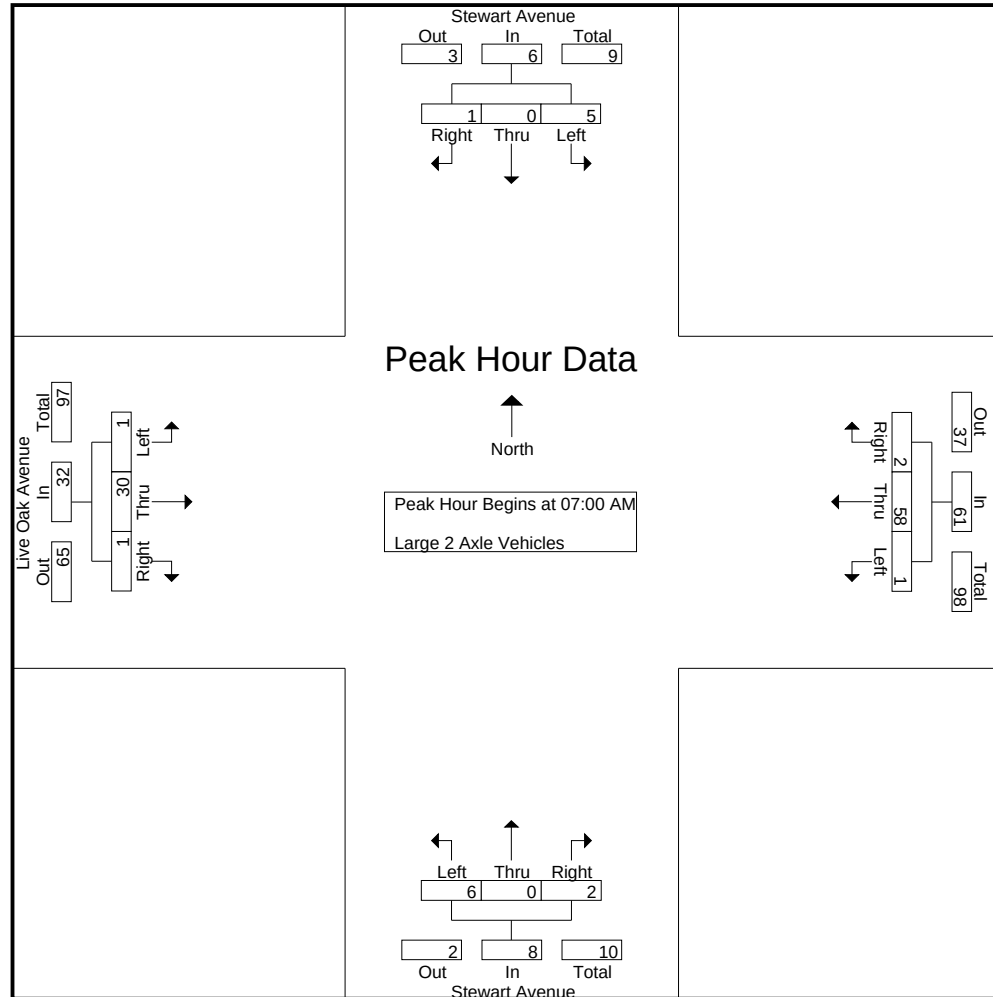
Groups Printed- Large 2 Axle Vehicles

	Stewart Avenue Southbound						Live Oak Avenue Westbound						Stewart Avenue Northbound						Live Oak Avenue Eastbound								
Start Time	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	2	0	0	0	2		1	14	1	0	16		0	0	1	0	1		0	8	0	0	8	0	27	27	
07:15 AM	1	0	0	0	1		0	21	1	0	22		2	0	0	0	2		0	8	1	0	9	0	34	34	
07:30 AM	0	0	0	0	0		0	12	0	0	12		2	0	0	0	2		0	9	0	0	9	0	23	23	
07:45 AM	2	0	1	0	3		0	11	0	0	11		2	0	1	0	3		1	5	0	0	6	0	23	23	
Total	5	0	1	0	6		1	58	2	0	61		6	0	2	0	8		1	30	1	0	32	0	107	107	
08:00 AM	0	0	0	0	0		0	11	1	0	12		2	0	0	0	2		0	7	2	0	9	0	23	23	
08:15 AM	2	1	1	0	4		1	9	0	0	10		0	0	1	0	1		0	6	0	0	6	0	21	21	
08:30 AM	0	0	0	0	0		1	6	1	0	8		1	0	0	0	1		0	12	1	0	13	0	22	22	
08:45 AM	0	0	0	0	0		0	8	0	0	8		1	0	0	0	1		1	8	0	0	9	0	18	18	
Total	2	1	1	0	4		2	34	2	0	38		4	0	1	0	5		1	33	3	0	37	0	84	84	
Grand Total	7	1	2	0	10		3	92	4	0	99		10	0	3	0	13		2	63	4	0	69	0	191	191	
Apprch %	70	10	20				3	92.9	4				76.9	0	23.1				2.9	91.3	5.8			0	191	191	
Total %	3.7	0.5	1		5.2		1.6	48.2	2.1		51.8		5.2	0	1.6		6.8		1	33	2.1		36.1	0	100		

	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	0	0	2	1	14	1	16	0	0	1	1	0	8	0	8	27
07:15 AM	1	0	0	1	0	21	1	22	2	0	0	2	0	8	1	9	34
07:30 AM	0	0	0	0	0	12	0	12	2	0	0	2	0	9	0	9	23
07:45 AM	2	0	1	3	0	11	0	11	2	0	1	3	1	5	0	6	23
Total Volume	5	0	1	6	1	58	2	61	6	0	2	8	1	30	1	32	107
% App. Total	83.3	0	16.7		1.6	95.1	3.3		75	0	25		3.1	93.8	3.1		
PHF	.625	.000	.250	.500	.250	.690	.500	.693	.750	.000	.500	.667	.250	.833	.250	.889	.787

City of Irwindale
N/S: Stewart Avenue
E/W: Live Oak Avenue
Weather: Clear

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City of Irwindale
N/S: Stewart Avenue
E/W: Live Oak Avenue
Weather: Clear

File Name : 10_IRW_St Lo AM
Site Code : 05117783
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	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	2	0	0	2	1	14	1	16	0	0	1	1	0	8	0	8	
+15 mins.	1	0	0	1	0	21	1	22	2	0	0	2	0	8	1	9	
+30 mins.	0	0	0	0	0	12	0	12	2	0	0	2	0	9	0	9	
+45 mins.	2	0	1	3	0	11	0	11	2	0	1	3	1	5	0	6	
Total Volume	5	0	1	6	1	58	2	61	6	0	2	8	1	30	1	32	
% App. Total	83.3	0	16.7		1.6	95.1	3.3		75	0	25		3.1	93.8	3.1		
PHF	.625	.000	.250	.500	.250	.690	.500	.693	.750	.000	.500	.667	.250	.833	.250	.889	

City of Irwindale
N/S: Stewart Avenue
E/W: Live Oak Avenue
Weather: Clear

File Name : 10_IRW_St Lo AM
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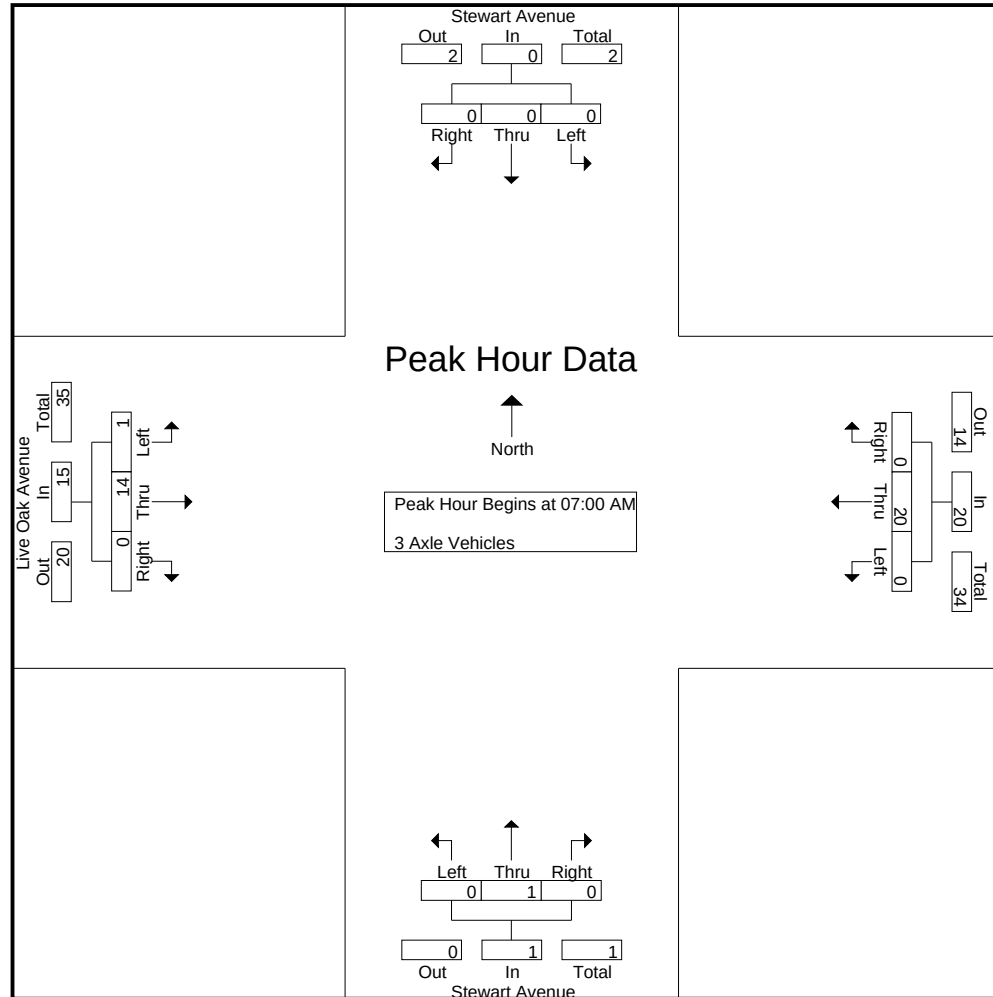
Groups Printed- 3 Axle Vehicles

	Stewart Avenue Southbound					Live Oak Avenue Westbound					Stewart Avenue Northbound					Live Oak Avenue Eastbound								
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	3	0	0	0	3	0	10	10
07:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	0	6	0	13	13
07:30 AM	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	2	0	0	2	0	8	8	
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	5	5	
Total	0	0	0	0	0	0	20	0	0	20	0	1	0	0	1	1	14	0	0	15	0	36	36	
08:00 AM	0	2	0	0	2	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	0	8	8	
08:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	5	0	0	5	0	10	10	
08:30 AM	0	1	1	1	2	0	4	0	0	4	1	0	0	0	1	0	5	0	0	5	1	12	13	
08:45 AM	0	0	0	0	0	1	7	0	0	8	0	0	1	1	1	1	1	0	0	2	1	11	12	
Total	0	3	1	1	4	1	19	0	0	20	1	1	2	1	4	1	12	0	0	13	2	41	43	
Grand Total	0	3	1	1	4	1	39	0	0	40	1	2	2	1	5	2	26	0	0	28	2	77	79	
Apprch %	0	75	25			2.5	97.5	0			20	40	40			7.1	92.9	0						
Total %	0	3.9	1.3		5.2	1.3	50.6	0		51.9	1.3	2.6	2.6		6.5	2.6	33.8	0		36.4	2.5	97.5		

	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
07:15 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6	13
07:30 AM	0	0	0	0	0	5	0	5	0	1	0	1	0	2	0	2	8
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4	5
Total Volume	0	0	0	0	0	20	0	20	0	1	0	1	1	14	0	15	36
% App. Total	0	0	0		0	100	0		0	100	0		6.7	93.3	0		
PHF	.000	.000	.000	.000	.000	.714	.000	.714	.000	.250	.000	.250	.250	.583	.000	.625	.692

City of Irwindale
N/S: Stewart Avenue
E/W: Live Oak Avenue
Weather: Clear

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City of Irwindale
N/S: Stewart Avenue
E/W: Live Oak Avenue
Weather: Clear

File Name : 10_IRW_St Lo AM
Site Code : 05117783
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	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	
+15 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6	
+30 mins.	0	0	0	0	0	5	0	5	0	1	0	1	0	2	0	2	
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4	
Total Volume	0	0	0	0	0	20	0	20	0	1	0	1	1	14	0	15	
% App. Total	0	0	0		0	100	0		0	100	0		6.7	93.3	0		
PHF	.000	.000	.000	.000	.000	.714	.000	.714	.000	.250	.000	.250	.250	.583	.000	.625	

City of Irwindale
N/S: Stewart Avenue
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Weather: Clear

File Name : 10_IRW_St Lo AM
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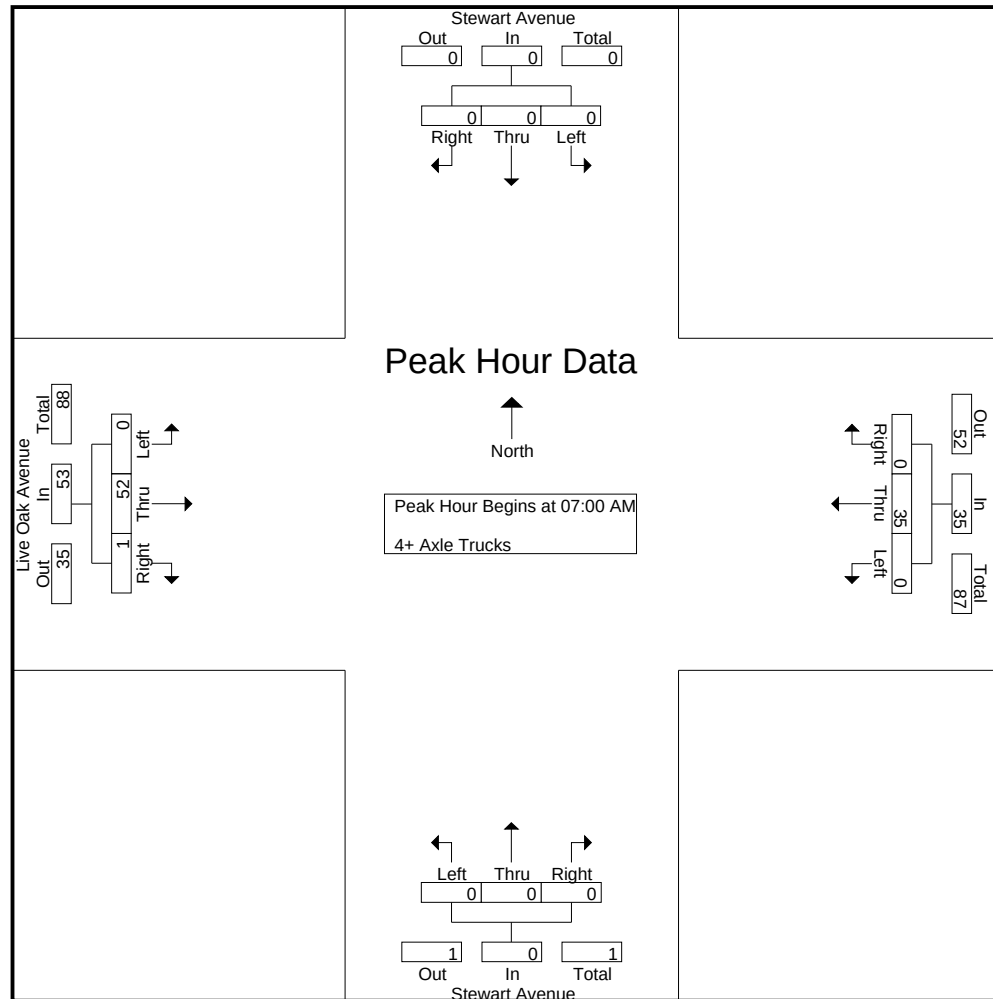
Groups Printed- 4+ Axle Trucks

	Stewart Avenue Southbound					Live Oak Avenue Westbound					Stewart Avenue Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	11	1	0	12	0	16	16
07:15 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	0	22	22
07:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	15	0	0	15	0	23	23
07:45 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	14	0	0	14	0	27	27
Total	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	52	1	0	53	0	88	88
08:00 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	21	0	0	21	0	31	31
08:15 AM	0	0	0	0	0	0	25	0	0	25	1	0	0	0	1	0	21	0	0	21	0	47	47
08:30 AM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	18	0	0	18	0	38	38
08:45 AM	1	0	0	0	1	0	22	0	0	22	0	0	0	0	0	0	14	0	0	14	0	37	37
Total	1	0	0	0	1	0	77	0	0	77	1	0	0	0	1	0	74	0	0	74	0	153	153
Grand Total	1	0	0	0	1	0	112	0	0	112	1	0	0	0	1	0	126	1	0	127	0	241	241
Apprch %	100	0	0			0	100	0			100	0	0			0	99.2	0.8			0	241	241
Total %	0.4	0	0		0.4	0	46.5	0		46.5	0.4	0	0		0.4	0	52.3	0.4		52.7	0	100	

	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	11	1	12	16
07:15 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	12	0	12	22
07:30 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	15	0	15	23
07:45 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	14	0	14	27
Total Volume	0	0	0	0	0	35	0	35	0	0	0	0	0	52	1	53	88
% App. Total	0	0	0		0	100	0		0	0	0		0	98.1	1.9		
PHF	.000	.000	.000	.000	.000	.673	.000	.673	.000	.000	.000	.000	.000	.867	.250	.883	.815

City of Irwindale
N/S: Stewart Avenue
E/W: Live Oak Avenue
Weather: Clear

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	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	11	1	12	
+15 mins.	0	0	0	0	0	10	0	10	0	0	0	0	0	12	0	12	
+30 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	15	0	15	
+45 mins.	0	0	0	0	0	13	0	13	0	0	0	0	0	14	0	14	
Total Volume	0	0	0	0	0	35	0	35	0	0	0	0	0	52	1	53	
% App. Total	0	0	0		0	100	0		0	0	0		0	98.1	1.9		
PHF	.000	.000	.000	.000	.000	.673	.000	.673	.000	.000	.000	.000	.000	.867	.250	.883	

City of Irwindale
N/S: Stewart Avenue
E/W: Live Oak Avenue
Weather: Clear

File Name : 10_IRW_St Lo PM
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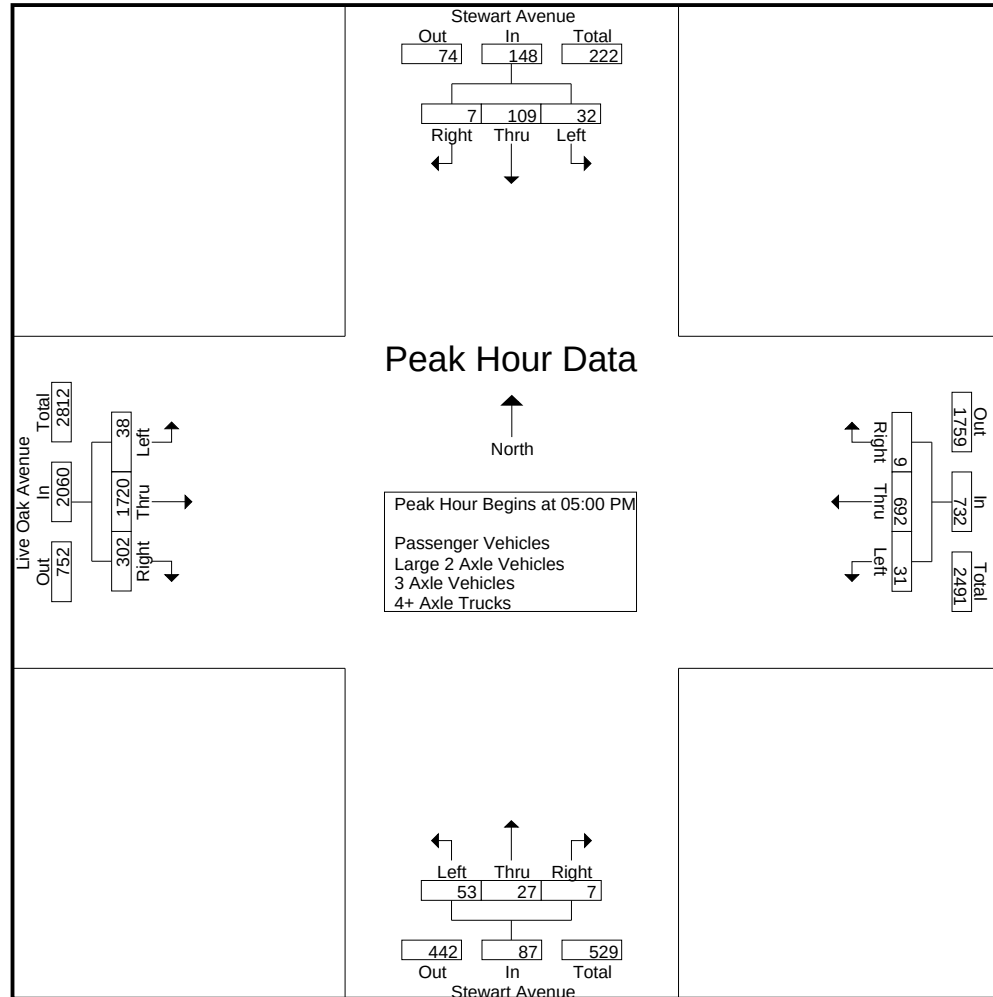
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Stewart Avenue Southbound					Live Oak Avenue Westbound					Stewart Avenue Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	7	18	4	2	29	10	184	3	0	197	15	10	2	0	27	2	384	47	5	433	7	686	693
04:15 PM	5	22	5	3	32	8	156	3	0	167	10	4	6	0	20	4	360	42	14	406	17	625	642
04:30 PM	5	18	1	1	24	10	177	4	0	191	14	7	5	0	26	5	418	77	13	500	14	741	755
04:45 PM	4	39	2	0	45	5	171	2	1	178	11	9	3	0	23	7	420	55	15	482	16	728	744
Total	21	97	12	6	130	33	688	12	1	733	50	30	16	0	96	18	1582	221	47	1821	54	2780	2834
05:00 PM	7	23	2	2	32	6	188	2	0	196	11	9	2	0	22	12	429	88	17	529	19	779	798
05:15 PM	11	41	3	2	55	8	176	1	1	185	9	8	1	0	18	3	425	90	25	518	28	776	804
05:30 PM	10	26	2	2	38	8	180	5	0	193	21	5	1	0	27	15	401	64	22	480	24	738	762
05:45 PM	4	19	0	0	23	9	148	1	0	158	12	5	3	0	20	8	465	60	22	533	22	734	756
Total	32	109	7	6	148	31	692	9	1	732	53	27	7	0	87	38	1720	302	86	2060	93	3027	3120
Grand Total	53	206	19	12	278	64	1380	21	2	1465	103	57	23	0	183	56	3302	523	133	3881	147	5807	5954
Apprch %	19.1	74.1	6.8			4.4	94.2	1.4			56.3	31.1	12.6			1.4	85.1	13.5					
Total %	0.9	3.5	0.3		4.8	1.1	23.8	0.4		25.2	1.8	1	0.4		3.2	1	56.9	9		66.8	2.5	97.5	
Passenger Vehicles	47	192	12		260	57	1288	17		1364	99	56	21		176	55	3166	513		3865	0	0	5665
% Passenger Vehicles	88.7	93.2	63.2	75	89.7	89.1	93.3	81	100	93	96.1	98.2	91.3	0	96.2	98.2	95.9	98.1	98.5	96.3	0	0	95.1
Large 2 Axle Vehicles	5	1	5		13	1	47	3		51	4	1	1		6	1	95	6		103	0	0	173
% Large 2 Axle Vehicles	9.4	0.5	26.3	16.7	4.5	1.6	3.4	14.3	0	3.5	3.9	1.8	4.3	0	3.3	1.8	2.9	1.1	0.8	2.6	0	0	2.9
3 Axle Vehicles	0	13	1		15	6	12	1		19	0	0	1		1	0	15	4		20	0	0	55
% 3 Axle Vehicles	0	6.3	5.3	8.3	5.2	9.4	0.9	4.8	0	1.3	0	0	4.3	0	0.5	0	0.5	0.8	0.8	0.5	0	0	0.9
4+ Axle Trucks	1	0	1		2	0	33	0		33	0	0	0		0	0	26	0		26	0	0	61
% 4+ Axle Trucks	1.9	0	5.3	0	0.7	0	2.4	0	0	2.2	0	0	0	0	0	0	0.8	0	0	0.6	0	0	1

	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	7	23	2	32	6	188	2	196	11	9	2	22	12	429	88	529	779
05:15 PM	11	41	3	55	8	176	1	185	9	8	1	18	3	425	90	518	776
05:30 PM	10	26	2	38	8	180	5	193	21	5	1	27	15	401	64	480	738
05:45 PM	4	19	0	23	9	148	1	158	12	5	3	20	8	465	60	533	734
Total Volume	32	109	7	148	31	692	9	732	53	27	7	87	38	1720	302	2060	3027
% App. Total	21.6	73.6	4.7		4.2	94.5	1.2		60.9	31	8		1.8	83.5	14.7		
PHF	.727	.665	.583	.673	.861	.920	.450	.934	.631	.750	.583	.806	.633	.925	.839	.966	.971

City of Irwindale
N/S: Stewart Avenue
E/W: Live Oak Avenue
Weather: Clear

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City of Irwindale
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	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:00 PM				05:00 PM			
+0 mins.	4	39	2	45	5	171	2	178	15	10	2	27	12	429	88	529
+15 mins.	7	23	2	32	6	188	2	196	10	4	6	20	3	425	90	518
+30 mins.	11	41	3	55	8	176	1	185	14	7	5	26	15	401	64	480
+45 mins.	10	26	2	38	8	180	5	193	11	9	3	23	8	465	60	533
Total Volume	32	129	9	170	27	715	10	752	50	30	16	96	38	1720	302	2060
% App. Total	18.8	75.9	5.3		3.6	95.1	1.3		52.1	31.2	16.7		1.8	83.5	14.7	
PHF	.727	.787	.750	.773	.844	.951	.500	.959	.833	.750	.667	.889	.633	.925	.839	.966

City of Irwindale
N/S: Stewart Avenue
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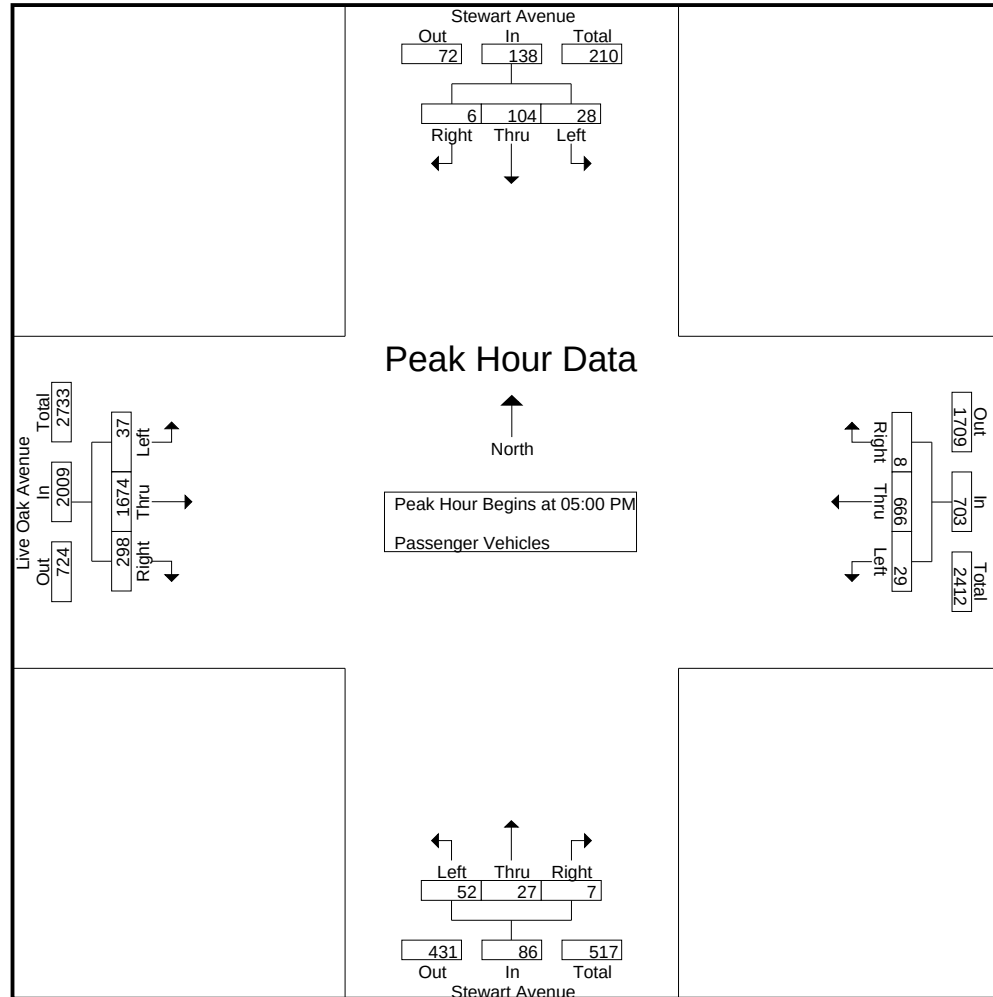
Groups Printed- Passenger Vehicles

	Stewart Avenue Southbound					Live Oak Avenue Westbound					Stewart Avenue Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	6	17	2	2	25	8	161	3	0	172	15	9	1	0	25	2	354	45	5	401	7	623	630
04:15 PM	4	21	2	1	27	6	139	2	0	147	9	4	6	0	19	4	342	40	14	386	15	579	594
04:30 PM	5	16	1	1	22	9	165	3	0	177	13	7	5	0	25	5	396	75	12	476	13	700	713
04:45 PM	4	34	1	0	39	5	157	1	1	163	10	9	2	0	21	7	400	55	15	462	16	685	701
Total	19	88	6	4	113	28	622	9	1	659	47	29	14	0	90	18	1492	215	46	1725	51	2587	2638
05:00 PM	7	23	2	2	32	6	179	2	0	187	10	9	2	0	21	11	419	87	17	517	19	757	776
05:15 PM	9	37	2	1	48	6	171	1	1	178	9	8	1	0	18	3	412	88	24	503	26	747	773
05:30 PM	9	25	2	2	36	8	175	4	0	187	21	5	1	0	27	15	387	64	22	466	24	716	740
05:45 PM	3	19	0	0	22	9	141	1	0	151	12	5	3	0	20	8	456	59	22	523	22	716	738
Total	28	104	6	5	138	29	666	8	1	703	52	27	7	0	86	37	1674	298	85	2009	91	2936	3027
Grand Total	47	192	12	9	251	57	1288	17	2	1362	99	56	21	0	176	55	3166	513	131	3734	142	5523	5665
Apprch %	18.7	76.5	4.8			4.2	94.6	1.2			56.2	31.8	11.9			1.5	84.8	13.7					
Total %	0.9	3.5	0.2		4.5	1	23.3	0.3		24.7	1.8	1	0.4		3.2	1	57.3	9.3		67.6	2.5	97.5	

	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	7	23	2	32	6	179	2	187	10	9	2	21	11	419	87	517	757
05:15 PM	9	37	2	48	6	171	1	178	9	8	1	18	3	412	88	503	747
05:30 PM	9	25	2	36	8	175	4	187	21	5	1	27	15	387	64	466	716
05:45 PM	3	19	0	22	9	141	1	151	12	5	3	20	8	456	59	523	716
Total Volume	28	104	6	138	29	666	8	703	52	27	7	86	37	1674	298	2009	2936
% App. Total	20.3	75.4	4.3		4.1	94.7	1.1		60.5	31.4	8.1		1.8	83.3	14.8		
PHF	.778	.703	.750	.719	.806	.930	.500	.940	.619	.750	.583	.796	.617	.918	.847	.960	.970

City of Irwindale
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E/W: Live Oak Avenue
Weather: Clear

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City of Irwindale
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	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	7	23	2	32	6	179	2	187	10	9	2	21	11	419	87	517	
+15 mins.	9	37	2	48	6	171	1	178	9	8	1	18	3	412	88	503	
+30 mins.	9	25	2	36	8	175	4	187	21	5	1	27	15	387	64	466	
+45 mins.	3	19	0	22	9	141	1	151	12	5	3	20	8	456	59	523	
Total Volume	28	104	6	138	29	666	8	703	52	27	7	86	37	1674	298	2009	
% App. Total	20.3	75.4	4.3		4.1	94.7	1.1		60.5	31.4	8.1		1.8	83.3	14.8		
PHF	.778	.703	.750	.719	.806	.930	.500	.940	.619	.750	.583	.796	.617	.918	.847	.960	

City of Irwindale
N/S: Stewart Avenue
E/W: Live Oak Avenue
Weather: Clear

File Name : 10_IRW_St Lo PM
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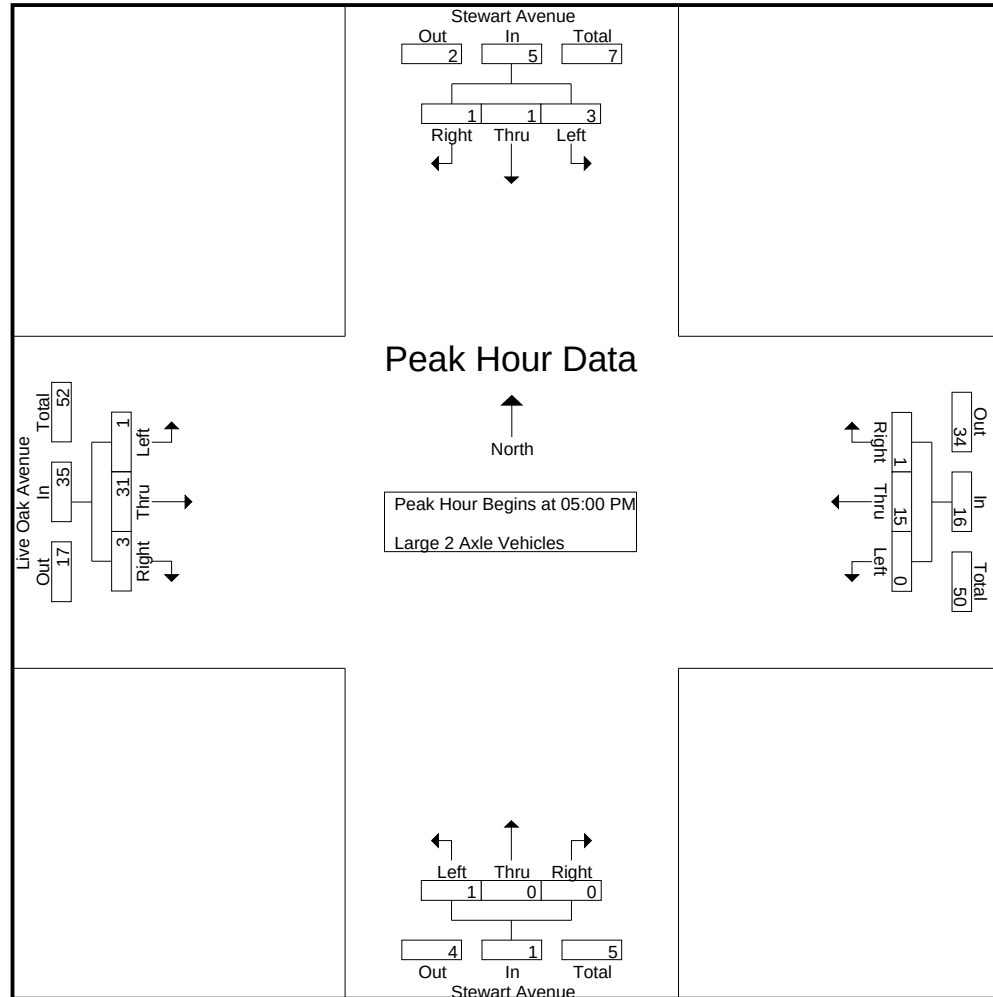
Groups Printed- Large 2 Axle Vehicles

	Stewart Avenue Southbound					Live Oak Avenue Westbound					Stewart Avenue Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	1	0	2	0	3	1	11	0	0	12	0	1	1	0	2	0	19	1	0	20	0	37	37
04:15 PM	1	0	1	1	2	0	6	0	0	6	1	0	0	0	1	0	14	2	0	16	1	25	26
04:30 PM	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	0	15	0	0	15	0	23	23
04:45 PM	0	0	1	0	1	0	9	1	0	10	1	0	0	0	1	0	16	0	0	16	0	28	28
Total	2	0	4	1	6	1	32	2	0	35	3	1	1	0	5	0	64	3	0	67	1	113	114
05:00 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	1	6	1	0	8	0	14	14
05:15 PM	2	1	1	1	4	0	5	0	0	5	0	0	0	0	0	0	11	1	1	12	2	21	23
05:30 PM	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	8	0	0	8	0	11	11
05:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	1	0	7	0	11	11
Total	3	1	1	1	5	0	15	1	0	16	1	0	0	0	1	1	31	3	1	35	2	57	59
Grand Total	5	1	5	2	11	1	47	3	0	51	4	1	1	0	6	1	95	6	1	102	3	170	173
Apprch %	45.5	9.1	45.5			2	92.2	5.9			66.7	16.7	16.7			1	93.1	5.9					
Total %	2.9	0.6	2.9		6.5	0.6	27.6	1.8		30	2.4	0.6	0.6		3.5	0.6	55.9	3.5		60	1.7	98.3	

	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	5	0	5	1	0	0	1	1	6	1	8	14
05:15 PM	2	1	1	4	0	5	0	5	0	0	0	0	0	11	1	12	21
05:30 PM	1	0	0	1	0	1	1	2	0	0	0	0	0	8	0	8	11
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	1	7	11
Total Volume	3	1	1	5	0	15	1	16	1	0	0	1	1	31	3	35	57
% App. Total	60	20	20		0	93.8	6.2		100	0	0		2.9	88.6	8.6		
PHF	.375	.250	.250	.313	.000	.750	.250	.800	.250	.000	.000	.250	.250	.705	.750	.729	.679

City of Irwindale
N/S: Stewart Avenue
E/W: Live Oak Avenue
Weather: Clear

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City of Irwindale
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	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	0	0	0	0	5	0	5	1	0	0	1	1	6	1	8	
+15 mins.	2	1	1	4	0	5	0	5	0	0	0	0	0	11	1	12	
+30 mins.	1	0	0	1	0	1	1	2	0	0	0	0	0	8	0	8	
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	6	1	7	
Total Volume	3	1	1	5	0	15	1	16	1	0	0	1	1	31	3	35	
% App. Total	60	20	20		0	93.8	6.2		100	0	0		2.9	88.6	8.6		
PHF	.375	.250	.250	.313	.000	.750	.250	.800	.250	.000	.000	.250	.250	.705	.750	.729	

City of Irwindale
N/S: Stewart Avenue
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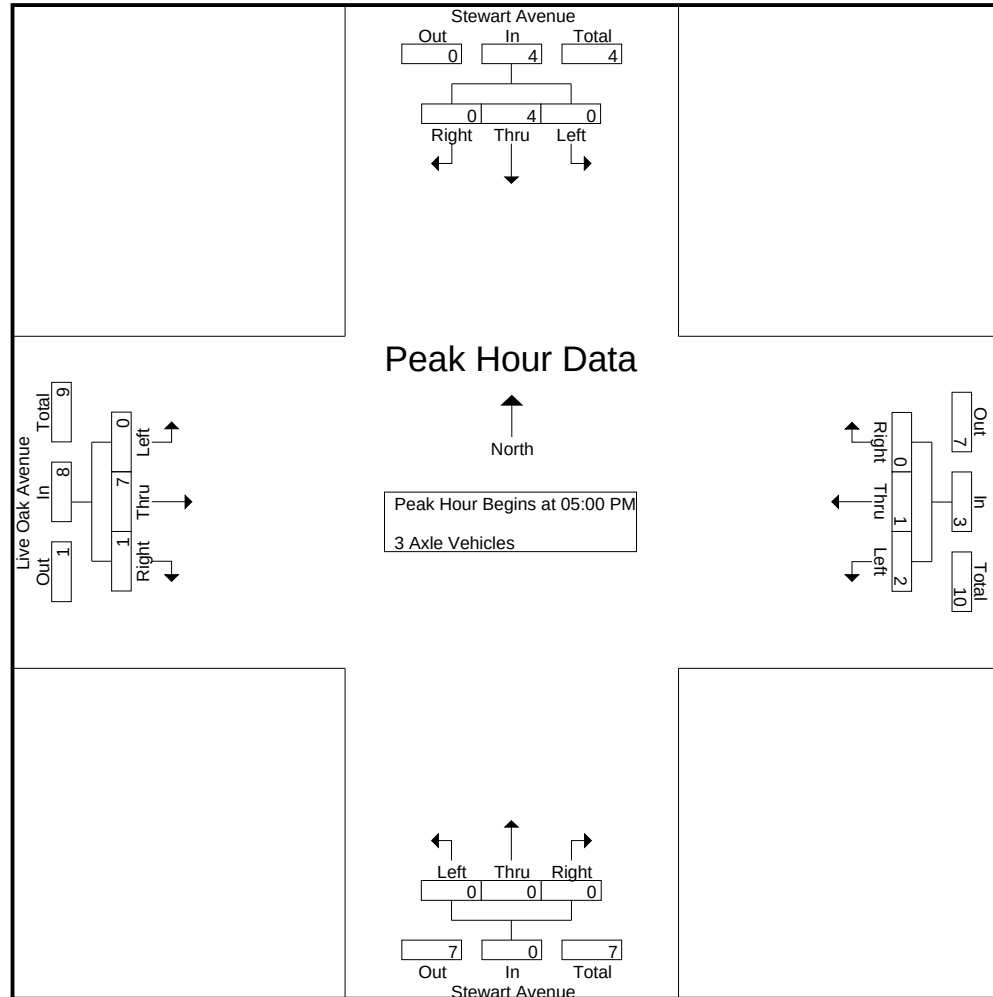
Groups Printed- 3 Axle Vehicles

	Stewart Avenue Southbound					Live Oak Avenue Westbound					Stewart Avenue Northbound					Live Oak Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	5	1	0	6	0	9	9
04:15 PM	0	1	1	1	2	2	6	1	0	9	0	0	0	0	0	0	1	0	0	1	1	12	13
04:30 PM	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	0	1	2	1	3	1	7	8
04:45 PM	0	5	0	0	5	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	0	10	10
Total	0	9	1	1	10	4	11	1	0	16	0	0	1	0	1	0	8	3	1	11	2	38	40
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
05:15 PM	0	3	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	6	6
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	5
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
Total	0	4	0	0	4	2	1	0	0	3	0	0	0	0	0	0	7	1	0	8	0	15	15
Grand Total	0	13	1	1	14	6	12	1	0	19	0	0	1	0	1	0	15	4	1	19	2	53	55
Apprch %	0	92.9	7.1			31.6	63.2	5.3			0	0	100			0	78.9	21.1					
Total %	0	24.5	1.9		26.4	11.3	22.6	1.9		35.8	0	0	1.9		1.9	0	28.3	7.5		35.8	3.6	96.4	

	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	3	0	3	2	0	0	2	0	0	0	0	0	0	1	1	6
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	4	5
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	4	0	4	2	1	0	3	0	0	0	0	0	7	1	8	15
% App. Total	0	100	0		66.7	33.3	0		0	0	0		0	87.5	12.5		
PHF	.000	.333	.000	.333	.250	.250	.000	.375	.000	.000	.000	.000	.000	.438	.250	.500	.625

City of Irwindale
N/S: Stewart Avenue
E/W: Live Oak Avenue
Weather: Clear

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

City of Irwindale
N/S: Stewart Avenue
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Weather: Clear

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	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
+15 mins.	0	3	0	3	2	0	0	2	0	0	0	0	0	0	1	1	
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	4	
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	
Total Volume	0	4	0	4	2	1	0	3	0	0	0	0	0	7	1	8	
% App. Total	0	100	0		66.7	33.3	0		0	0	0		0	87.5	12.5		
PHF	.000	.333	.000	.333	.250	.250	.000	.375	.000	.000	.000	.000	.000	.438	.250	.500	

City of Irwindale
N/S: Stewart Avenue
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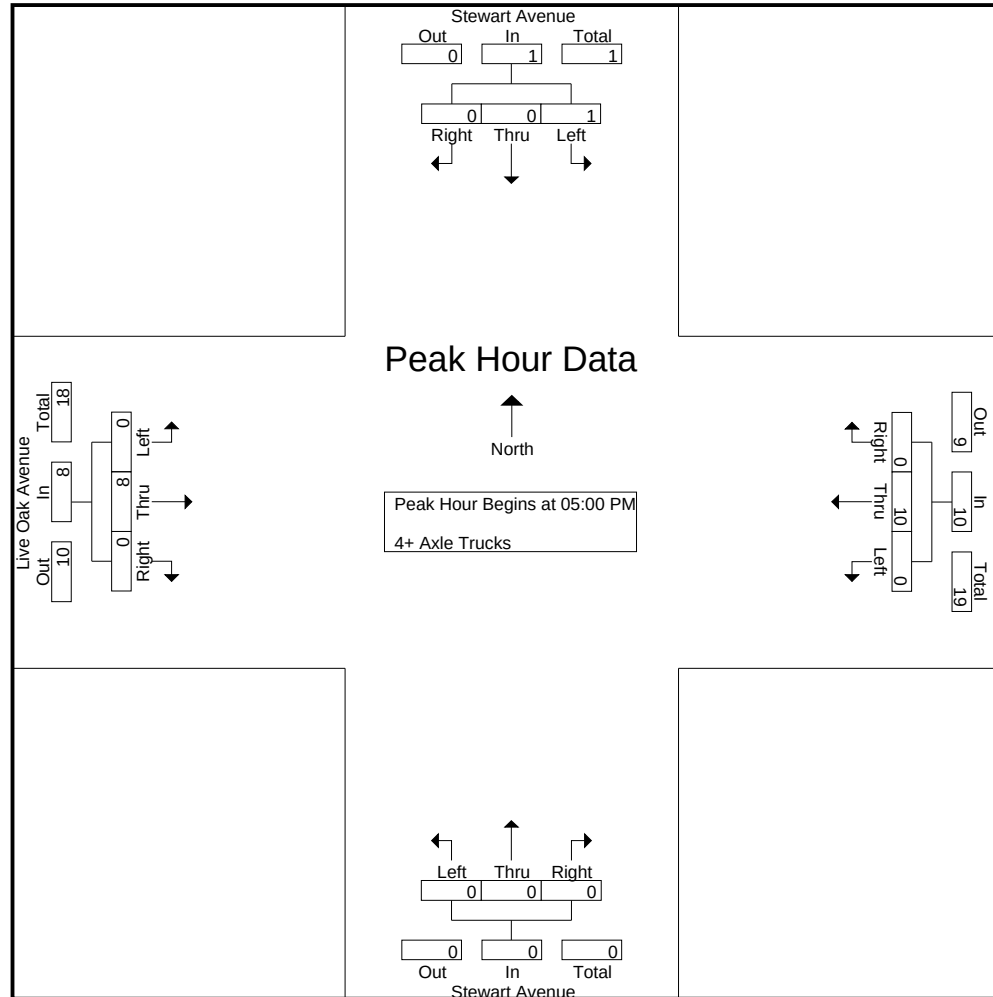
Groups Printed- 4+ Axle Trucks

	Stewart Avenue Southbound					Live Oak Avenue Westbound					Stewart Avenue Northbound					Live Oak Avenue Eastbound								
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	6	0	0	0	6	0	17	17
04:15 PM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	3	0	0	0	3	0	9	9
04:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	0	6	0	11	11
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	0	5	5
Total	0	0	1	0	1	0	23	0	0	23	0	0	0	0	0	0	18	0	0	0	18	0	42	42
05:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	0	2	0	6	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	0	2	0	6	6
05:45 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	0	5	5
Total	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	0	8	0	0	0	8	0	19	19
Grand Total	1	0	1	0	2	0	33	0	0	33	0	0	0	0	0	0	26	0	0	0	26	0	61	61
Apprch %	50	0	50			0	100	0			0	0	0			0	100	0						
Total %	1.6	0	1.6		3.3	0	54.1	0		54.1	0	0	0		0	0	42.6	0		42.6	0	100		

	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
05:45 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
Total Volume	1	0	0	1	0	10	0	10	0	0	0	0	0	8	0	8	19
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.625	.000	.625	.000	.000	.000	.000	.000	1.00	.000	1.00	.792

City of Irwindale
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Weather: Clear

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PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Irwindale
N/S: Stewart Avenue
E/W: Live Oak Avenue
Weather: Clear

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	Stewart Avenue Southbound				Live Oak Avenue Westbound				Stewart Avenue Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	
+45 mins.	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2	
Total Volume	1	0	0	1	0	10	0	10	0	0	0	0	0	8	0	8	
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.625	.000	.625	.000	.000	.000	.000	.000	1.000	.000	1.000	

Location: Irwindale
 N/S: Stewart Avenue
 E/W: Live Oak Avenue



Date: 11/28/2017
 Day: Tuesday

PEDESTRIANS

	North Leg Stewart Avenue	East Leg Live Oak Avenue	South Leg Stewart Avenue	West Leg Live Oak Avenue	TOTAL
7:00 AM	0	2	0	0	2
7:15 AM	1	3	2	0	6
7:30 AM	0	0	3	0	3
7:45 AM	0	0	1	0	1
8:00 AM	0	3	0	0	3
8:15 AM	0	0	0	0	0
8:30 AM	1	2	1	0	4
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	10	7	0	19

	North Leg Stewart Avenue	East Leg Live Oak Avenue	South Leg Stewart Avenue	West Leg Live Oak Avenue	TOTAL
4:00 PM	1	4	0	0	5
4:15 PM	0	4	0	0	4
4:30 PM	0	3	0	0	3
4:45 PM	1	0	1	0	2
5:00 PM	0	1	0	0	1
5:15 PM	0	2	0	0	2
5:30 PM	1	2	0	0	3
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	3	16	1	0	20

Location: Irwindale
 N/S: Stewart Avenue
 E/W: Live Oak Avenue



Date: 11/28/2017
 Day: Tuesday

BICYCLES

	North Leg Stewart Avenue	East Leg Live Oak Avenue	South Leg Stewart Avenue	West Leg Live Oak Avenue	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	1	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	1	1	3

	North Leg Stewart Avenue	East Leg Live Oak Avenue	South Leg Stewart Avenue	West Leg Live Oak Avenue	TOTAL
4:00 PM	1	0	1	0	2
4:15 PM	0	0	0	0	0
4:30 PM	0	2	0	0	2
4:45 PM	1	1	1	0	3
5:00 PM	0	0	1	0	1
5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	3	0	0	3
TOTAL VOLUMES:	2	6	4	0	12

City of Irwindale
N/S: Baldwin Park Boulevard
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Weather: Clear

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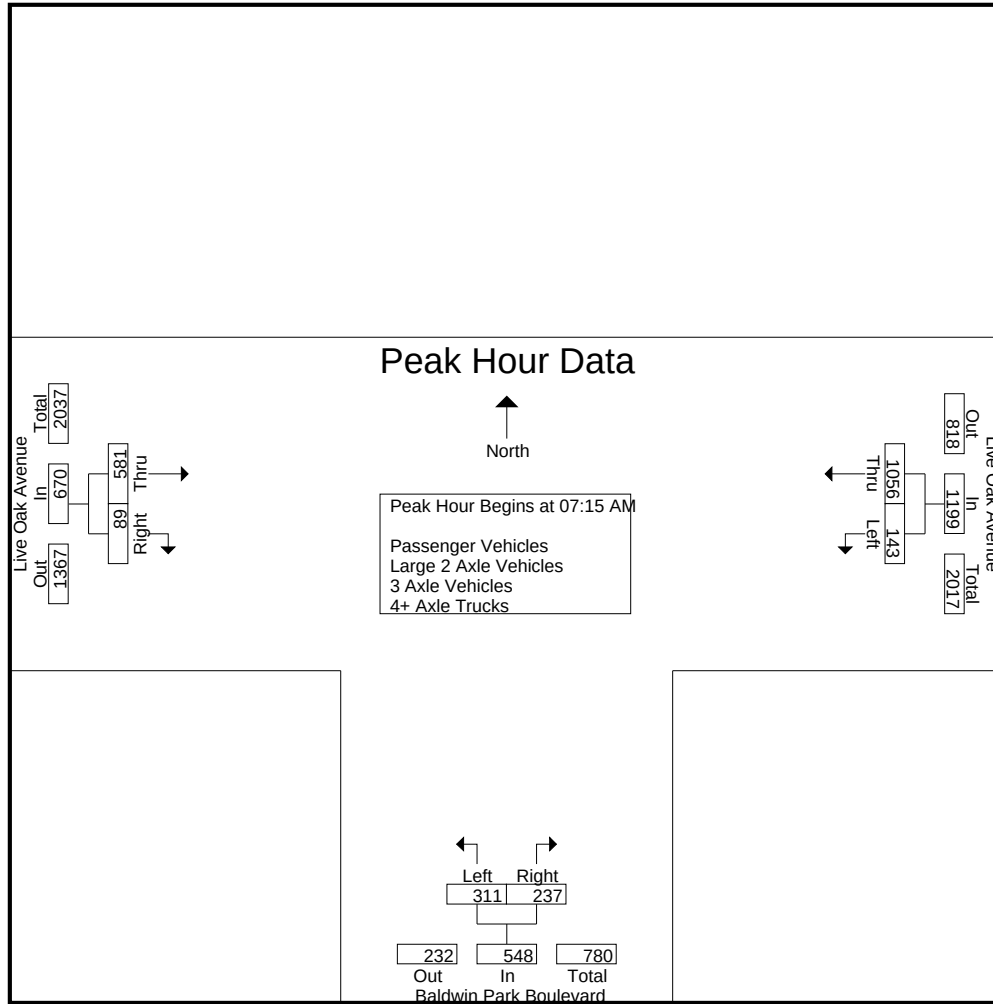
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Live Oak Avenue Westbound				Baldwin Park Boulevard Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	22	242	0	264	100	35	25	135	112	9	2	121	27	520	547
07:15 AM	22	281	0	303	79	43	24	122	121	23	9	144	33	569	602
07:30 AM	35	299	0	334	82	61	28	143	134	17	6	151	34	628	662
07:45 AM	40	256	0	296	78	70	26	148	181	29	7	210	33	654	687
Total	119	1078	0	1197	339	209	103	548	548	78	24	626	127	2371	2498
08:00 AM	46	220	0	266	72	63	27	135	145	20	2	165	29	566	595
08:15 AM	52	222	0	274	50	41	28	91	150	17	5	167	33	532	565
08:30 AM	34	215	0	249	50	27	20	77	130	18	7	148	27	474	501
08:45 AM	40	169	0	209	46	48	24	94	151	16	4	167	28	470	498
Total	172	826	0	998	218	179	99	397	576	71	18	647	117	2042	2159
Grand Total	291	1904	0	2195	557	388	202	945	1124	149	42	1273	244	4413	4657
Apprch %	13.3	86.7			58.9	41.1			88.3	11.7					
Total %	6.6	43.1		49.7	12.6	8.8		21.4	25.5	3.4		28.8	5.2	94.8	
Passenger Vehicles	257	1696		1953	544	363		1096	913	137		1090	0	0	4139
% Passenger Vehicles	88.3	89.1	0	89	97.7	93.6	93.6	95.6	81.2	91.9	95.2	82.9	0	0	88.9
Large 2 Axle Vehicles	13	95		108	11	11		28	70	10		81	0	0	217
% Large 2 Axle Vehicles	4.5	5	0	4.9	2	2.8	3	2.4	6.2	6.7	2.4	6.2	0	0	4.7
3 Axle Vehicles	11	23		34	1	10		15	30	1		32	0	0	81
% 3 Axle Vehicles	3.8	1.2	0	1.5	0.2	2.6	2	1.3	2.7	0.7	2.4	2.4	0	0	1.7
4+ Axle Trucks	10	90		100	1	4		8	111	1		112	0	0	220
% 4+ Axle Trucks	3.4	4.7	0	4.6	0.2	1	1.5	0.7	9.9	0.7	0	8.5	0	0	4.7

	Live Oak Avenue Westbound			Baldwin Park Boulevard Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	22	281	303	79	43	122	121	23	144	569
07:30 AM	35	299	334	82	61	143	134	17	151	628
07:45 AM	40	256	296	78	70	148	181	29	210	654
08:00 AM	46	220	266	72	63	135	145	20	165	566
Total Volume	143	1056	1199	311	237	548	581	89	670	2417
% App. Total	11.9	88.1		56.8	43.2		86.7	13.3		
PHF	.777	.883	.897	.948	.846	.926	.802	.767	.798	.924

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:30 AM		
+0 mins.	22	281	303	100	35	135	134	17	151
+15 mins.	35	299	334	79	43	122	181	29	210
+30 mins.	40	256	296	82	61	143	145	20	165
+45 mins.	46	220	266	78	70	148	150	17	167
Total Volume	143	1056	1199	339	209	548	610	83	693
% App. Total	11.9	88.1		61.9	38.1		88	12	
PHF	.777	.883	.897	.848	.746	.926	.843	.716	.825

City of Irwindale
N/S: Baldwin Park Boulevard
E/W: Live Oak Avenue
Weather: Clear

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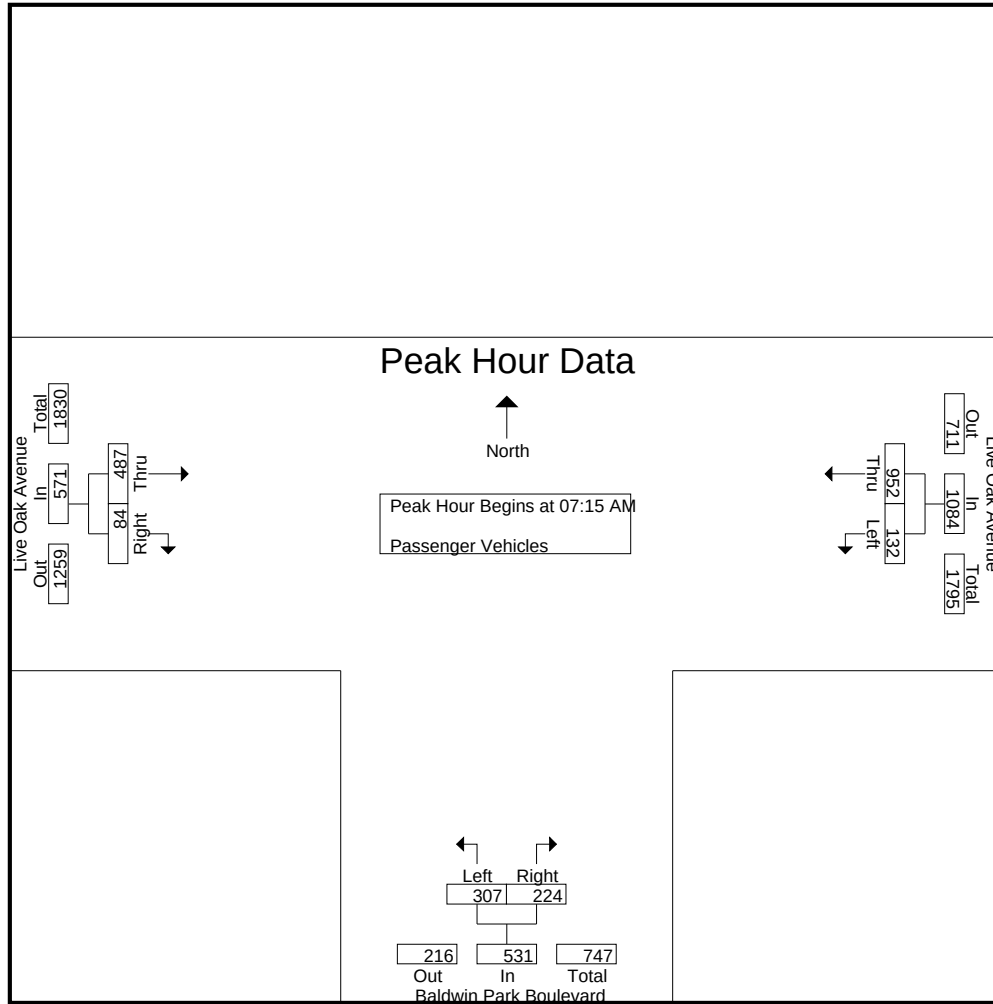
Groups Printed- Passenger Vehicles

	Live Oak Avenue Westbound				Baldwin Park Boulevard Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	18	229	0	247	97	32	23	129	89	8	2	97	25	473	498
07:15 AM	21	254	0	275	78	40	23	118	104	21	9	125	32	518	550
07:30 AM	34	263	0	297	81	56	25	137	109	17	6	126	31	560	591
07:45 AM	37	234	0	271	78	65	24	143	155	28	7	183	31	597	628
Total	110	980	0	1090	334	193	95	527	457	74	24	531	119	2148	2267
08:00 AM	40	201	0	241	70	63	27	133	119	18	2	137	29	511	540
08:15 AM	44	193	0	237	47	39	26	86	114	13	4	127	30	450	480
08:30 AM	28	182	0	210	48	26	19	74	105	18	7	123	26	407	433
08:45 AM	35	140	0	175	45	42	22	87	118	14	3	132	25	394	419
Total	147	716	0	863	210	170	94	380	456	63	16	519	110	1762	1872
Grand Total	257	1696	0	1953	544	363	189	907	913	137	40	1050	229	3910	4139
Apprch %	13.2	86.8			60	40			87	13					
Total %	6.6	43.4		49.9	13.9	9.3		23.2	23.4	3.5		26.9	5.5	94.5	

	Live Oak Avenue Westbound			Baldwin Park Boulevard Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	21	254	275	78	40	118	104	21	125	518
07:30 AM	34	263	297	81	56	137	109	17	126	560
07:45 AM	37	234	271	78	65	143	155	28	183	597
08:00 AM	40	201	241	70	63	133	119	18	137	511
Total Volume	132	952	1084	307	224	531	487	84	571	2186
% App. Total	12.2	87.8		57.8	42.2		85.3	14.7		
PHF	.825	.905	.912	.948	.862	.928	.785	.750	.780	.915

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	21	254	275	78	40	118	104	21	125
+15 mins.	34	263	297	81	56	137	109	17	126
+30 mins.	37	234	271	78	65	143	155	28	183
+45 mins.	40	201	241	70	63	133	119	18	137
Total Volume	132	952	1084	307	224	531	487	84	571
% App. Total	12.2	87.8		57.8	42.2		85.3	14.7	
PHF	.825	.905	.912	.948	.862	.928	.785	.750	.780

City of Irwindale
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E/W: Live Oak Avenue
Weather: Clear

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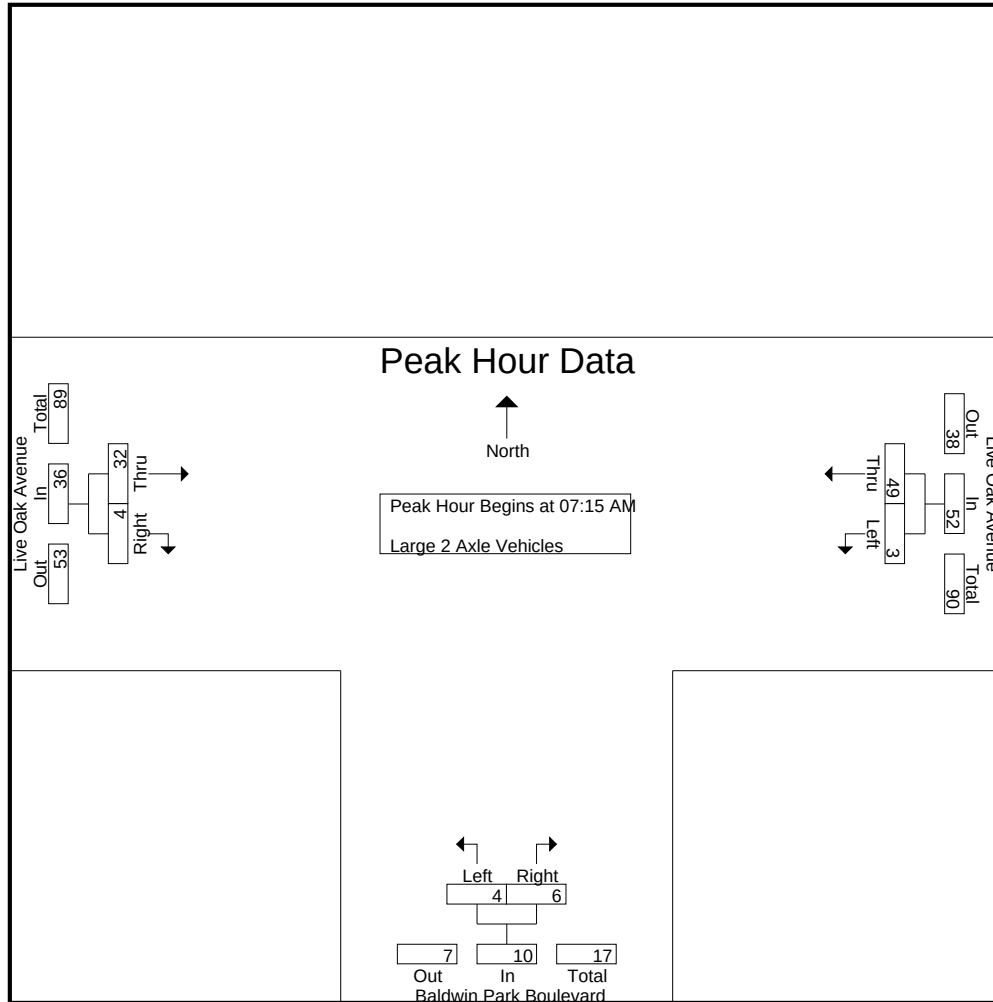
Groups Printed- Large 2 Axle Vehicles

	Live Oak Avenue Westbound				Baldwin Park Boulevard Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	9	0	10	2	1	0	3	7	1	0	8	0	21	21
07:15 AM	0	10	0	10	1	2	1	3	4	2	0	6	1	19	20
07:30 AM	1	23	0	24	1	2	2	3	6	0	0	6	2	33	35
07:45 AM	0	14	0	14	0	2	0	2	10	1	0	11	0	27	27
Total	2	56	0	58	4	7	3	11	27	4	0	31	3	100	103
08:00 AM	2	2	0	4	2	0	0	2	12	1	0	13	0	19	19
08:15 AM	3	15	0	18	2	1	1	3	14	3	0	17	1	38	39
08:30 AM	2	9	0	11	2	1	1	3	5	0	0	5	1	19	20
08:45 AM	4	13	0	17	1	2	1	3	12	2	1	14	2	34	36
Total	11	39	0	50	7	4	3	11	43	6	1	49	4	110	114
Grand Total	13	95	0	108	11	11	6	22	70	10	1	80	7	210	217
Apprch %	12	88			50	50			87.5	12.5					
Total %	6.2	45.2		51.4	5.2	5.2		10.5	33.3	4.8		38.1	3.2	96.8	

	Live Oak Avenue Westbound			Baldwin Park Boulevard Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	10	10	1	2	3	4	2	6	19
07:30 AM	1	23	24	1	2	3	6	0	6	33
07:45 AM	0	14	14	0	2	2	10	1	11	27
08:00 AM	2	2	4	2	0	2	12	1	13	19
Total Volume	3	49	52	4	6	10	32	4	36	98
% App. Total	5.8	94.2		40	60		88.9	11.1		
PHF	.375	.533	.542	.500	.750	.833	.667	.500	.692	.742

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	10	10	1	2	3	4	2	6
+15 mins.	1	23	24	1	2	3	6	0	6
+30 mins.	0	14	14	0	2	2	10	1	11
+45 mins.	2	2	4	2	0	2	12	1	13
Total Volume	3	49	52	4	6	10	32	4	36
% App. Total	5.8	94.2		40	60		88.9	11.1	
PHF	.375	.533	.542	.500	.750	.833	.667	.500	.692

City of Irwindale
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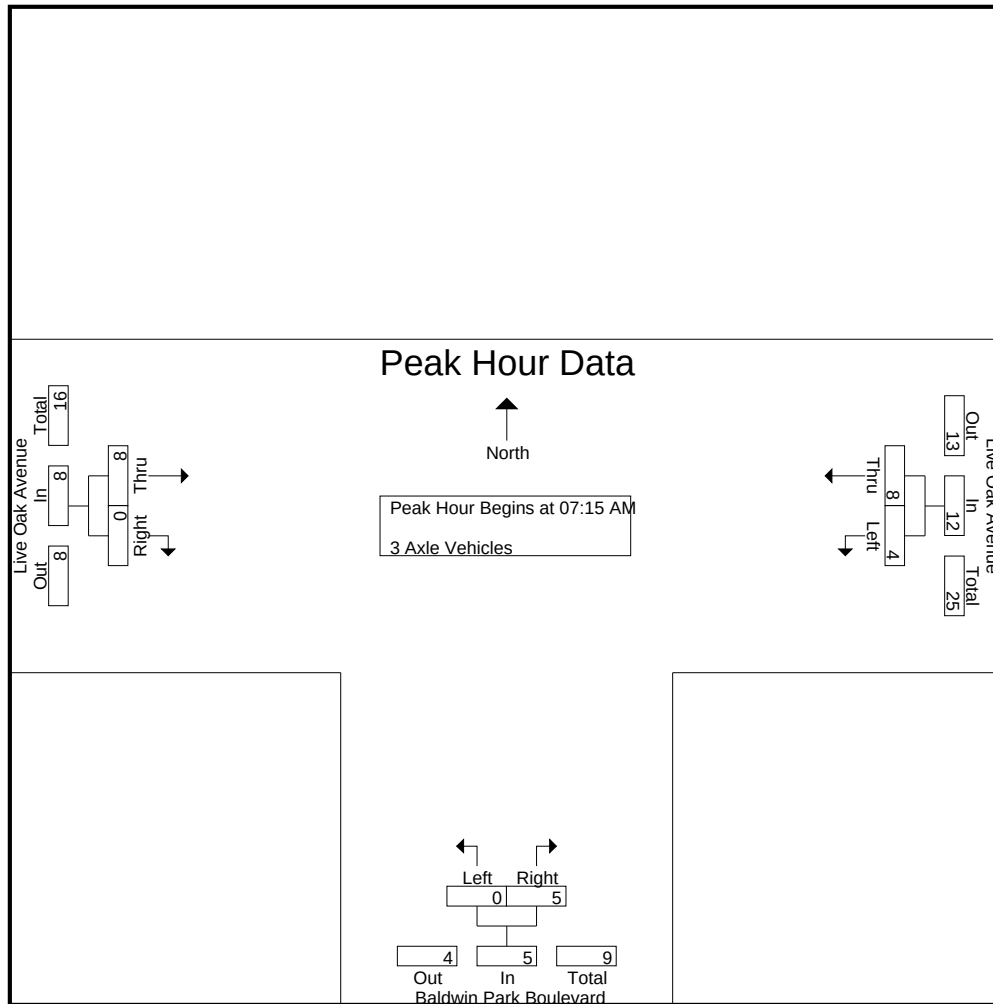
Groups Printed- 3 Axle Vehicles

	Live Oak Avenue Westbound				Baldwin Park Boulevard Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	1	0	3	0	1	1	1	2	0	0	2	1	6	7
07:15 AM	1	2	0	3	0	0	0	0	1	0	0	1	0	4	4
07:30 AM	0	1	0	1	0	3	1	3	5	0	0	5	1	9	10
07:45 AM	1	4	0	5	0	2	1	2	2	0	0	2	1	9	10
Total	4	8	0	12	0	6	3	6	10	0	0	10	3	28	31
08:00 AM	2	1	0	3	0	0	0	0	0	0	0	0	0	3	3
08:15 AM	2	6	0	8	1	0	0	1	5	1	1	6	1	15	16
08:30 AM	3	1	0	4	0	0	0	0	10	0	0	10	0	14	14
08:45 AM	0	7	0	7	0	4	1	4	5	0	0	5	1	16	17
Total	7	15	0	22	1	4	1	5	20	1	1	21	2	48	50
Grand Total	11	23	0	34	1	10	4	11	30	1	1	31	5	76	81
Apprch %	32.4	67.6			9.1	90.9			96.8	3.2					
Total %	14.5	30.3		44.7	1.3	13.2		14.5	39.5	1.3		40.8	6.2	93.8	

	Live Oak Avenue Westbound			Baldwin Park Boulevard Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	2	3	0	0	0	1	0	1	4
07:30 AM	0	1	1	0	3	3	5	0	5	9
07:45 AM	1	4	5	0	2	2	2	0	2	9
08:00 AM	2	1	3	0	0	0	0	0	0	3
Total Volume	4	8	12	0	5	5	8	0	8	25
% App. Total	33.3	66.7		0	100		100	0		
PHF	.500	.500	.600	.000	.417	.417	.400	.000	.400	.694

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	2	3	0	0	0	1	0	1
+15 mins.	0	1	1	0	3	3	5	0	5
+30 mins.	1	4	5	0	2	2	2	0	2
+45 mins.	2	1	3	0	0	0	0	0	0
Total Volume	4	8	12	0	5	5	8	0	8
% App. Total	33.3	66.7		0	100		100	0	
PHF	.500	.500	.600	.000	.417	.417	.400	.000	.400

City of Irwindale
N/S: Baldwin Park Boulevard
E/W: Live Oak Avenue
Weather: Clear

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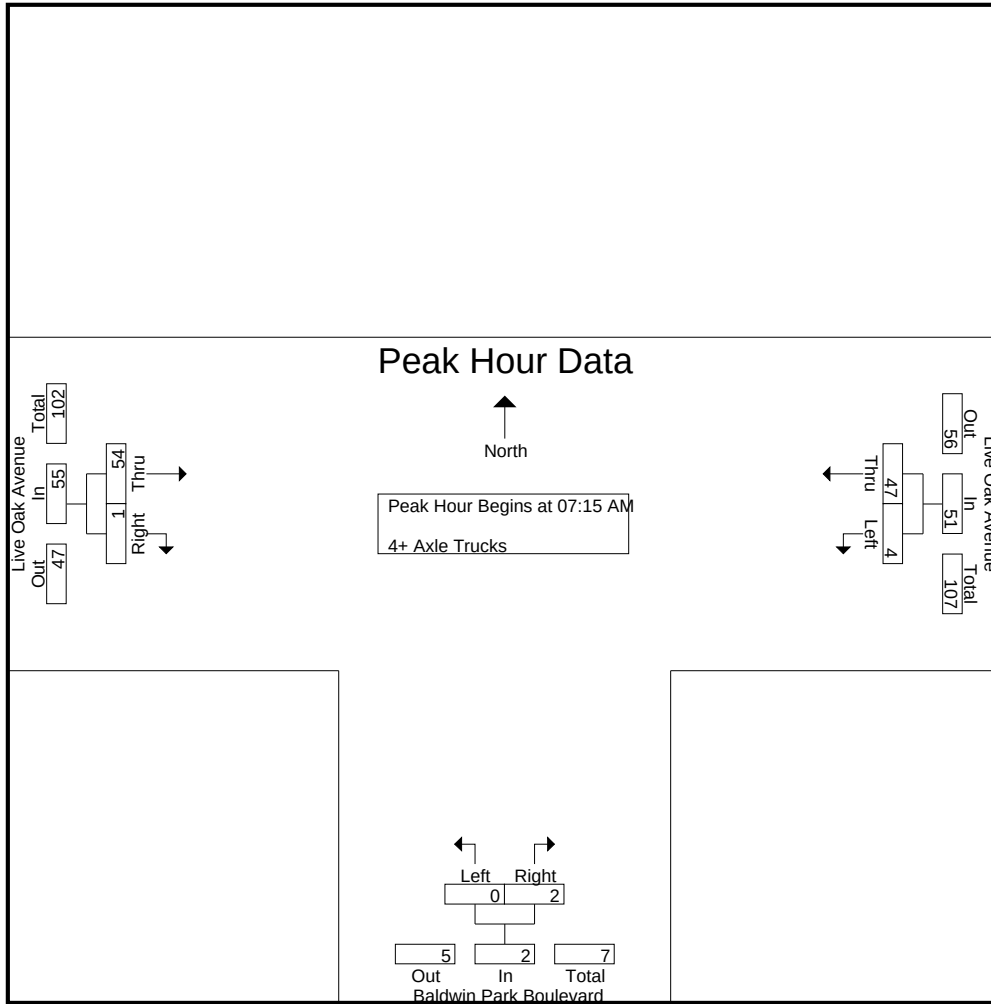
Groups Printed- 4+ Axle Trucks

	Live Oak Avenue Westbound				Baldwin Park Boulevard Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	3	0	4	1	1	1	2	14	0	0	14	1	20	21
07:15 AM	0	15	0	15	0	1	0	1	12	0	0	12	0	28	28
07:30 AM	0	12	0	12	0	0	0	0	14	0	0	14	0	26	26
07:45 AM	2	4	0	6	0	1	1	1	14	0	0	14	1	21	22
Total	3	34	0	37	1	3	2	4	54	0	0	54	2	95	97
08:00 AM	2	16	0	18	0	0	0	0	14	1	0	15	0	33	33
08:15 AM	3	8	0	11	0	1	1	1	17	0	0	17	1	29	30
08:30 AM	1	23	0	24	0	0	0	0	10	0	0	10	0	34	34
08:45 AM	1	9	0	10	0	0	0	0	16	0	0	16	0	26	26
Total	7	56	0	63	0	1	1	1	57	1	0	58	1	122	123
Grand Total	10	90	0	100	1	4	3	5	111	1	0	112	3	217	220
Apprch %	10	90			20	80			99.1	0.9					
Total %	4.6	41.5		46.1	0.5	1.8		2.3	51.2	0.5		51.6	1.4	98.6	

	Live Oak Avenue Westbound			Baldwin Park Boulevard Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	15	15	0	1	1	12	0	12	28
07:30 AM	0	12	12	0	0	0	14	0	14	26
07:45 AM	2	4	6	0	1	1	14	0	14	21
08:00 AM	2	16	18	0	0	0	14	1	15	33
Total Volume	4	47	51	0	2	2	54	1	55	108
% App. Total	7.8	92.2		0	100		98.2	1.8		
PHF	.500	.734	.708	.000	.500	.500	.964	.250	.917	.818

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	15	15	0	1	1	12	0	12
+15 mins.	0	12	12	0	0	0	14	0	14
+30 mins.	2	4	6	0	1	1	14	0	14
+45 mins.	2	16	18	0	0	0	14	1	15
Total Volume	4	47	51	0	2	2	54	1	55
% App. Total	7.8	92.2		0	100		98.2	1.8	
PHF	.500	.734	.708	.000	.500	.500	.964	.250	.917

City of Irwindale
N/S: Baldwin Park Boulevard
E/W: Live Oak Avenue
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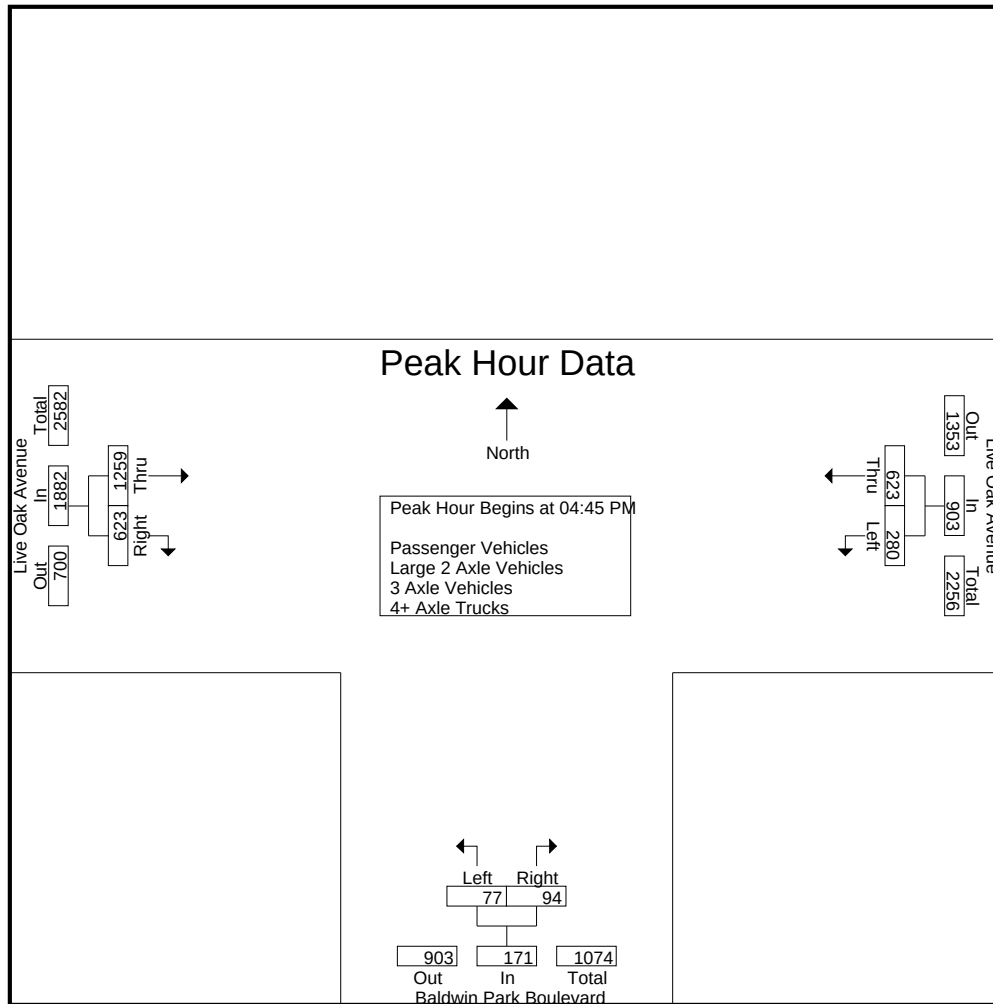
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Live Oak Avenue Westbound				Baldwin Park Boulevard Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	58	140	0	198	26	29	13	55	292	89	6	381	19	634	653
04:15 PM	54	142	0	196	21	29	15	50	288	130	6	418	21	664	685
04:30 PM	59	159	0	218	31	22	15	53	320	145	19	465	34	736	770
04:45 PM	65	159	0	224	21	21	10	42	303	172	26	475	36	741	777
Total	236	600	0	836	99	101	53	200	1203	536	57	1739	110	2775	2885
05:00 PM	63	173	0	236	21	19	5	40	356	140	15	496	20	772	792
05:15 PM	78	167	0	245	12	27	16	39	276	137	29	413	45	697	742
05:30 PM	74	124	0	198	23	27	14	50	324	174	24	498	38	746	784
05:45 PM	67	138	0	205	15	26	15	41	299	136	15	435	30	681	711
Total	282	602	0	884	71	99	50	170	1255	587	83	1842	133	2896	3029
Grand Total	518	1202	0	1720	170	200	103	370	2458	1123	140	3581	243	5671	5914
Apprch %	30.1	69.9			45.9	54.1			68.6	31.4					
Total %	9.1	21.2		30.3	3	3.5		6.5	43.3	19.8		63.1	4.1	95.9	
Passenger Vehicles	495	1122		1617	158	183		439	2334	1103		3575	0	0	5631
% Passenger Vehicles	95.6	93.3	0	94	92.9	91.5	95.1	92.8	95	98.2	98.6	96.1	0	0	95.2
Large 2 Axle Vehicles	4	28		32	8	7		16	79	18		98	0	0	146
% Large 2 Axle Vehicles	0.8	2.3	0	1.9	4.7	3.5	1	3.4	3.2	1.6	0.7	2.6	0	0	2.5
3 Axle Vehicles	12	21		33	1	9		13	11	2		14	0	0	60
% 3 Axle Vehicles	2.3	1.7	0	1.9	0.6	4.5	2.9	2.7	0.4	0.2	0.7	0.4	0	0	1
4+ Axle Trucks	7	31		38	3	1		5	34	0		34	0	0	77
% 4+ Axle Trucks	1.4	2.6	0	2.2	1.8	0.5	1	1.1	1.4	0	0	0.9	0	0	1.3

	Live Oak Avenue Westbound			Baldwin Park Boulevard Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	65	159	224	21	21	42	303	172	475	741
05:00 PM	63	173	236	21	19	40	356	140	496	772
05:15 PM	78	167	245	12	27	39	276	137	413	697
05:30 PM	74	124	198	23	27	50	324	174	498	746
Total Volume	280	623	903	77	94	171	1259	623	1882	2956
% App. Total	31	69		45	55		66.9	33.1		
PHF	.897	.900	.921	.837	.870	.855	.884	.895	.945	.957

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			04:45 PM		
+0 mins.	59	159	218	26	29	55	303	172	475
+15 mins.	65	159	224	21	29	50	356	140	496
+30 mins.	63	173	236	31	22	53	276	137	413
+45 mins.	78	167	245	21	21	42	324	174	498
Total Volume	265	658	923	99	101	200	1259	623	1882
% App. Total	28.7	71.3		49.5	50.5		66.9	33.1	
PHF	.849	.951	.942	.798	.871	.909	.884	.895	.945

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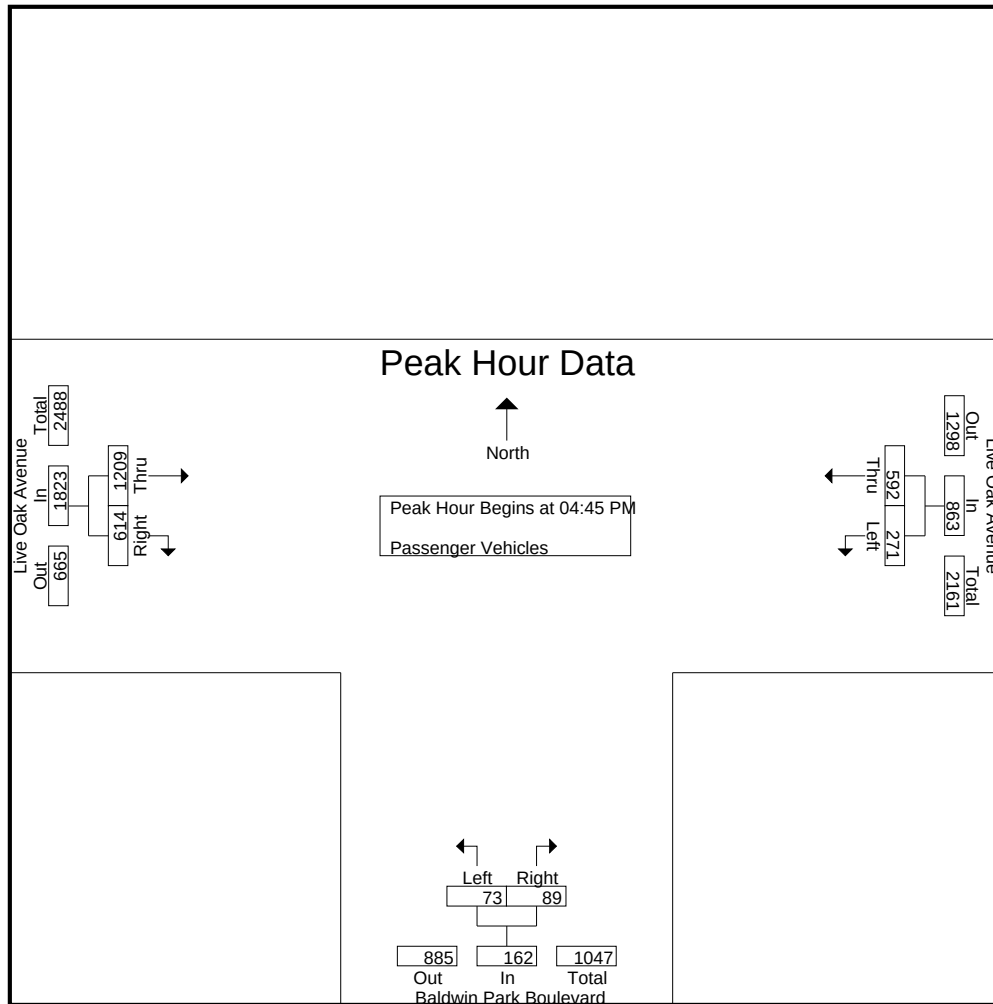
Groups Printed- Passenger Vehicles

	Live Oak Avenue Westbound				Baldwin Park Boulevard Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	54	128	0	182	23	26	13	49	263	85	6	348	19	579	598
04:15 PM	51	123	0	174	19	24	13	43	272	125	6	397	19	614	633
04:30 PM	53	147	0	200	30	20	14	50	300	143	19	443	33	693	726
04:45 PM	63	151	0	214	20	21	10	41	289	169	25	458	35	713	748
Total	221	549	0	770	92	91	50	183	1124	522	56	1646	106	2599	2705
05:00 PM	61	167	0	228	18	15	4	33	340	138	15	478	19	739	758
05:15 PM	76	154	0	230	12	26	16	38	270	135	29	405	45	673	718
05:30 PM	71	120	0	191	23	27	14	50	310	172	23	482	37	723	760
05:45 PM	66	132	0	198	13	24	14	37	290	136	15	426	29	661	690
Total	274	573	0	847	66	92	48	158	1210	581	82	1791	130	2796	2926
Grand Total	495	1122	0	1617	158	183	98	341	2334	1103	138	3437	236	5395	5631
Apprch %	30.6	69.4			46.3	53.7			67.9	32.1					
Total %	9.2	20.8		30	2.9	3.4		6.3	43.3	20.4		63.7	4.2	95.8	

	Live Oak Avenue Westbound			Baldwin Park Boulevard Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	63	151	214	20	21	41	289	169	458	713
05:00 PM	61	167	228	18	15	33	340	138	478	739
05:15 PM	76	154	230	12	26	38	270	135	405	673
05:30 PM	71	120	191	23	27	50	310	172	482	723
Total Volume	271	592	863	73	89	162	1209	614	1823	2848
% App. Total	31.4	68.6		45.1	54.9		66.3	33.7		
PHF	.891	.886	.938	.793	.824	.810	.889	.892	.946	.963

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	63	151	214	20	21	41	289	169	458
+15 mins.	61	167	228	18	15	33	340	138	478
+30 mins.	76	154	230	12	26	38	270	135	405
+45 mins.	71	120	191	23	27	50	310	172	482
Total Volume	271	592	863	73	89	162	1209	614	1823
% App. Total	31.4	68.6		45.1	54.9		66.3	33.7	
PHF	.891	.886	.938	.793	.824	.810	.889	.892	.946

City of Irwindale
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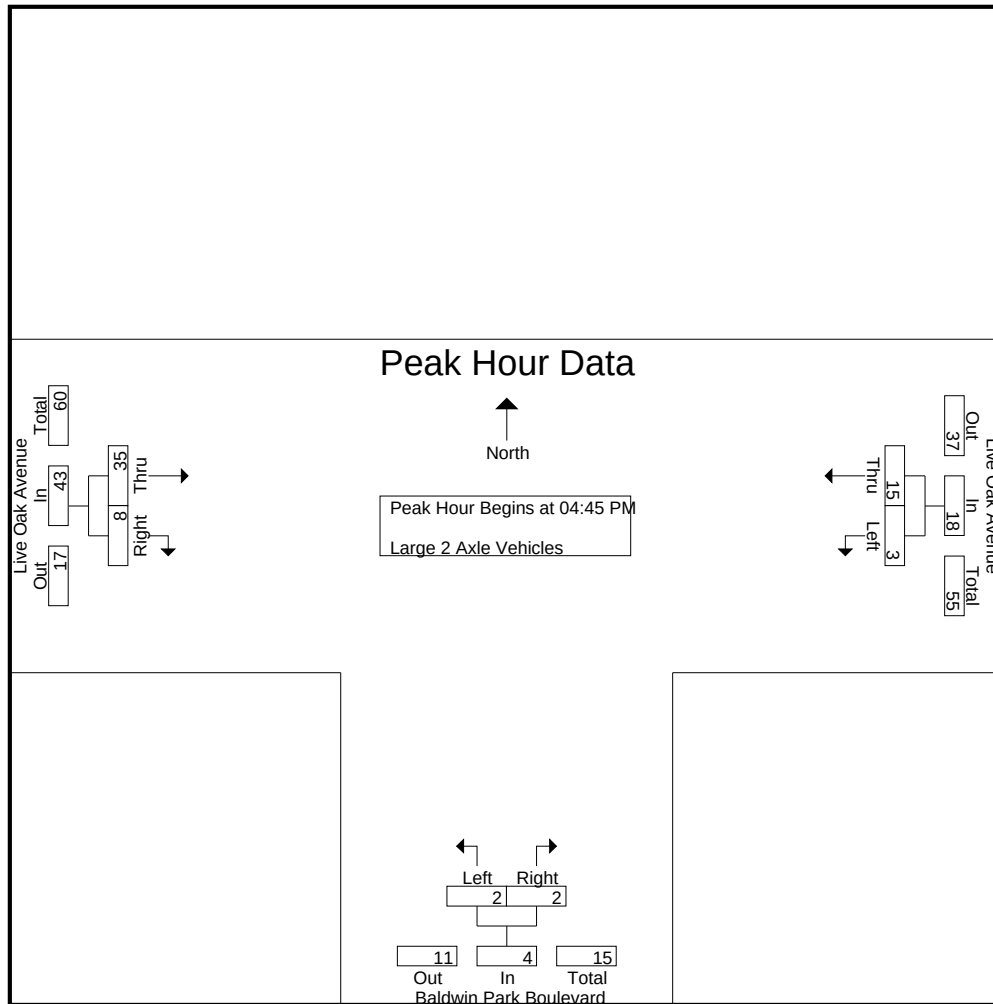
Groups Printed- Large 2 Axle Vehicles

	Live Oak Avenue Westbound				Baldwin Park Boulevard Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	0	2	3	1	0	4	16	4	0	20	0	26	26
04:15 PM	1	5	0	6	1	4	1	5	9	5	0	14	1	25	26
04:30 PM	0	4	0	4	1	0	0	1	12	1	0	13	0	18	18
04:45 PM	1	3	0	4	1	0	0	1	9	2	0	11	0	16	16
Total	2	14	0	16	6	5	1	11	46	12	0	58	1	85	86
05:00 PM	0	2	0	2	1	1	0	2	11	2	0	13	0	17	17
05:15 PM	1	7	0	8	0	1	0	1	6	2	0	8	0	17	17
05:30 PM	1	3	0	4	0	0	0	0	9	2	1	11	1	15	16
05:45 PM	0	2	0	2	1	0	0	1	7	0	0	7	0	10	10
Total	2	14	0	16	2	2	0	4	33	6	1	39	1	59	60
Grand Total	4	28	0	32	8	7	1	15	79	18	1	97	2	144	146
Apprch %	12.5	87.5			53.3	46.7			81.4	18.6					
Total %	2.8	19.4		22.2	5.6	4.9		10.4	54.9	12.5		67.4	1.4	98.6	

	Live Oak Avenue Westbound			Baldwin Park Boulevard Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	1	3	4	1	0	1	9	2	11	16
05:00 PM	0	2	2	1	1	2	11	2	13	17
05:15 PM	1	7	8	0	1	1	6	2	8	17
05:30 PM	1	3	4	0	0	0	9	2	11	15
Total Volume	3	15	18	2	2	4	35	8	43	65
% App. Total	16.7	83.3		50	50		81.4	18.6		
PHF	.750	.536	.563	.500	.500	.500	.795	1.00	.827	.956

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	1	3	4	1	0	1	9	2	11
+15 mins.	0	2	2	1	1	2	11	2	13
+30 mins.	1	7	8	0	1	1	6	2	8
+45 mins.	1	3	4	0	0	0	9	2	11
Total Volume	3	15	18	2	2	4	35	8	43
% App. Total	16.7	83.3		50	50		81.4	18.6	
PHF	.750	.536	.563	.500	.500	.500	.795	1.000	.827

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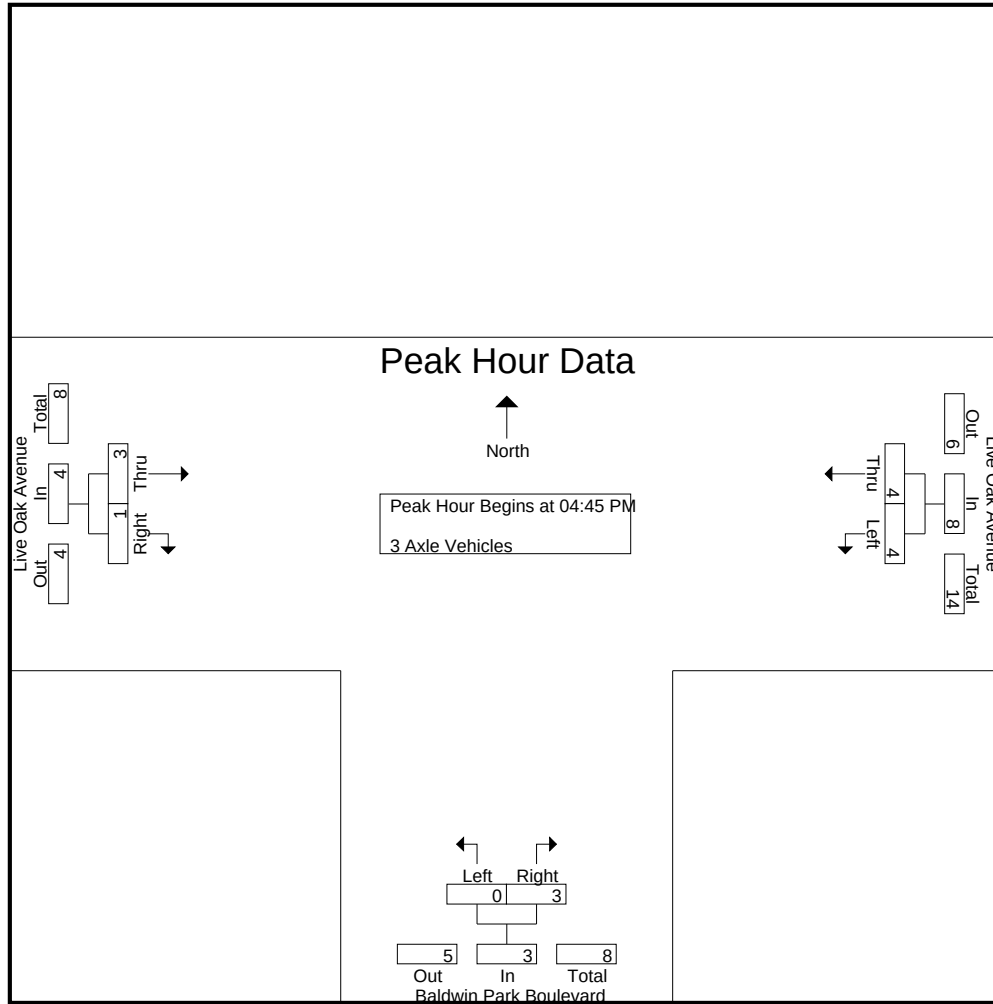
Groups Printed- 3 Axle Vehicles

	Live Oak Avenue Westbound				Baldwin Park Boulevard Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	4	5	0	9	0	2	0	2	3	0	0	3	0	14	14
04:15 PM	1	6	0	7	0	0	0	0	3	0	0	3	0	10	10
04:30 PM	3	2	0	5	0	2	1	2	2	1	0	3	1	10	11
04:45 PM	0	1	0	1	0	0	0	0	1	1	1	2	1	3	4
Total	8	14	0	22	0	4	1	4	9	2	1	11	2	37	39
05:00 PM	1	1	0	2	0	3	1	3	1	0	0	1	1	6	7
05:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	2	2
05:30 PM	2	1	0	3	0	0	0	0	1	0	0	1	0	4	4
05:45 PM	0	4	0	4	1	2	1	3	0	0	0	0	1	7	8
Total	4	7	0	11	1	5	2	6	2	0	0	2	2	19	21
Grand Total	12	21	0	33	1	9	3	10	11	2	1	13	4	56	60
Apprch %	36.4	63.6			10	90			84.6	15.4					
Total %	21.4	37.5		58.9	1.8	16.1		17.9	19.6	3.6		23.2	6.7	93.3	

	Live Oak Avenue Westbound			Baldwin Park Boulevard Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	1	1	0	0	0	1	1	2	3
05:00 PM	1	1	2	0	3	3	1	0	1	6
05:15 PM	1	1	2	0	0	0	0	0	0	2
05:30 PM	2	1	3	0	0	0	1	0	1	4
Total Volume	4	4	8	0	3	3	3	1	4	15
% App. Total	50	50		0	100		75	25		
PHF	.500	1.00	.667	.000	.250	.250	.750	.250	.500	.625

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	1	1	0	0	0	1	1	2
+15 mins.	1	1	2	0	3	3	1	0	1
+30 mins.	1	1	2	0	0	0	0	0	0
+45 mins.	2	1	3	0	0	0	1	0	1
Total Volume	4	4	8	0	3	3	3	1	4
% App. Total	50	50		0	100		75	25	
PHF	.500	1.000	.667	.000	.250	.250	.750	.250	.500

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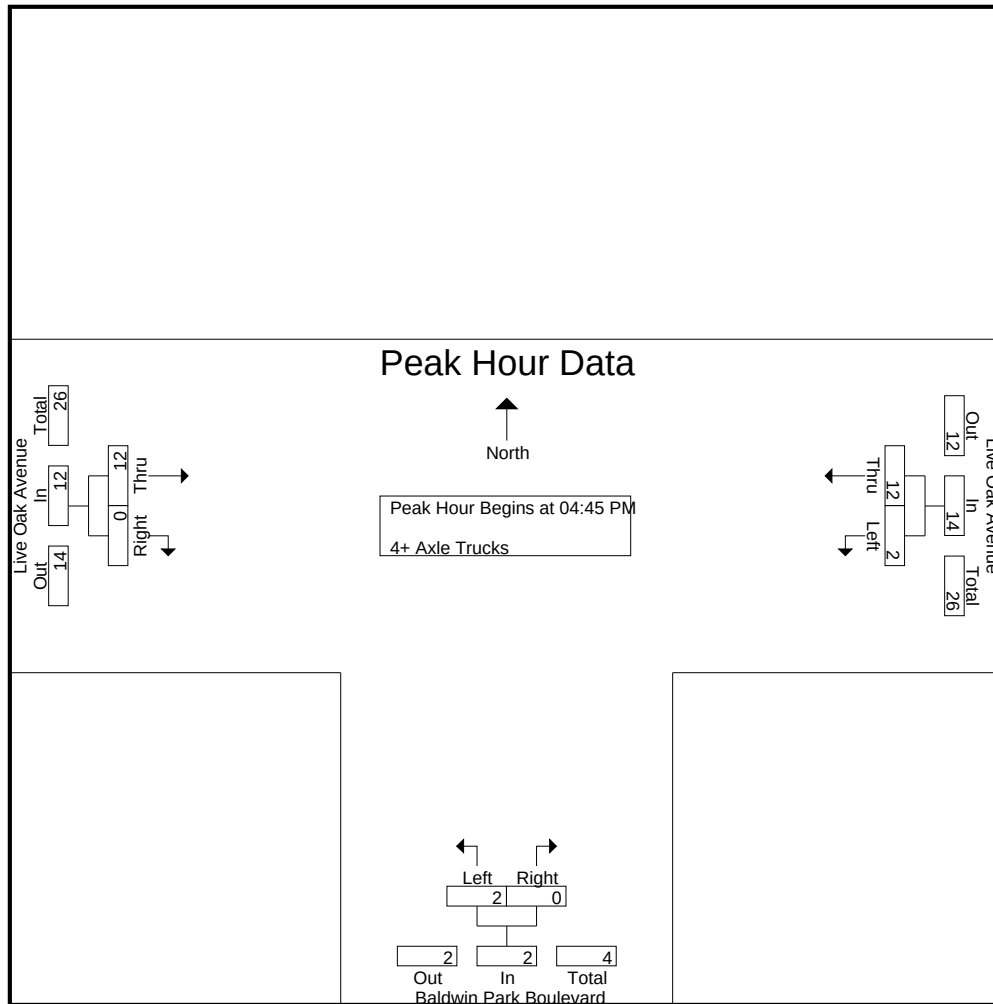
Groups Printed- 4+ Axle Trucks

	Live Oak Avenue Westbound				Baldwin Park Boulevard Northbound				Live Oak Avenue Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	5	0	5	0	0	0	0	10	0	0	10	0	15	15
04:15 PM	1	8	0	9	1	1	1	2	4	0	0	4	1	15	16
04:30 PM	3	6	0	9	0	0	0	0	6	0	0	6	0	15	15
04:45 PM	1	4	0	5	0	0	0	0	4	0	0	4	0	9	9
Total	5	23	0	28	1	1	1	2	24	0	0	24	1	54	55
05:00 PM	1	3	0	4	2	0	0	2	4	0	0	4	0	10	10
05:15 PM	0	5	0	5	0	0	0	0	0	0	0	0	0	5	5
05:30 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	4	4
05:45 PM	1	0	0	1	0	0	0	0	2	0	0	2	0	3	3
Total	2	8	0	10	2	0	0	2	10	0	0	10	0	22	22
Grand Total	7	31	0	38	3	1	1	4	34	0	0	34	1	76	77
Apprch %	18.4	81.6			75	25			100	0					
Total %	9.2	40.8		50	3.9	1.3		5.3	44.7	0		44.7	1.3	98.7	

	Live Oak Avenue Westbound			Baldwin Park Boulevard Northbound			Live Oak Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	1	4	5	0	0	0	4	0	4	9
05:00 PM	1	3	4	2	0	2	4	0	4	10
05:15 PM	0	5	5	0	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	4	0	4	4
Total Volume	2	12	14	2	0	2	12	0	12	28
% App. Total	14.3	85.7		100	0		100	0		
PHF	.500	.600	.700	.250	.000	.250	.750	.000	.750	.700

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	1	4	5	0	0	0	4	0	4
+15 mins.	1	3	4	2	0	2	4	0	4
+30 mins.	0	5	5	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	4	0	4
Total Volume	2	12	14	2	0	2	12	0	12
% App. Total	14.3	85.7		100	0		100	0	
PHF	.500	.600	.700	.250	.000	.250	.750	.000	.750

Location: Irwindale
 N/S: Baldwin Park Boulevard
 E/W: Live Oak Avenue



Date: 11/28/2017
 Day: Tuesday

PEDESTRIANS

	North Leg Dead End	East Leg Live Oak Avenue	South Leg Baldwin Park Boulevard	West Leg Live Oak Avenue	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

	North Leg Dead End	East Leg Live Oak Avenue	South Leg Baldwin Park Boulevard	West Leg Live Oak Avenue	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	2	0	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	2

Location: Irwindale
 N/S: Baldwin Park Boulevard
 E/W: Live Oak Avenue



Date: 11/28/2017
 Day: Tuesday

BICYCLES

	North Leg Dead End	East Leg Live Oak Avenue	South Leg Baldwin Park Boulevard	West Leg Live Oak Avenue	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	2	0	3

	North Leg Dead End	East Leg Live Oak Avenue	South Leg Baldwin Park Boulevard	West Leg Live Oak Avenue	TOTAL
4:00 PM	0	0	1	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	1	0	2

City of Irwindale
N/S: Arrow Highway
E/W: Live Oak Avenue/Arrow Highway
Weather: Clear

File Name : 12_IRW_Ar Lo AM
Site Code : 05117783
Start Date : 11/28/2017
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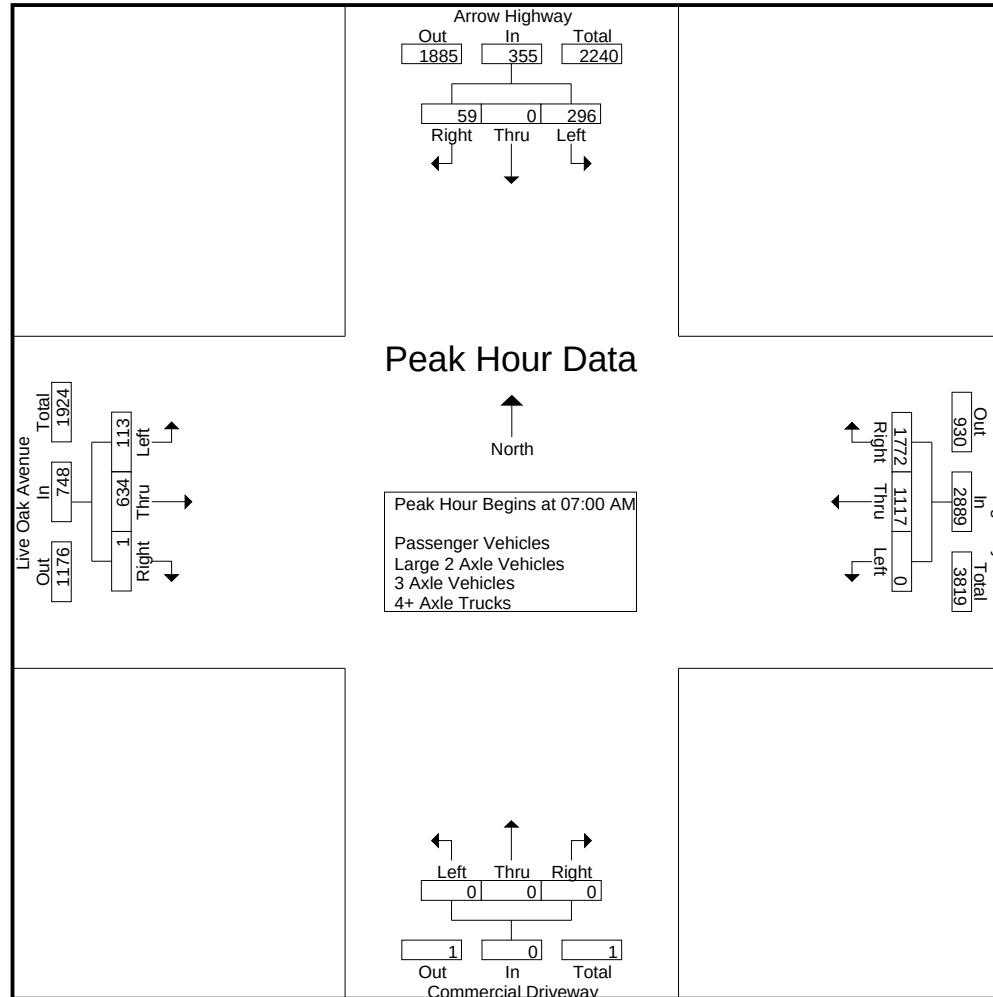
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Arrow Highway Southbound					Arrow Highway Westbound					Commercial Driveway Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	60	0	13	9	73	0	259	424	0	683	0	0	0	0	0	20	133	0	0	153	9	909	918
07:15 AM	56	0	17	9	73	0	298	514	1	812	0	0	0	0	0	25	133	0	0	158	10	1043	1053
07:30 AM	73	0	7	5	80	0	311	429	0	740	0	0	0	0	0	36	177	1	0	214	5	1034	1039
07:45 AM	107	0	22	7	129	0	249	405	0	654	0	0	0	0	0	32	191	0	0	223	7	1006	1013
Total	296	0	59	30	355	0	1117	1772	1	2889	0	0	0	0	0	113	634	1	0	748	31	3992	4023
08:00 AM	91	0	20	11	111	0	248	342	0	590	0	0	0	0	0	27	179	0	0	206	11	907	918
08:15 AM	88	0	27	14	115	0	228	281	1	509	0	0	0	0	0	15	176	0	0	191	15	815	830
08:30 AM	81	0	8	5	89	0	242	252	0	494	0	0	0	0	0	13	145	0	0	158	5	741	746
08:45 AM	71	0	8	4	79	0	196	231	0	427	0	0	0	0	0	22	178	0	0	200	4	706	710
Total	331	0	63	34	394	0	914	1106	1	2020	0	0	0	0	0	77	678	0	0	755	35	3169	3204
Grand Total	627	0	122	64	749	0	2031	2878	2	4909	0	0	0	0	0	190	1312	1	0	1503	66	7161	7227
Apprch %	83.7	0	16.3			0	41.4	58.6			0	0	0			12.6	87.3	0.1					
Total %	8.8	0	1.7		10.5	0	28.4	40.2		68.6	0	0	0		0	2.7	18.3	0		21	0.9	99.1	
Passenger Vehicles	575	0	113		749	0	1766	2744		4512	0	0	0		0	181	1082	0		1263	0	0	6524
% Passenger Vehicles	91.7	0	92.6	95.3	92.1	0	87	95.3	100	91.9	0	0	0	0	0	95.3	82.5	0	0	84	0	0	90.3
Large 2 Axle Vehicles	39	0	7		49	0	132	80		212	0	0	0		0	5	79	0		84	0	0	345
% Large 2 Axle Vehicles	6.2	0	5.7	4.7	6	0	6.5	2.8	0	4.3	0	0	0	0	0	2.6	6	0	0	5.6	0	0	4.8
3 Axle Vehicles	8	0	1		9	0	36	18		54	0	0	0		0	2	41	1		44	0	0	107
% 3 Axle Vehicles	1.3	0	0.8	0	1.1	0	1.8	0.6	0	1.1	0	0	0	0	0	1.1	3.1	100	0	2.9	0	0	1.5
4+ Axle Trucks	5	0	1		6	0	97	36		133	0	0	0		0	2	110	0		112	0	0	251
% 4+ Axle Trucks	0.8	0	0.8	0	0.7	0	4.8	1.3	0	2.7	0	0	0	0	0	1.1	8.4	0	0	7.5	0	0	3.5

	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	60	0	13	73	0	259	424	683	0	0	0	0	20	133	0	153	909
07:15 AM	56	0	17	73	0	298	514	812	0	0	0	0	25	133	0	158	1043
07:30 AM	73	0	7	80	0	311	429	740	0	0	0	0	36	177	1	214	1034
07:45 AM	107	0	22	129	0	249	405	654	0	0	0	0	32	191	0	223	1006
Total Volume	296	0	59	355	0	1117	1772	2889	0	0	0	0	113	634	1	748	3992
% App. Total	83.4	0	16.6		0	38.7	61.3		0	0	0		15.1	84.8	0.1		
PHF	.692	.000	.670	.688	.000	.898	.862	.889	.000	.000	.000	.000	.785	.830	.250	.839	.957

City of Irwindale
N/S: Arrow Highway
E/W: Live Oak Avenue/Arrow Highway
Weather: Clear

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	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

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

Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	107	0	22	129	0	259	424	683	0	0	0	0	36	177	1	214
+15 mins.	91	0	20	111	0	298	514	812	0	0	0	0	32	191	0	223
+30 mins.	88	0	27	115	0	311	429	740	0	0	0	0	27	179	0	206
+45 mins.	81	0	8	89	0	249	405	654	0	0	0	0	15	176	0	191
Total Volume	367	0	77	444	0	1117	1772	2889	0	0	0	0	110	723	1	834
% App. Total	82.7	0	17.3		0	38.7	61.3		0	0	0		13.2	86.7	0.1	
PHF	.857	.000	.713	.860	.000	.898	.862	.889	.000	.000	.000	.000	.764	.946	.250	.935

City of Irwindale
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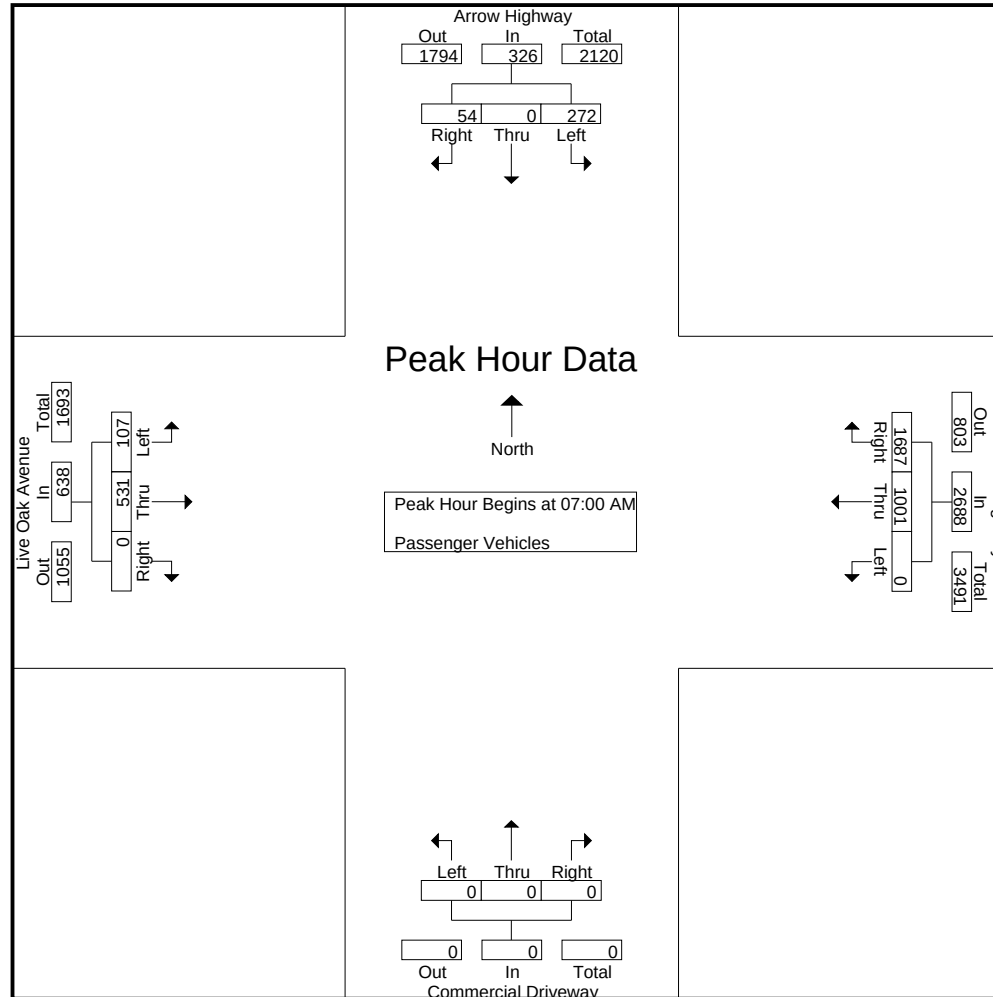
Groups Printed- Passenger Vehicles

	Arrow Highway Southbound					Arrow Highway Westbound					Commercial Driveway Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	52	0	11	8	63	0	243	405	0	648	0	0	0	0	0	20	106	0	0	126	8	837	845
07:15 AM	52	0	16	9	68	0	267	480	1	747	0	0	0	0	0	23	114	0	0	137	10	952	962
07:30 AM	71	0	6	4	77	0	273	413	0	686	0	0	0	0	0	33	147	0	0	180	4	943	947
07:45 AM	97	0	21	7	118	0	218	389	0	607	0	0	0	0	0	31	164	0	0	195	7	920	927
Total	272	0	54	28	326	0	1001	1687	1	2688	0	0	0	0	0	107	531	0	0	638	29	3652	3681
08:00 AM	82	0	20	11	102	0	217	329	0	546	0	0	0	0	0	27	153	0	0	180	11	828	839
08:15 AM	76	0	24	14	100	0	189	271	1	460	0	0	0	0	0	14	138	0	0	152	15	712	727
08:30 AM	78	0	8	5	86	0	199	242	0	441	0	0	0	0	0	13	120	0	0	133	5	660	665
08:45 AM	67	0	7	3	74	0	160	215	0	375	0	0	0	0	0	20	140	0	0	160	3	609	612
Total	303	0	59	33	362	0	765	1057	1	1822	0	0	0	0	0	74	551	0	0	625	34	2809	2843
Grand Total	575	0	113	61	688	0	1766	2744	2	4510	0	0	0	0	0	181	1082	0	0	1263	63	6461	6524
Apprch %	83.6	0	16.4			0	39.2	60.8			0	0	0			14.3	85.7	0					
Total %	8.9	0	1.7		10.6	0	27.3	42.5		69.8	0	0	0		0	2.8	16.7	0		19.5	1	99	

	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	52	0	11	63	0	243	405	648	0	0	0	0	20	106	0	126	837
07:15 AM	52	0	16	68	0	267	480	747	0	0	0	0	23	114	0	137	952
07:30 AM	71	0	6	77	0	273	413	686	0	0	0	0	33	147	0	180	943
07:45 AM	97	0	21	118	0	218	389	607	0	0	0	0	31	164	0	195	920
Total Volume	272	0	54	326	0	1001	1687	2688	0	0	0	0	107	531	0	638	3652
% App. Total	83.4	0	16.6		0	37.2	62.8		0	0	0		16.8	83.2	0		
PHF	.701	.000	.643	.691	.000	.917	.879	.900	.000	.000	.000	.000	.811	.809	.000	.818	.959

City of Irwindale
N/S: Arrow Highway
E/W: Live Oak Avenue/Arrow Highway
Weather: Clear

File Name : 12_IRW_Ar Lo AM
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	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	52	0	11	63	0	243	405	648	0	0	0	0	20	106	0	126
+15 mins.	52	0	16	68	0	267	480	747	0	0	0	0	23	114	0	137
+30 mins.	71	0	6	77	0	273	413	686	0	0	0	0	33	147	0	180
+45 mins.	97	0	21	118	0	218	389	607	0	0	0	0	31	164	0	195
Total Volume	272	0	54	326	0	1001	1687	2688	0	0	0	0	107	531	0	638
% App. Total	83.4	0	16.6		0	37.2	62.8		0	0	0		16.8	83.2	0	
PHF	.701	.000	.643	.691	.000	.917	.879	.900	.000	.000	.000	.000	.811	.809	.000	.818

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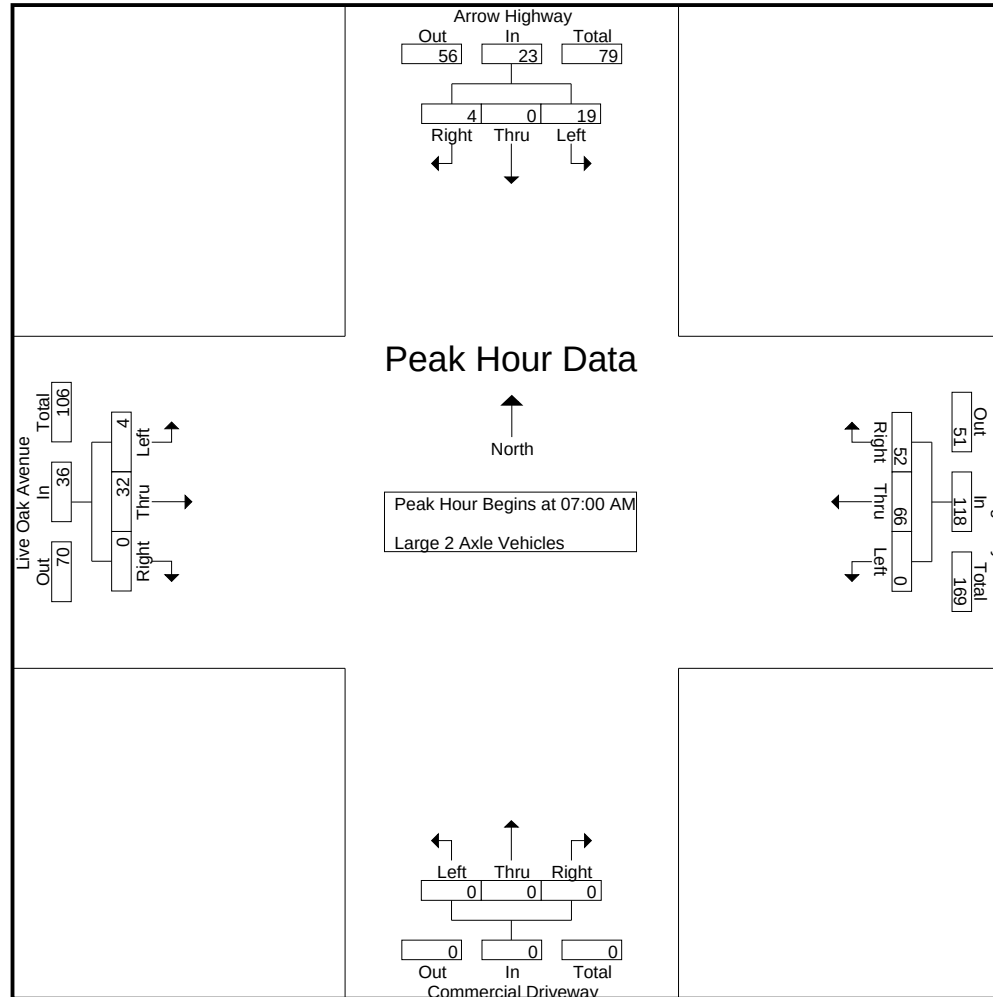
Groups Printed- Large 2 Axle Vehicles

	Arrow Highway Southbound					Arrow Highway Westbound					Commercial Driveway Northbound					Live Oak Avenue Eastbound								
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	6	0	2	1	8	0	10	13	0	23	0	0	0	0	0	0	8	0	0	0	8	1	39	40
07:15 AM	3	0	0	0	3	0	15	23	0	38	0	0	0	0	0	2	7	0	0	9	0	50	50	
07:30 AM	2	0	1	1	3	0	23	10	0	33	0	0	0	0	0	1	8	0	0	9	1	45	46	
07:45 AM	8	0	1	0	9	0	18	6	0	24	0	0	0	0	0	1	9	0	0	10	0	43	43	
Total	19	0	4	2	23	0	66	52	0	118	0	0	0	0	0	4	32	0	0	36	2	177	179	
08:00 AM	6	0	0	0	6	0	10	4	0	14	0	0	0	0	0	0	11	0	0	11	0	31	31	
08:15 AM	11	0	2	0	13	0	22	6	0	28	0	0	0	0	0	0	17	0	0	17	0	58	58	
08:30 AM	1	0	0	0	1	0	17	7	0	24	0	0	0	0	0	0	5	0	0	5	0	30	30	
08:45 AM	2	0	1	1	3	0	17	11	0	28	0	0	0	0	0	1	14	0	0	15	1	46	47	
Total	20	0	3	1	23	0	66	28	0	94	0	0	0	0	0	1	47	0	0	48	1	165	166	
Grand Total	39	0	7	3	46	0	132	80	0	212	0	0	0	0	0	5	79	0	0	84	3	342	345	
Apprch %	84.8	0	15.2			0	62.3	37.7			0	0	0			6	94	0						
Total %	11.4	0	2		13.5	0	38.6	23.4		62	0	0	0		0	1.5	23.1	0		24.6	0.9	99.1		

	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	6	0	2	8	0	10	13	23	0	0	0	0	0	8	0	8	39
07:15 AM	3	0	0	3	0	15	23	38	0	0	0	0	2	7	0	9	50
07:30 AM	2	0	1	3	0	23	10	33	0	0	0	0	1	8	0	9	45
07:45 AM	8	0	1	9	0	18	6	24	0	0	0	0	1	9	0	10	43
Total Volume	19	0	4	23	0	66	52	118	0	0	0	0	4	32	0	36	177
% App. Total	82.6	0	17.4		0	55.9	44.1		0	0	0		11.1	88.9	0		
PHF	.594	.000	.500	.639	.000	.717	.565	.776	.000	.000	.000	.000	.500	.889	.000	.900	.885

City of Irwindale
N/S: Arrow Highway
E/W: Live Oak Avenue/Arrow Highway
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City of Irwindale
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	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	6	0	2	8	0	10	13	23	0	0	0	0	0	8	0	0	8
+15 mins.	3	0	0	3	0	15	23	38	0	0	0	0	2	7	0	0	9
+30 mins.	2	0	1	3	0	23	10	33	0	0	0	0	1	8	0	0	9
+45 mins.	8	0	1	9	0	18	6	24	0	0	0	0	1	9	0	0	10
Total Volume	19	0	4	23	0	66	52	118	0	0	0	0	4	32	0	0	36
% App. Total	82.6	0	17.4		0	55.9	44.1		0	0	0		11.1	88.9	0		
PHF	.594	.000	.500	.639	.000	.717	.565	.776	.000	.000	.000	.000	.500	.889	.000		.900

City of Irwindale
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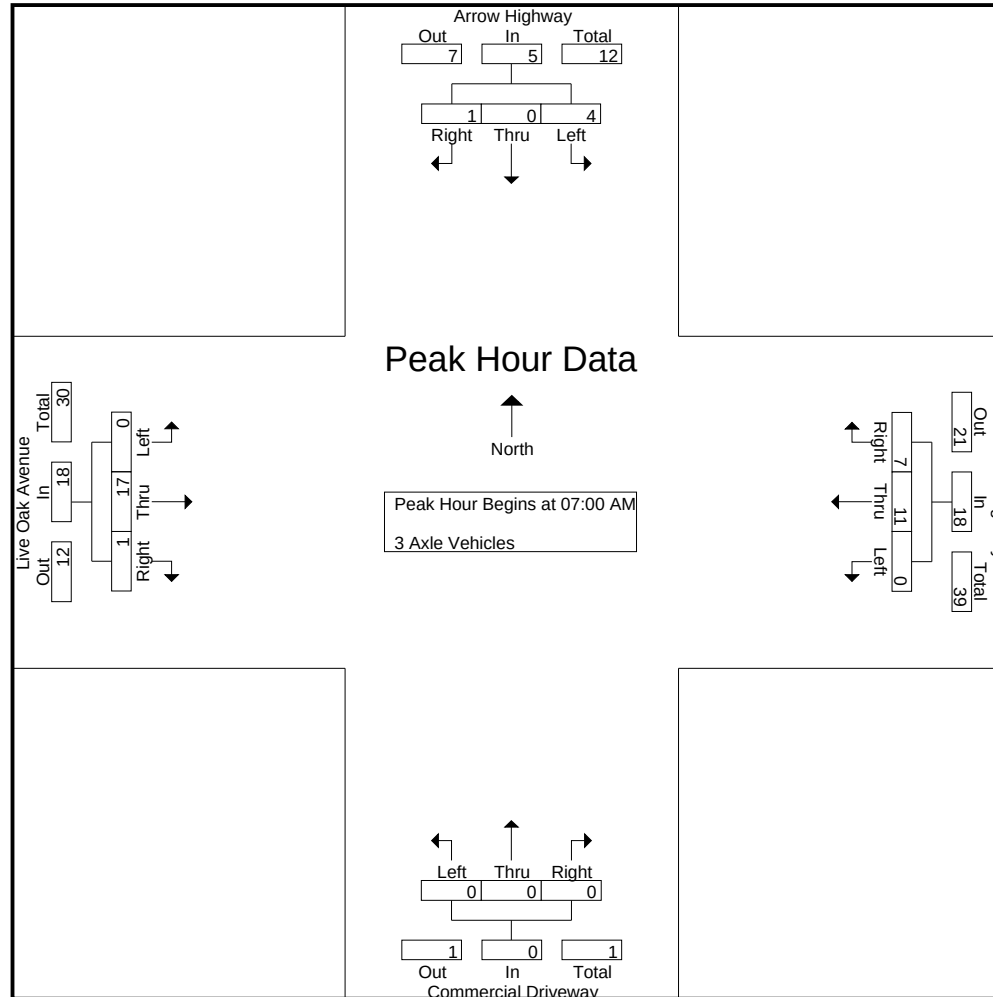
Groups Printed- 3 Axle Vehicles

	Arrow Highway Southbound					Arrow Highway Westbound					Commercial Driveway Northbound					Live Oak Avenue Eastbound								
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	2	0	0	0	2	0	3	2	0	5	0	0	0	0	0	0	3	0	0	0	3	0	10	10
07:15 AM	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	2	0	0	0	2	0	5	5
07:30 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	9	1	0	0	10	0	14	14
07:45 AM	2	0	0	0	2	0	4	3	0	7	0	0	0	0	0	0	3	0	0	0	3	0	12	12
Total	4	0	1	0	5	0	11	7	0	18	0	0	0	0	0	0	17	1	0	0	18	0	41	41
08:00 AM	1	0	0	0	1	0	4	3	0	7	0	0	0	0	0	0	1	0	0	0	1	0	9	9
08:15 AM	1	0	0	0	1	0	7	3	0	10	0	0	0	0	0	1	4	0	0	5	0	16	16	
08:30 AM	1	0	0	0	1	0	6	2	0	8	0	0	0	0	0	0	10	0	0	0	10	0	19	19
08:45 AM	1	0	0	0	1	0	8	3	0	11	0	0	0	0	0	1	9	0	0	0	10	0	22	22
Total	4	0	0	0	4	0	25	11	0	36	0	0	0	0	0	2	24	0	0	26	0	66	66	
Grand Total	8	0	1	0	9	0	36	18	0	54	0	0	0	0	0	2	41	1	0	44	0	107	107	
Apprch %	88.9	0	11.1			0	66.7	33.3			0	0	0			4.5	93.2	2.3						
Total %	7.5	0	0.9		8.4	0	33.6	16.8		50.5	0	0	0		0	1.9	38.3	0.9		41.1	0	100		

	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	0	0	2	0	3	2	5	0	0	0	0	0	3	0	3	10
07:15 AM	0	0	1	1	0	1	1	2	0	0	0	0	0	2	0	2	5
07:30 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	9	1	10	14
07:45 AM	2	0	0	2	0	4	3	7	0	0	0	0	0	3	0	3	12
Total Volume	4	0	1	5	0	11	7	18	0	0	0	0	0	17	1	18	41
% App. Total	80	0	20		0	61.1	38.9		0	0	0		0	94.4	5.6		
PHF	.500	.000	.250	.625	.000	.688	.583	.643	.000	.000	.000	.000	.000	.472	.250	.450	.732

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	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	2	0	0	2	0	3	2	5	0	0	0	0	0	3	0	3	
+15 mins.	0	0	1	1	0	1	1	2	0	0	0	0	0	2	0	2	
+30 mins.	0	0	0	0	0	3	1	4	0	0	0	0	0	9	1	10	
+45 mins.	2	0	0	2	0	4	3	7	0	0	0	0	0	3	0	3	
Total Volume	4	0	1	5	0	11	7	18	0	0	0	0	0	17	1	18	
% App. Total	80	0	20		0	61.1	38.9		0	0	0		0	94.4	5.6		
PHF	.500	.000	.250	.625	.000	.688	.583	.643	.000	.000	.000	.000	.000	.472	.250	.450	

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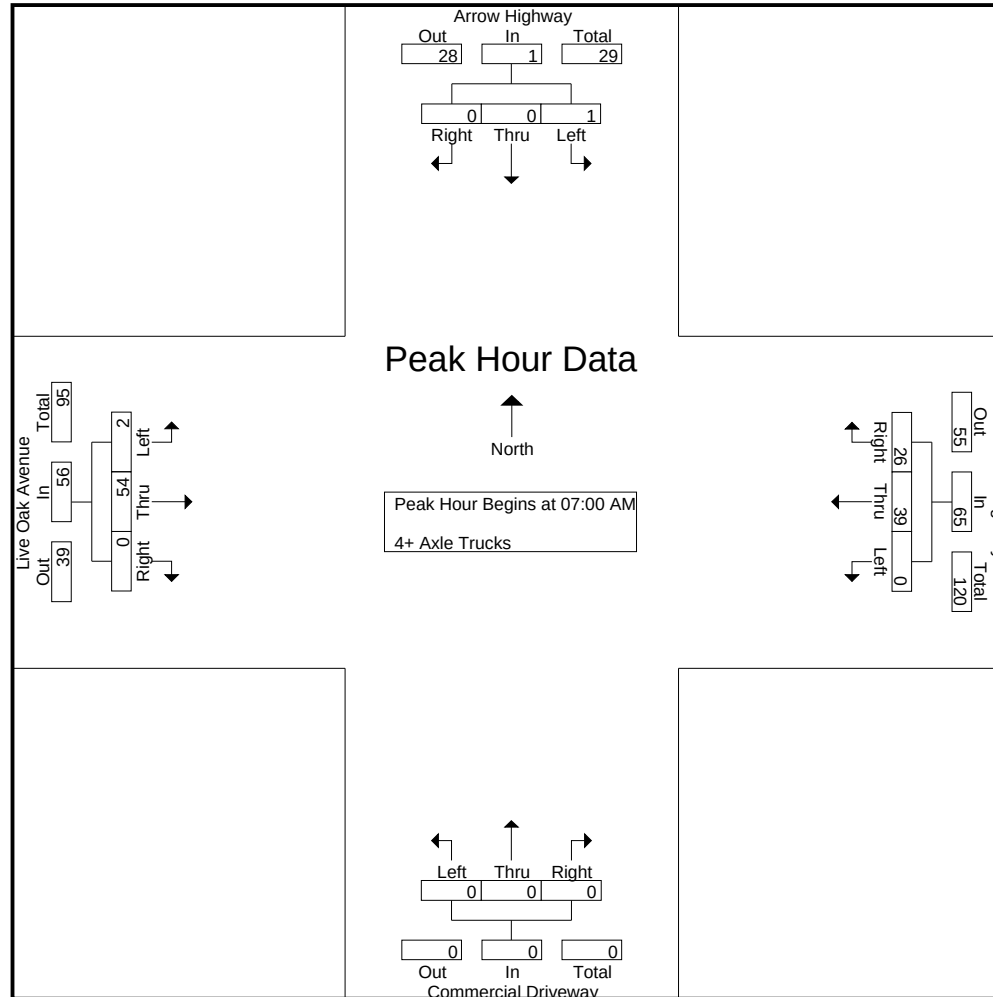
Groups Printed- 4+ Axle Trucks

	Arrow Highway Southbound					Arrow Highway Westbound					Commercial Driveway Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	0	3	4	0	7	0	0	0	0	0	0	16	0	0	16	0	23	23
07:15 AM	1	0	0	0	1	0	15	10	0	25	0	0	0	0	0	0	10	0	0	10	0	36	36
07:30 AM	0	0	0	0	0	0	12	5	0	17	0	0	0	0	0	2	13	0	0	15	0	32	32
07:45 AM	0	0	0	0	0	0	9	7	0	16	0	0	0	0	0	0	15	0	0	15	0	31	31
Total	1	0	0	0	1	0	39	26	0	65	0	0	0	0	0	2	54	0	0	56	0	122	122
08:00 AM	2	0	0	0	2	0	17	6	0	23	0	0	0	0	0	0	14	0	0	14	0	39	39
08:15 AM	0	0	1	0	1	0	10	1	0	11	0	0	0	0	0	0	17	0	0	17	0	29	29
08:30 AM	1	0	0	0	1	0	20	1	0	21	0	0	0	0	0	0	10	0	0	10	0	32	32
08:45 AM	1	0	0	0	1	0	11	2	0	13	0	0	0	0	0	0	15	0	0	15	0	29	29
Total	4	0	1	0	5	0	58	10	0	68	0	0	0	0	0	0	56	0	0	56	0	129	129
Grand Total	5	0	1	0	6	0	97	36	0	133	0	0	0	0	0	2	110	0	0	112	0	251	251
Apprch %	83.3	0	16.7			0	72.9	27.1			0	0	0			1.8	98.2	0			0	251	251
Total %	2	0	0.4		2.4	0	38.6	14.3		53	0	0	0		0	0.8	43.8	0		44.6	0	100	

	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	3	4	7	0	0	0	0	0	16	0	16	23
07:15 AM	1	0	0	1	0	15	10	25	0	0	0	0	0	10	0	10	36
07:30 AM	0	0	0	0	0	12	5	17	0	0	0	0	2	13	0	15	32
07:45 AM	0	0	0	0	0	9	7	16	0	0	0	0	0	15	0	15	31
Total Volume	1	0	0	1	0	39	26	65	0	0	0	0	2	54	0	56	122
% App. Total	100	0	0		0	60	40		0	0	0		3.6	96.4	0		
PHF	.250	.000	.000	.250	.000	.650	.650	.650	.000	.000	.000	.000	.250	.844	.000	.875	.847

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	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	3	4	7	0	0	0	0	0	16	0	16	
+15 mins.	1	0	0	1	0	15	10	25	0	0	0	0	0	10	0	10	
+30 mins.	0	0	0	0	0	12	5	17	0	0	0	0	2	13	0	15	
+45 mins.	0	0	0	0	0	9	7	16	0	0	0	0	0	15	0	15	
Total Volume	1	0	0	1	0	39	26	65	0	0	0	0	2	54	0	56	
% App. Total	100	0	0		0	60	40		0	0	0		3.6	96.4	0		
PHF	.250	.000	.000	.250	.000	.650	.650	.650	.000	.000	.000	.000	.250	.844	.000	.875	

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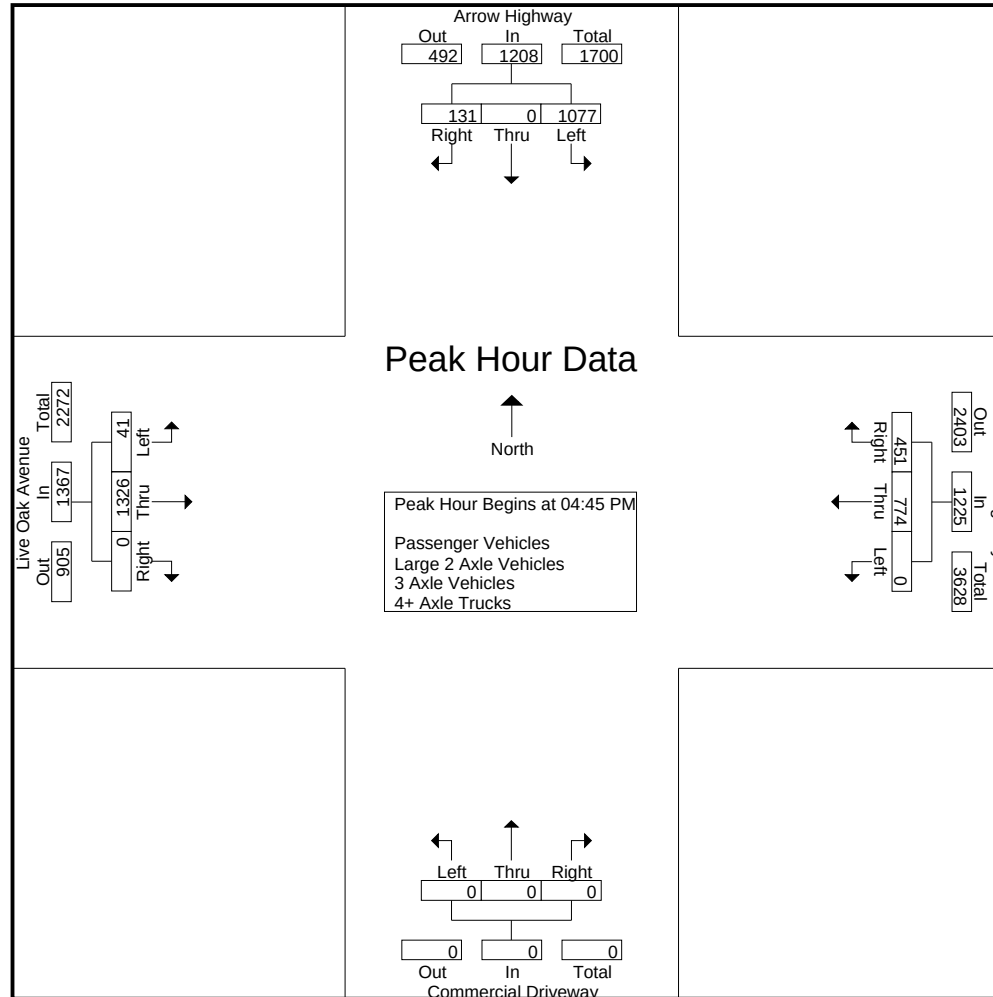
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Arrow Highway Southbound					Arrow Highway Westbound					Commercial Driveway Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	263	0	27	16	290	0	169	98	0	267	0	0	0	0	0	12	313	0	0	325	16	882	898
04:15 PM	224	0	23	6	247	0	171	111	0	282	0	0	0	0	0	9	305	0	0	314	6	843	849
04:30 PM	222	0	25	10	247	0	195	113	0	308	0	0	0	0	0	10	335	0	0	345	10	900	910
04:45 PM	280	0	41	25	321	0	178	107	0	285	0	0	0	0	0	12	324	0	0	336	25	942	967
Total	989	0	116	57	1105	0	713	429	0	1142	0	0	0	0	0	43	1277	0	0	1320	57	3567	3624
05:00 PM	268	0	29	11	297	0	206	125	0	331	0	0	0	0	0	7	344	0	0	351	11	979	990
05:15 PM	280	0	25	14	305	0	214	103	0	317	0	0	0	0	0	9	324	0	0	333	14	955	969
05:30 PM	249	0	36	18	285	0	176	116	0	292	0	0	0	0	0	13	334	0	0	347	18	924	942
05:45 PM	283	0	26	15	309	0	164	88	0	252	0	0	0	0	0	14	314	0	0	328	15	889	904
Total	1080	0	116	58	1196	0	760	432	0	1192	0	0	0	0	0	43	1316	0	0	1359	58	3747	3805
Grand Total	2069	0	232	115	2301	0	1473	861	0	2334	0	0	0	0	0	86	2593	0	0	2679	115	7314	7429
Apprch %	89.9	0	10.1			0	63.1	36.9			0	0	0			3.2	96.8	0					
Total %	28.3	0	3.2		31.5	0	20.1	11.8		31.9	0	0	0		0	1.2	35.5	0		36.6	1.5	98.5	
Passenger Vehicles	1999	0	226		2338	0	1371	804		2175	0	0	0		0	83	2435	0		2518	0	0	7031
% Passenger Vehicles	96.6	0	97.4	98.3	96.8	0	93.1	93.4	0	93.2	0	0	0	0	0	96.5	93.9	0	0	94	0	0	94.6
Large 2 Axle Vehicles	57	0	3		61	0	37	14		51	0	0	0		0	1	106	0		107	0	0	219
% Large 2 Axle Vehicles	2.8	0	1.3	0.9	2.5	0	2.5	1.6	0	2.2	0	0	0	0	0	1.2	4.1	0	0	4	0	0	2.9
3 Axle Vehicles	6	0	1		7	0	31	35		66	0	0	0		0	0	19	0		19	0	0	92
% 3 Axle Vehicles	0.3	0	0.4	0	0.3	0	2.1	4.1	0	2.8	0	0	0	0	0	0	0.7	0	0	0.7	0	0	1.2
4+ Axle Trucks	7	0	2		10	0	34	8		42	0	0	0		0	2	33	0		35	0	0	87
% 4+ Axle Trucks	0.3	0	0.9	0.9	0.4	0	2.3	0.9	0	1.8	0	0	0	0	0	2.3	1.3	0	0	1.3	0	0	1.2

	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	280	0	41	321	0	178	107	285	0	0	0	0	12	324	0	336	942
05:00 PM	268	0	29	297	0	206	125	331	0	0	0	0	7	344	0	351	979
05:15 PM	280	0	25	305	0	214	103	317	0	0	0	0	9	324	0	333	955
05:30 PM	249	0	36	285	0	176	116	292	0	0	0	0	13	334	0	347	924
Total Volume	1077	0	131	1208	0	774	451	1225	0	0	0	0	41	1326	0	1367	3800
% App. Total	89.2	0	10.8		0	63.2	36.8		0	0	0		3	97	0		
PHF	.962	.000	.799	.941	.000	.904	.902	.925	.000	.000	.000	.000	.788	.964	.000	.974	.970

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	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:00 PM				04:45 PM			
+0 mins.	280	0	41	321	0	195	113	308	0	0	0	0	12	324	0	336
+15 mins.	268	0	29	297	0	178	107	285	0	0	0	0	7	344	0	351
+30 mins.	280	0	25	305	0	206	125	331	0	0	0	0	9	324	0	333
+45 mins.	249	0	36	285	0	214	103	317	0	0	0	0	13	334	0	347
Total Volume	1077	0	131	1208	0	793	448	1241	0	0	0	0	41	1326	0	1367
% App. Total	89.2	0	10.8		0	63.9	36.1		0	0	0		3	97	0	
PHF	.962	.000	.799	.941	.000	.926	.896	.937	.000	.000	.000	.000	.788	.964	.000	.974

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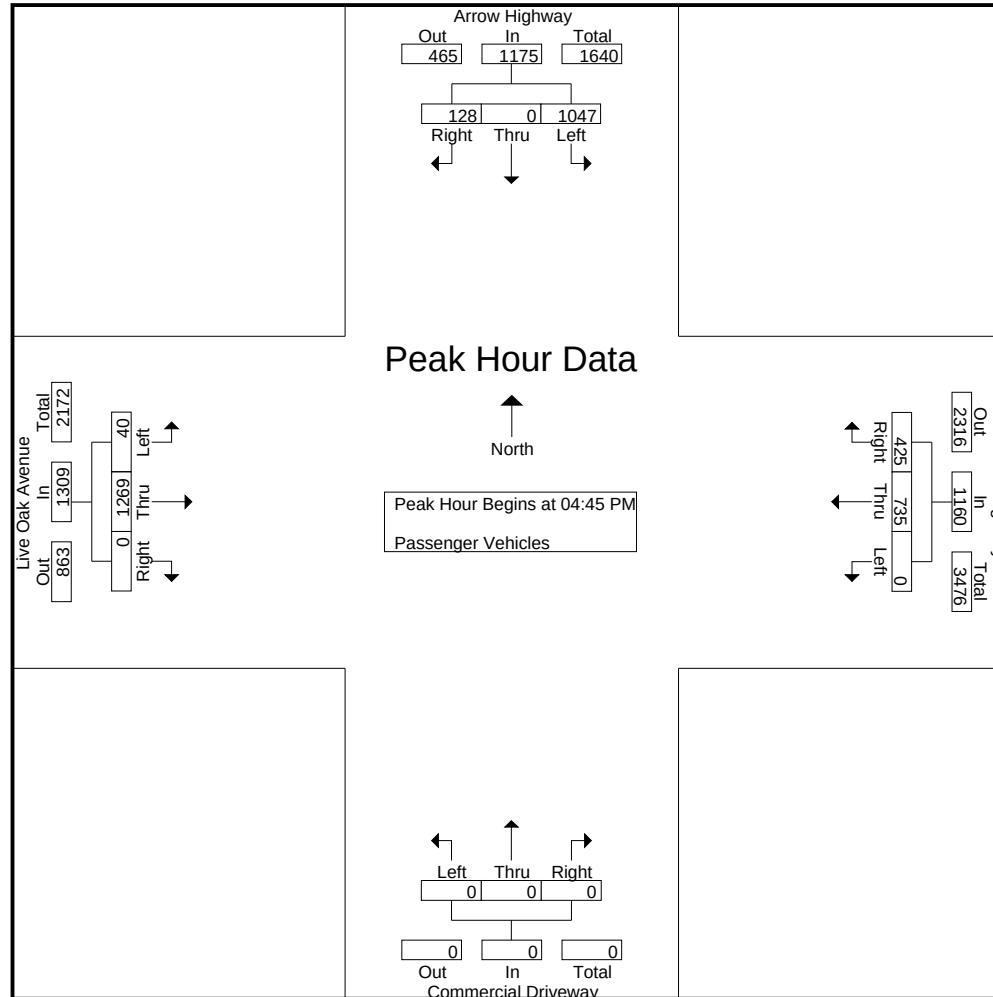
Groups Printed- Passenger Vehicles

	Arrow Highway Southbound					Arrow Highway Westbound					Commercial Driveway Northbound					Live Oak Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	244	0	27	16	271	0	152	89	0	241	0	0	0	0	0	12	275	0	0	287	16	799	815
04:15 PM	214	0	21	6	235	0	151	103	0	254	0	0	0	0	0	8	280	0	0	288	6	777	783
04:30 PM	214	0	24	10	238	0	175	102	0	277	0	0	0	0	0	9	312	0	0	321	10	836	846
04:45 PM	270	0	41	25	311	0	170	104	0	274	0	0	0	0	0	12	310	0	0	322	25	907	932
Total	942	0	113	57	1055	0	648	398	0	1046	0	0	0	0	0	41	1177	0	0	1218	57	3319	3376
05:00 PM	259	0	28	11	287	0	198	114	0	312	0	0	0	0	0	7	324	0	0	331	11	930	941
05:15 PM	275	0	25	14	300	0	199	98	0	297	0	0	0	0	0	9	318	0	0	327	14	924	938
05:30 PM	243	0	34	16	277	0	168	109	0	277	0	0	0	0	0	12	317	0	0	329	16	883	899
05:45 PM	280	0	26	15	306	0	158	85	0	243	0	0	0	0	0	14	299	0	0	313	15	862	877
Total	1057	0	113	56	1170	0	723	406	0	1129	0	0	0	0	0	42	1258	0	0	1300	56	3599	3655
Grand Total	1999	0	226	113	2225	0	1371	804	0	2175	0	0	0	0	0	83	2435	0	0	2518	113	6918	7031
Apprch %	89.8	0	10.2			0	63	37			0	0	0			3.3	96.7	0					
Total %	28.9	0	3.3		32.2	0	19.8	11.6		31.4	0	0	0		0	1.2	35.2	0		36.4	1.6	98.4	

	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	270	0	41	311	0	170	104	274	0	0	0	0	12	310	0	322	907
05:00 PM	259	0	28	287	0	198	114	312	0	0	0	0	7	324	0	331	930
05:15 PM	275	0	25	300	0	199	98	297	0	0	0	0	9	318	0	327	924
05:30 PM	243	0	34	277	0	168	109	277	0	0	0	0	12	317	0	329	883
Total Volume	1047	0	128	1175	0	735	425	1160	0	0	0	0	40	1269	0	1309	3644
% App. Total	89.1	0	10.9		0	63.4	36.6		0	0	0		3.1	96.9	0		
PHF	.952	.000	.780	.945	.000	.923	.932	.929	.000	.000	.000	.000	.833	.979	.000	.989	.980

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	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	270	0	41	311	0	170	104	274	0	0	0	0	12	310	0	322
+15 mins.	259	0	28	287	0	198	114	312	0	0	0	0	7	324	0	331
+30 mins.	275	0	25	300	0	199	98	297	0	0	0	0	9	318	0	327
+45 mins.	243	0	34	277	0	168	109	277	0	0	0	0	12	317	0	329
Total Volume	1047	0	128	1175	0	735	425	1160	0	0	0	0	40	1269	0	1309
% App. Total	89.1	0	10.9		0	63.4	36.6		0	0	0		3.1	96.9	0	
PHF	.952	.000	.780	.945	.000	.923	.932	.929	.000	.000	.000	.000	.833	.979	.000	.989

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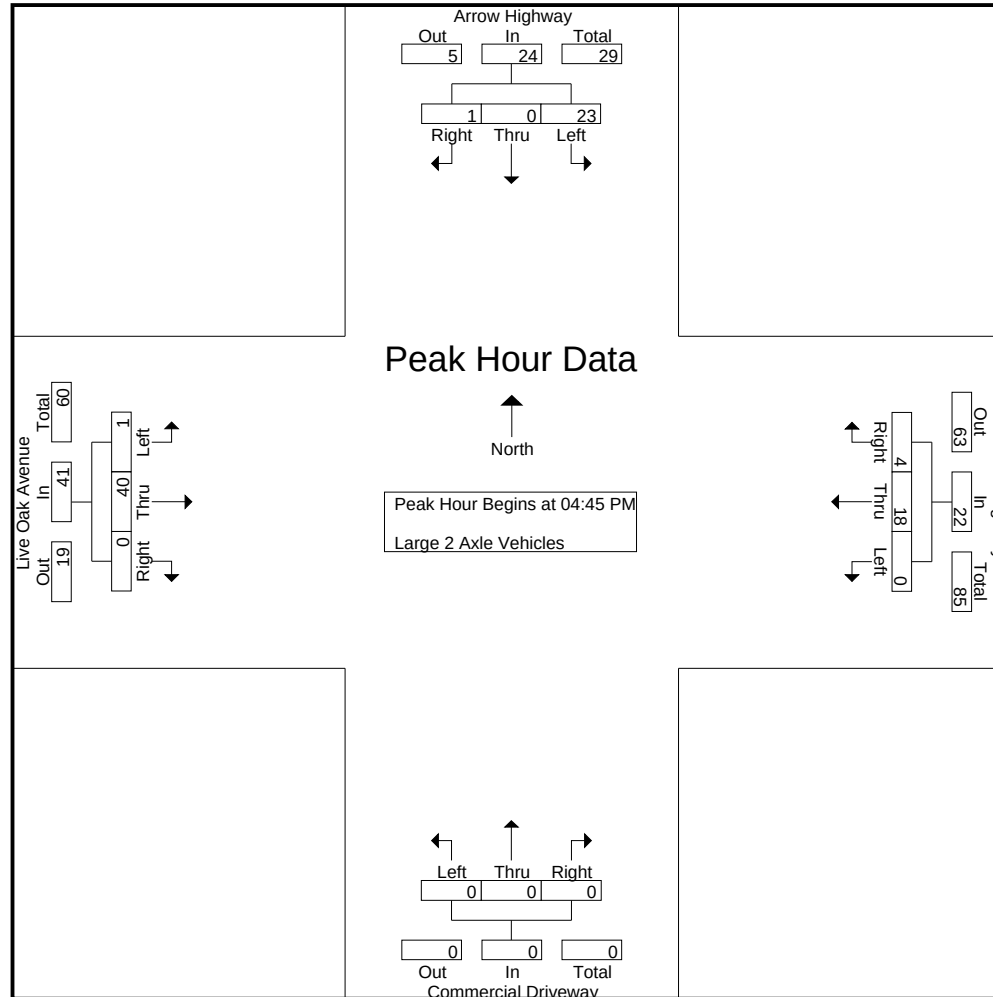
Groups Printed- Large 2 Axle Vehicles

	Arrow Highway Southbound					Arrow Highway Westbound					Commercial Driveway Northbound					Live Oak Avenue Eastbound								
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	15	0	0	0	15	0	3	5	0	8	0	0	0	0	0	0	24	0	0	0	24	0	47	47
04:15 PM	9	0	2	0	11	0	7	4	0	11	0	0	0	0	0	0	16	0	0	0	16	0	38	38
04:30 PM	7	0	0	0	7	0	6	1	0	7	0	0	0	0	0	0	14	0	0	0	14	0	28	28
04:45 PM	7	0	0	0	7	0	3	1	0	4	0	0	0	0	0	0	10	0	0	0	10	0	21	21
Total	38	0	2	0	40	0	19	11	0	30	0	0	0	0	0	0	64	0	0	0	64	0	134	134
05:00 PM	8	0	0	0	8	0	3	2	0	5	0	0	0	0	0	0	13	0	0	0	13	0	26	26
05:15 PM	4	0	0	0	4	0	8	1	0	9	0	0	0	0	0	0	6	0	0	0	6	0	19	19
05:30 PM	4	0	1	1	5	0	4	0	0	4	0	0	0	0	0	1	11	0	0	0	12	1	21	22
05:45 PM	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	0	12	0	0	0	12	0	18	18
Total	19	0	1	1	20	0	18	3	0	21	0	0	0	0	0	1	42	0	0	0	43	1	84	85
Grand Total	57	0	3	1	60	0	37	14	0	51	0	0	0	0	0	1	106	0	0	0	107	1	218	219
Apprch %	95	0	5			0	72.5	27.5			0	0	0			0.9	99.1	0						
Total %	26.1	0	1.4		27.5	0	17	6.4		23.4	0	0	0		0	0.5	48.6	0		49.1	0.5	99.5		

	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	7	0	0	7	0	3	1	4	0	0	0	0	0	10	0	10	21
05:00 PM	8	0	0	8	0	3	2	5	0	0	0	0	0	13	0	13	26
05:15 PM	4	0	0	4	0	8	1	9	0	0	0	0	0	6	0	6	19
05:30 PM	4	0	1	5	0	4	0	4	0	0	0	0	1	11	0	12	21
Total Volume	23	0	1	24	0	18	4	22	0	0	0	0	1	40	0	41	87
% App. Total	95.8	0	4.2		0	81.8	18.2		0	0	0		2.4	97.6	0		
PHF	.719	.000	.250	.750	.000	.563	.500	.611	.000	.000	.000	.000	.250	.769	.000	.788	.837

City of Irwindale
N/S: Arrow Highway
E/W: Live Oak Avenue/Arrow Highway
Weather: Clear

File Name : 12_IRW_Ar Lo PM
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City of Irwindale
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Weather: Clear

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	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	7	0	0	7	0	3	1	4	0	0	0	0	0	10	0	10
+15 mins.	8	0	0	8	0	3	2	5	0	0	0	0	0	13	0	13
+30 mins.	4	0	0	4	0	8	1	9	0	0	0	0	0	6	0	6
+45 mins.	4	0	1	5	0	4	0	4	0	0	0	0	1	11	0	12
Total Volume	23	0	1	24	0	18	4	22	0	0	0	0	1	40	0	41
% App. Total	95.8	0	4.2		0	81.8	18.2		0	0	0		2.4	97.6	0	
PHF	.719	.000	.250	.750	.000	.563	.500	.611	.000	.000	.000	.000	.250	.769	.000	.788

City of Irwindale
N/S: Arrow Highway
E/W: Live Oak Avenue/Arrow Highway
Weather: Clear

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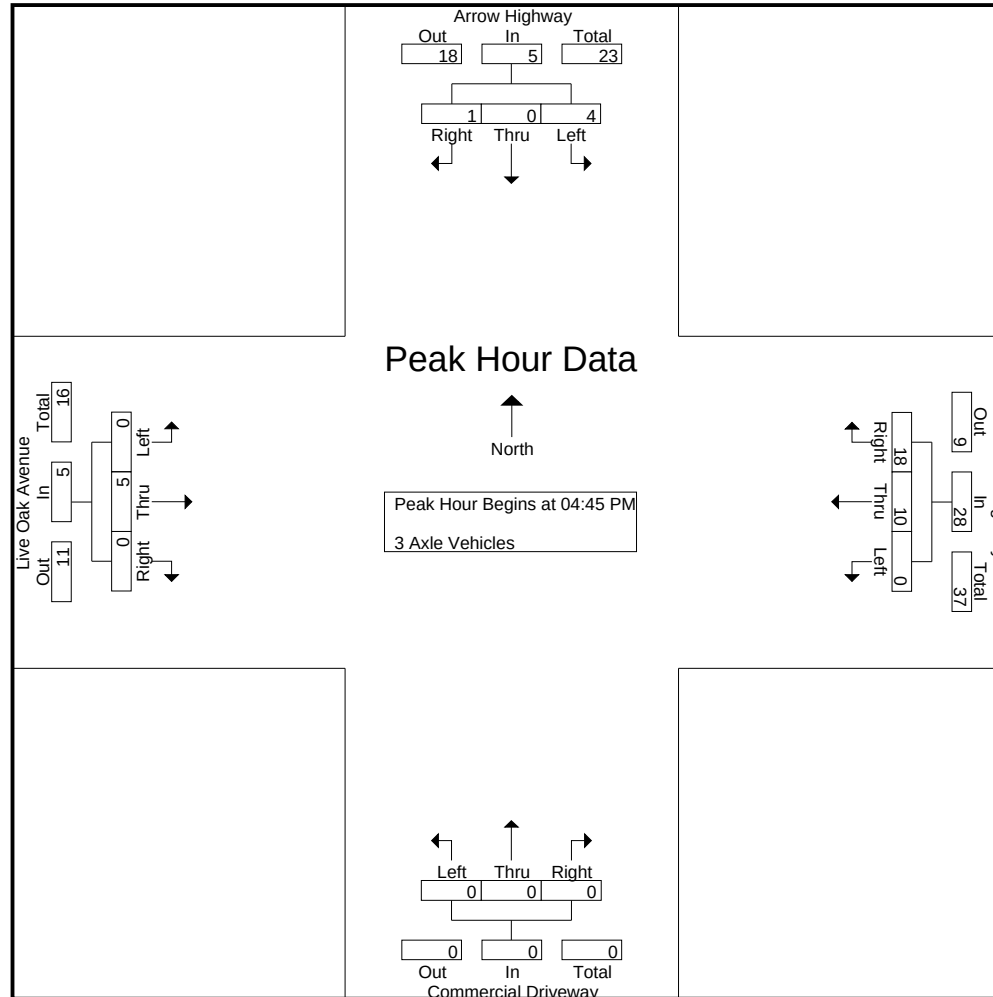
Groups Printed- 3 Axle Vehicles

	Arrow Highway Southbound					Arrow Highway Westbound					Commercial Driveway Northbound					Live Oak Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	7	3	0	10	0	0	0	0	0	0	5	0	0	5	0	15	15
04:15 PM	1	0	0	0	1	0	7	3	0	10	0	0	0	0	0	0	4	0	0	4	0	15	15
04:30 PM	1	0	0	0	1	0	5	8	0	13	0	0	0	0	0	0	4	0	0	4	0	18	18
04:45 PM	2	0	0	0	2	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	0	6	6
Total	4	0	0	0	4	0	20	16	0	36	0	0	0	0	0	0	14	0	0	14	0	54	54
05:00 PM	1	0	1	0	2	0	3	7	0	10	0	0	0	0	0	0	3	0	0	3	0	15	15
05:15 PM	1	0	0	0	1	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0	6	6
05:30 PM	0	0	0	0	0	0	4	6	0	10	0	0	0	0	0	0	1	0	0	1	0	11	11
05:45 PM	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	1	0	0	1	0	6	6
Total	2	0	1	0	3	0	11	19	0	30	0	0	0	0	0	0	5	0	0	5	0	38	38
Grand Total	6	0	1	0	7	0	31	35	0	66	0	0	0	0	0	0	19	0	0	19	0	92	92
Apprch %	85.7	0	14.3			0	47	53			0	0	0			0	100	0			0		
Total %	6.5	0	1.1		7.6	0	33.7	38		71.7	0	0	0		0	0	20.7	0		20.7	0	100	

	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	0	0	2	0	1	2	3	0	0	0	0	0	1	0	1	6
05:00 PM	1	0	1	2	0	3	7	10	0	0	0	0	0	3	0	3	15
05:15 PM	1	0	0	1	0	2	3	5	0	0	0	0	0	0	0	0	6
05:30 PM	0	0	0	0	0	4	6	10	0	0	0	0	0	1	0	1	11
Total Volume	4	0	1	5	0	10	18	28	0	0	0	0	0	5	0	5	38
% App. Total	80	0	20		0	35.7	64.3		0	0	0		0	100	0		
PHF	.500	.000	.250	.625	.000	.625	.643	.700	.000	.000	.000	.000	.000	.417	.000	.417	.633

City of Irwindale
N/S: Arrow Highway
E/W: Live Oak Avenue/Arrow Highway
Weather: Clear

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City of Irwindale
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	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	2	0	0	2	0	1	2	3	0	0	0	0	0	1	0	1
+15 mins.	1	0	1	2	0	3	7	10	0	0	0	0	0	3	0	3
+30 mins.	1	0	0	1	0	2	3	5	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	4	6	10	0	0	0	0	0	1	0	1
Total Volume	4	0	1	5	0	10	18	28	0	0	0	0	0	5	0	5
% App. Total	80	0	20		0	35.7	64.3		0	0	0		0	100	0	
PHF	.500	.000	.250	.625	.000	.625	.643	.700	.000	.000	.000	.000	.000	.417	.000	.417

City of Irwindale
N/S: Arrow Highway
E/W: Live Oak Avenue/Arrow Highway
Weather: Clear

File Name : 12_IRW_Ar Lo PM
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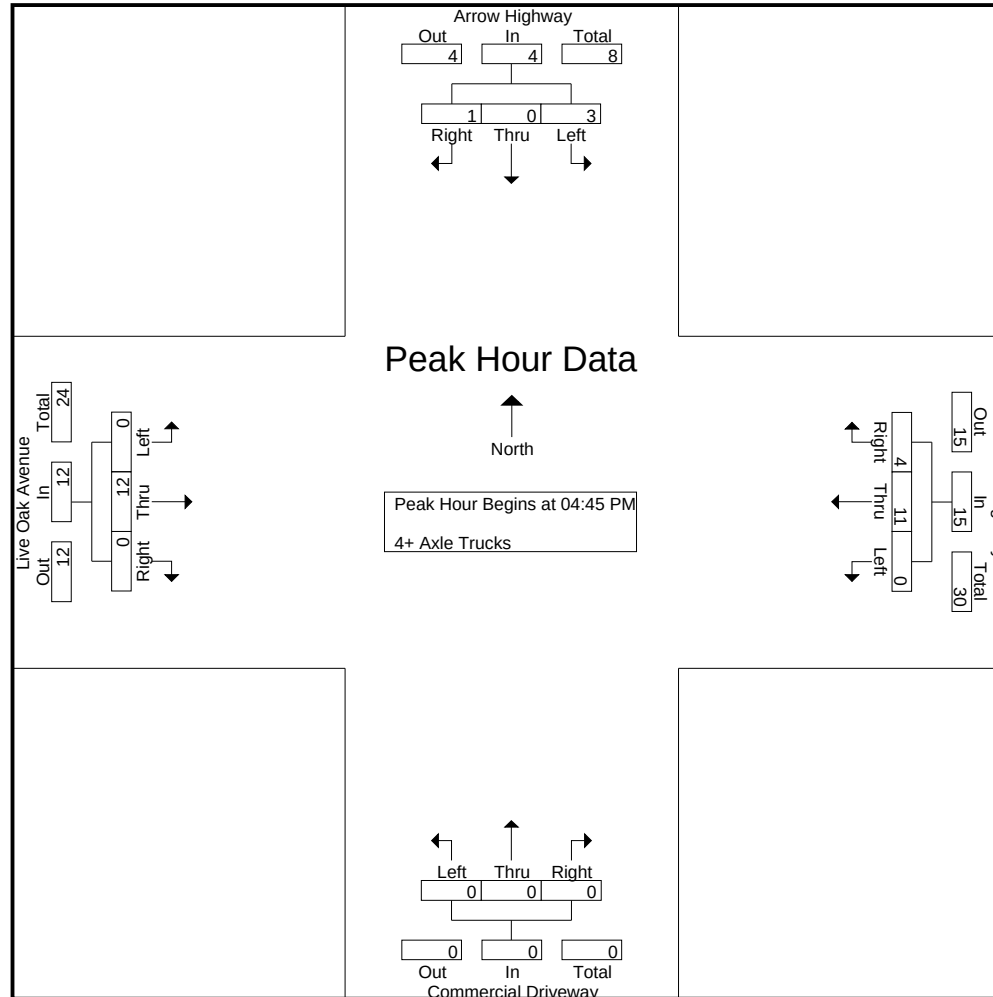
Groups Printed- 4+ Axle Trucks

	Arrow Highway Southbound					Arrow Highway Westbound					Commercial Driveway Northbound					Live Oak Avenue Eastbound								
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	4	0	0	0	4	0	7	1	0	8	0	0	0	0	0	0	9	0	0	0	9	0	21	21
04:15 PM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	1	5	0	0	6	0	13	13	
04:30 PM	0	0	1	0	1	0	9	2	0	11	0	0	0	0	0	1	5	0	0	6	0	18	18	
04:45 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	8	8	
Total	5	0	1	0	6	0	26	4	0	30	0	0	0	0	0	2	22	0	0	24	0	60	60	
05:00 PM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	4	0	0	4	0	8	8	
05:15 PM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	6	6	
05:30 PM	2	0	1	1	3	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	1	9	10	
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3	
Total	2	0	1	1	3	0	8	4	0	12	0	0	0	0	0	0	11	0	0	11	1	26	27	
Grand Total	7	0	2	1	9	0	34	8	0	42	0	0	0	0	0	2	33	0	0	35	1	86	87	
Apprch %	77.8	0	22.2			0	81	19			0	0	0			5.7	94.3	0						
Total %	8.1	0	2.3		10.5	0	39.5	9.3		48.8	0	0	0		0	2.3	38.4	0		40.7	1.1	98.9		

	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	0	0	1	0	4	0	4	0	0	0	0	0	3	0	3	8
05:00 PM	0	0	0	0	0	2	2	4	0	0	0	0	0	4	0	4	8
05:15 PM	0	0	0	0	0	5	1	6	0	0	0	0	0	0	0	0	6
05:30 PM	2	0	1	3	0	0	1	1	0	0	0	0	0	5	0	5	9
Total Volume	3	0	1	4	0	11	4	15	0	0	0	0	0	12	0	12	31
% App. Total	75	0	25		0	73.3	26.7		0	0	0		0	100	0		
PHF	.375	.000	.250	.333	.000	.550	.500	.625	.000	.000	.000	.000	.000	.600	.000	.600	.861

City of Irwindale
N/S: Arrow Highway
E/W: Live Oak Avenue/Arrow Highway
Weather: Clear

File Name : 12_IRW_Ar Lo PM
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City of Irwindale
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Weather: Clear

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	Arrow Highway Southbound				Arrow Highway Westbound				Commercial Driveway Northbound				Live Oak Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	1	0	0	1	0	4	0	4	0	0	0	0	0	3	0	3	
+15 mins.	0	0	0	0	0	2	2	4	0	0	0	0	0	4	0	4	
+30 mins.	0	0	0	0	0	5	1	6	0	0	0	0	0	0	0	0	
+45 mins.	2	0	1	3	0	0	1	1	0	0	0	0	0	5	0	5	
Total Volume	3	0	1	4	0	11	4	15	0	0	0	0	0	12	0	12	
% App. Total	75	0	25		0	73.3	26.7		0	0	0		0	100	0		
PHF	.375	.000	.250	.333	.000	.550	.500	.625	.000	.000	.000	.000	.000	.600	.000	.600	

Location: Irwindale
 N/S: Arrow Highway
 E/W: Live Oak Avenue /Arrow Highway



Date: 11/28/2017
 Day: Tuesday

PEDESTRIANS

	North Leg Arrow Highway	East Leg Arrow Highway	South Leg Commercial Driveway	West Leg Live Oak Avenue	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Arrow Highway	East Leg Arrow Highway	South Leg Commercial Driveway	West Leg Live Oak Avenue	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	3	3
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	3	3

Location: Irwindale
 N/S: Arrow Highway
 E/W: Live Oak Avenue /Arrow Highway



Date: 11/28/2017
 Day: Tuesday

BICYCLES

	North Leg Arrow Highway	East Leg Arrow Highway	South Leg Commercial Driveway	West Leg Live Oak Avenue	TOTAL
7:00 AM	0	0	1	1	2
7:15 AM	1	0	0	0	1
7:30 AM	0	0	1	1	2
7:45 AM	0	0	0	0	0
8:00 AM	0	0	2	1	3
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	5	3	9

	North Leg Arrow Highway	East Leg Arrow Highway	South Leg Commercial Driveway	West Leg Live Oak Avenue	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	1	2
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	1	2	4

City of Irwindale
N/S: Maine Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Ma Ar AM
Site Code : 05117783
Start Date : 11/28/2017
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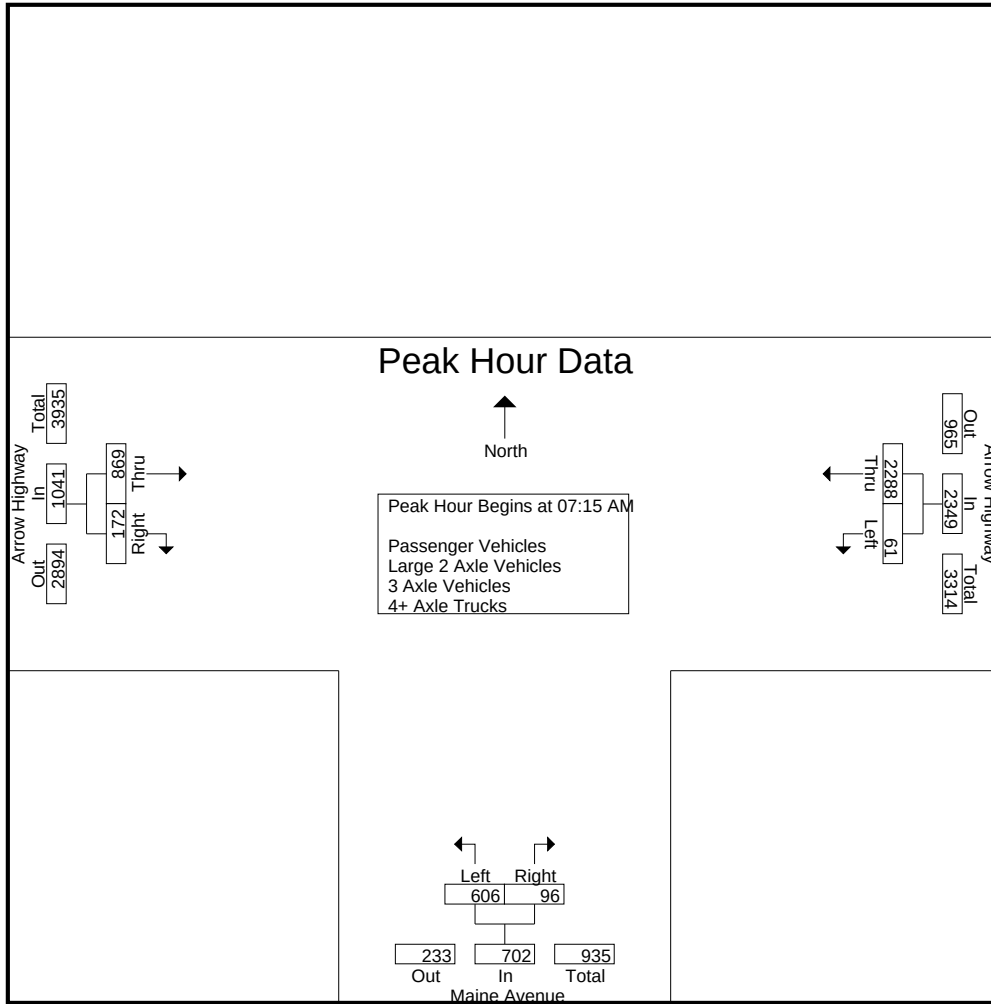
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Arrow Highway Westbound				Maine Avenue Northbound				Arrow Highway Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	504	0	508	175	13	9	188	169	28	8	197	17	893	910
07:15 AM	7	656	0	663	187	26	22	213	167	31	10	198	32	1074	1106
07:30 AM	13	617	0	630	151	14	8	165	210	37	10	247	18	1042	1060
07:45 AM	27	525	0	552	140	33	16	173	260	52	16	312	32	1037	1069
Total	51	2302	0	2353	653	86	55	739	806	148	44	954	99	4046	4145
08:00 AM	14	490	0	504	128	23	15	151	232	52	10	284	25	939	964
08:15 AM	19	421	0	440	104	23	16	127	241	29	4	270	20	837	857
08:30 AM	13	403	0	416	84	18	14	102	190	43	7	233	21	751	772
08:45 AM	19	350	0	369	84	24	13	108	196	44	12	240	25	717	742
Total	65	1664	0	1729	400	88	58	488	859	168	33	1027	91	3244	3335
Grand Total	116	3966	0	4082	1053	174	113	1227	1665	316	77	1981	190	7290	7480
Apprch %	2.8	97.2			85.8	14.2			84	16					
Total %	1.6	54.4		56	14.4	2.4		16.8	22.8	4.3		27.2	2.5	97.5	
Passenger Vehicles	112	3646		3758	1004	168		1283	1391	301		1768	0	0	6809
% Passenger Vehicles	96.6	91.9	0	92.1	95.3	96.6	98.2	95.7	83.5	95.3	98.7	85.9	0	0	91
Large 2 Axle Vehicles	3	153		156	35	4		41	109	13		123	0	0	320
% Large 2 Axle Vehicles	2.6	3.9	0	3.8	3.3	2.3	1.8	3.1	6.5	4.1	1.3	6	0	0	4.3
3 Axle Vehicles	0	37		37	6	0		6	46	1		47	0	0	90
% 3 Axle Vehicles	0	0.9	0	0.9	0.6	0	0	0.4	2.8	0.3	0	2.3	0	0	1.2
4+ Axle Trucks	1	130		131	8	2		10	119	1		120	0	0	261
% 4+ Axle Trucks	0.9	3.3	0	3.2	0.8	1.1	0	0.7	7.1	0.3	0	5.8	0	0	3.5

	Arrow Highway Westbound			Maine Avenue Northbound			Arrow Highway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	7	656	663	187	26	213	167	31	198	1074
07:30 AM	13	617	630	151	14	165	210	37	247	1042
07:45 AM	27	525	552	140	33	173	260	52	312	1037
08:00 AM	14	490	504	128	23	151	232	52	284	939
Total Volume	61	2288	2349	606	96	702	869	172	1041	4092
% App. Total	2.6	97.4		86.3	13.7		83.5	16.5		
PHF	.565	.872	.886	.810	.727	.824	.836	.827	.834	.953

City of Irwindale
N/S: Maine Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Ma Ar AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:30 AM		
+0 mins.	4	504	508	175	13	188	210	37	247
+15 mins.	7	656	663	187	26	213	260	52	312
+30 mins.	13	617	630	151	14	165	232	52	284
+45 mins.	27	525	552	140	33	173	241	29	270
Total Volume	51	2302	2353	653	86	739	943	170	1113
% App. Total	2.2	97.8		88.4	11.6		84.7	15.3	
PHF	.472	.877	.887	.873	.652	.867	.907	.817	.892

City of Irwindale
N/S: Maine Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Ma Ar AM
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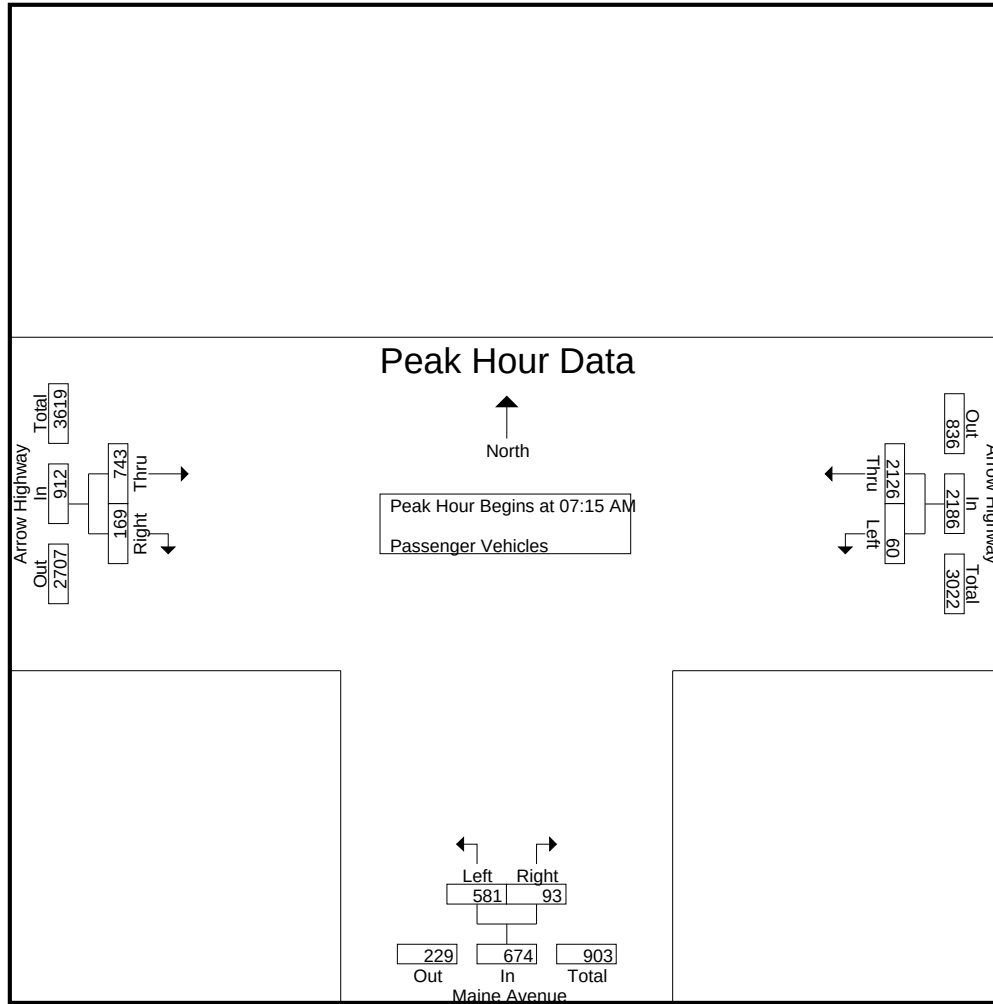
Groups Printed- Passenger Vehicles

	Arrow Highway Westbound				Maine Avenue Northbound				Arrow Highway Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	480	0	484	164	13	9	177	135	24	8	159	17	820	837
07:15 AM	7	607	0	614	178	24	21	202	146	31	10	177	31	993	1024
07:30 AM	13	575	0	588	143	13	8	156	177	35	10	212	18	956	974
07:45 AM	27	488	0	515	134	33	16	167	218	52	16	270	32	952	984
Total	51	2150	0	2201	619	83	54	702	676	142	44	818	98	3721	3819
08:00 AM	13	456	0	469	126	23	15	149	202	51	10	253	25	871	896
08:15 AM	16	380	0	396	98	21	15	119	192	25	4	217	19	732	751
08:30 AM	13	357	0	370	80	18	14	98	165	41	7	206	21	674	695
08:45 AM	19	303	0	322	81	23	13	104	156	42	11	198	24	624	648
Total	61	1496	0	1557	385	85	57	470	715	159	32	874	89	2901	2990
Grand Total	112	3646	0	3758	1004	168	111	1172	1391	301	76	1692	187	6622	6809
Apprch %	3	97			85.7	14.3			82.2	17.8					
Total %	1.7	55.1		56.8	15.2	2.5		17.7	21	4.5		25.6	2.7	97.3	

	Arrow Highway Westbound			Maine Avenue Northbound			Arrow Highway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	7	607	614	178	24	202	146	31	177	993
07:30 AM	13	575	588	143	13	156	177	35	212	956
07:45 AM	27	488	515	134	33	167	218	52	270	952
08:00 AM	13	456	469	126	23	149	202	51	253	871
Total Volume	60	2126	2186	581	93	674	743	169	912	3772
% App. Total	2.7	97.3		86.2	13.8		81.5	18.5		
PHF	.556	.876	.890	.816	.705	.834	.852	.813	.844	.950

City of Irwindale
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Weather: Clear

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	7	607	614	178	24	202	146	31	177
+15 mins.	13	575	588	143	13	156	177	35	212
+30 mins.	27	488	515	134	33	167	218	52	270
+45 mins.	13	456	469	126	23	149	202	51	253
Total Volume	60	2126	2186	581	93	674	743	169	912
% App. Total	2.7	97.3		86.2	13.8		81.5	18.5	
PHF	.556	.876	.890	.816	.705	.834	.852	.813	.844

City of Irwindale
N/S: Maine Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Ma Ar AM
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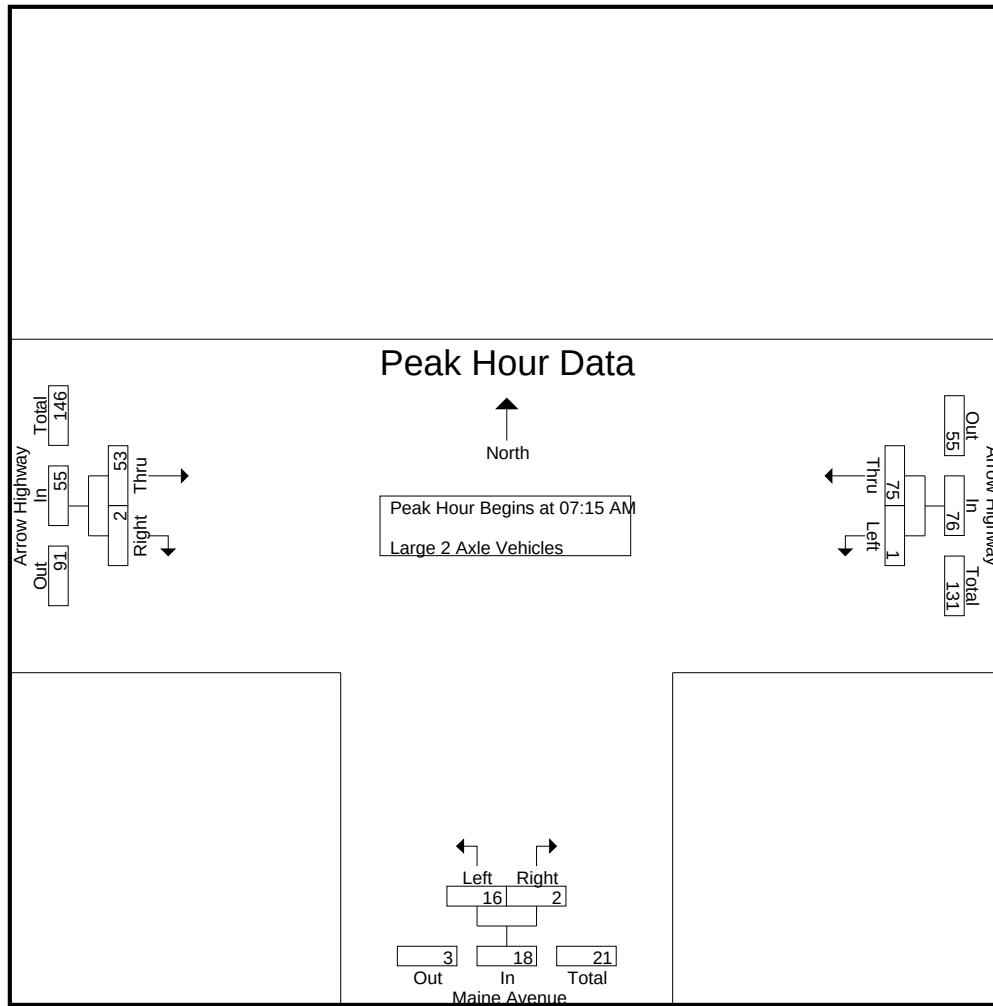
Groups Printed- Large 2 Axle Vehicles

	Arrow Highway Westbound				Maine Avenue Northbound				Arrow Highway Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	15	0	15	8	0	0	8	13	3	0	16	0	39	39
07:15 AM	0	24	0	24	7	1	1	8	9	0	0	9	1	41	42
07:30 AM	0	25	0	25	5	1	0	6	9	2	0	11	0	42	42
07:45 AM	0	17	0	17	3	0	0	3	20	0	0	20	0	40	40
Total	0	81	0	81	23	2	1	25	51	5	0	56	1	162	163
08:00 AM	1	9	0	10	1	0	0	1	15	0	0	15	0	26	26
08:15 AM	2	20	0	22	4	1	1	5	25	4	0	29	1	56	57
08:30 AM	0	19	0	19	4	0	0	4	4	2	0	6	0	29	29
08:45 AM	0	24	0	24	3	1	0	4	14	2	1	16	1	44	45
Total	3	72	0	75	12	2	1	14	58	8	1	66	2	155	157
Grand Total	3	153	0	156	35	4	2	39	109	13	1	122	3	317	320
Apprch %	1.9	98.1			89.7	10.3			89.3	10.7					
Total %	0.9	48.3		49.2	11	1.3		12.3	34.4	4.1		38.5	0.9	99.1	

	Arrow Highway Westbound			Maine Avenue Northbound			Arrow Highway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	24	24	7	1	8	9	0	9	41
07:30 AM	0	25	25	5	1	6	9	2	11	42
07:45 AM	0	17	17	3	0	3	20	0	20	40
08:00 AM	1	9	10	1	0	1	15	0	15	26
Total Volume	1	75	76	16	2	18	53	2	55	149
% App. Total	1.3	98.7		88.9	11.1		96.4	3.6		
PHF	.250	.750	.760	.571	.500	.563	.663	.250	.688	.887

City of Irwindale
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Weather: Clear

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	24	24	7	1	8	9	0	9
+15 mins.	0	25	25	5	1	6	9	2	11
+30 mins.	0	17	17	3	0	3	20	0	20
+45 mins.	1	9	10	1	0	1	15	0	15
Total Volume	1	75	76	16	2	18	53	2	55
% App. Total	1.3	98.7		88.9	11.1		96.4	3.6	
PHF	.250	.750	.760	.571	.500	.563	.663	.250	.688

City of Irwindale
N/S: Maine Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Ma Ar AM
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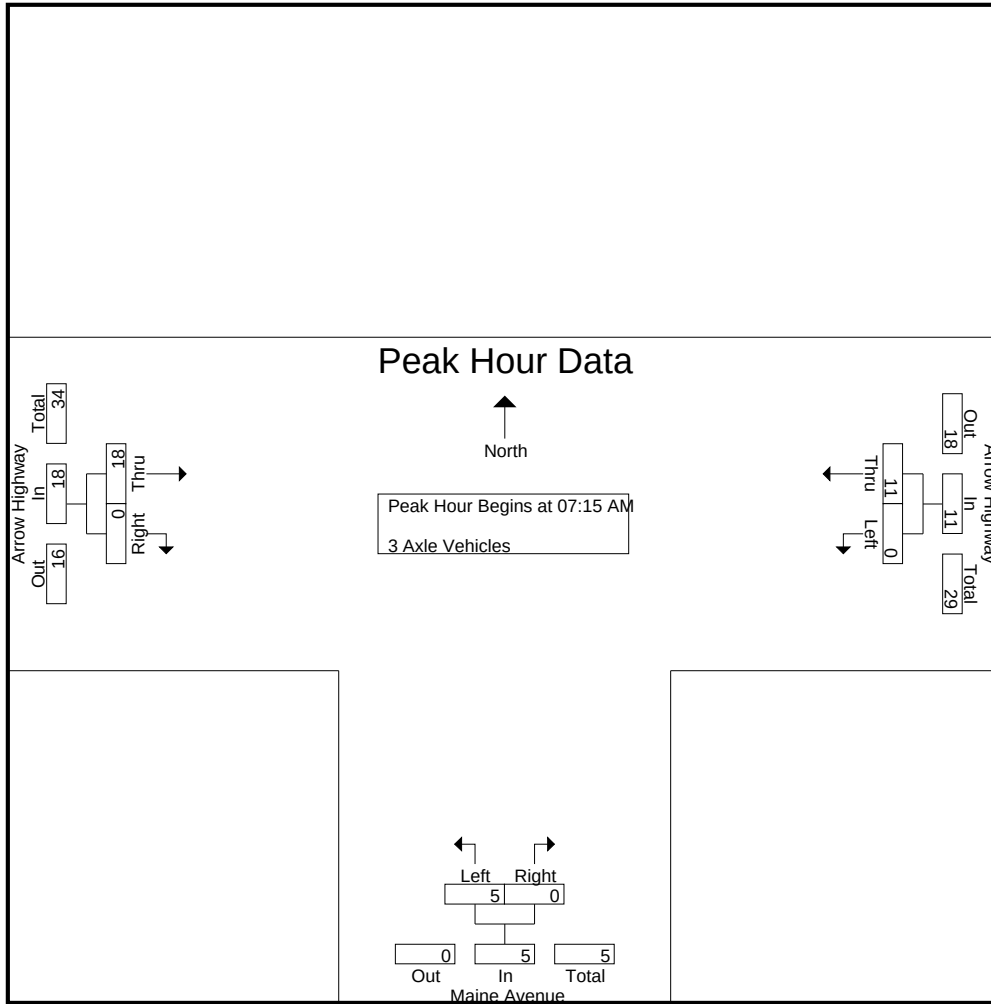
Groups Printed- 3 Axle Vehicles

	Arrow Highway Westbound				Maine Avenue Northbound				Arrow Highway Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	5	0	5	0	0	0	0	4	1	0	5	0	10	10
07:15 AM	0	1	0	1	1	0	0	1	1	0	0	1	0	3	3
07:30 AM	0	2	0	2	1	0	0	1	9	0	0	9	0	12	12
07:45 AM	0	3	0	3	3	0	0	3	6	0	0	6	0	12	12
Total	0	11	0	11	5	0	0	5	20	1	0	21	0	37	37
08:00 AM	0	5	0	5	0	0	0	0	2	0	0	2	0	7	7
08:15 AM	0	7	0	7	1	0	0	1	5	0	0	5	0	13	13
08:30 AM	0	5	0	5	0	0	0	0	10	0	0	10	0	15	15
08:45 AM	0	9	0	9	0	0	0	0	9	0	0	9	0	18	18
Total	0	26	0	26	1	0	0	1	26	0	0	26	0	53	53
Grand Total	0	37	0	37	6	0	0	6	46	1	0	47	0	90	90
Apprch %	0	100			100	0			97.9	2.1					
Total %	0	41.1		41.1	6.7	0		6.7	51.1	1.1		52.2	0	100	

	Arrow Highway Westbound			Maine Avenue Northbound			Arrow Highway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	1	1	1	0	1	1	0	1	3
07:30 AM	0	2	2	1	0	1	9	0	9	12
07:45 AM	0	3	3	3	0	3	6	0	6	12
08:00 AM	0	5	5	0	0	0	2	0	2	7
Total Volume	0	11	11	5	0	5	18	0	18	34
% App. Total	0	100		100	0		100	0		
PHF	.000	.550	.550	.417	.000	.417	.500	.000	.500	.708

City of Irwindale
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	1	0	1	1	0	1
+15 mins.	0	2	2	1	0	1	9	0	9
+30 mins.	0	3	3	3	0	3	6	0	6
+45 mins.	0	5	5	0	0	0	2	0	2
Total Volume	0	11	11	5	0	5	18	0	18
% App. Total	0	100		100	0		100	0	
PHF	.000	.550	.550	.417	.000	.417	.500	.000	.500

City of Irwindale
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E/W: Arrow Highway
Weather: Clear

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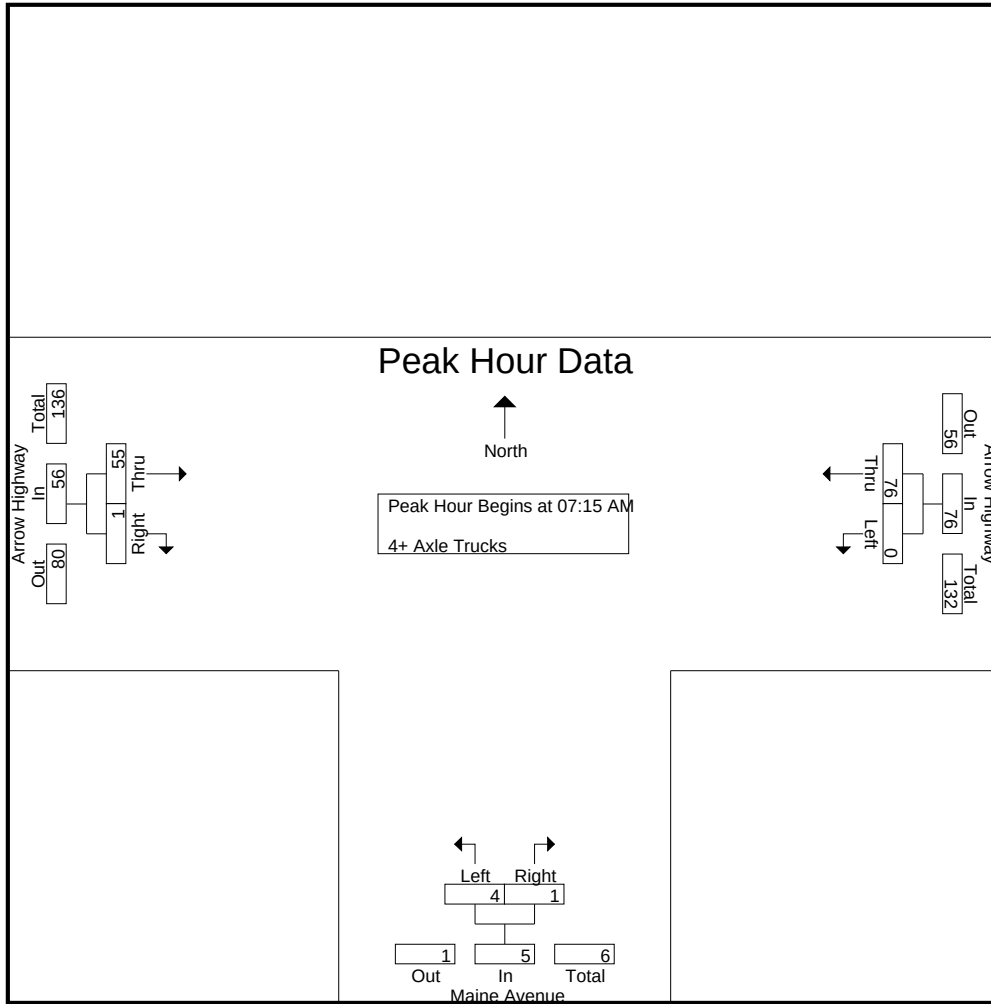
Groups Printed- 4+ Axle Trucks

Start Time	Arrow Highway Westbound				Maine Avenue Northbound				Arrow Highway Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
07:00 AM	0	4	0	4	3	0	0	3	17	0	0	17	0	24	24
07:15 AM	0	24	0	24	1	1	0	2	11	0	0	11	0	37	37
07:30 AM	0	15	0	15	2	0	0	2	15	0	0	15	0	32	32
07:45 AM	0	17	0	17	0	0	0	0	16	0	0	16	0	33	33
Total	0	60	0	60	6	1	0	7	59	0	0	59	0	126	126
08:00 AM	0	20	0	20	1	0	0	1	13	1	0	14	0	35	35
08:15 AM	1	14	0	15	1	1	0	2	19	0	0	19	0	36	36
08:30 AM	0	22	0	22	0	0	0	0	11	0	0	11	0	33	33
08:45 AM	0	14	0	14	0	0	0	0	17	0	0	17	0	31	31
Total	1	70	0	71	2	1	0	3	60	1	0	61	0	135	135
Grand Total	1	130	0	131	8	2	0	10	119	1	0	120	0	261	261
Apprch %	0.8	99.2			80	20			99.2	0.8					
Total %	0.4	49.8		50.2	3.1	0.8		3.8	45.6	0.4		46	0	100	

	Arrow Highway Westbound			Maine Avenue Northbound			Arrow Highway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	24	24	1	1	2	11	0	11	37
07:30 AM	0	15	15	2	0	2	15	0	15	32
07:45 AM	0	17	17	0	0	0	16	0	16	33
08:00 AM	0	20	20	1	0	1	13	1	14	35
Total Volume	0	76	76	4	1	5	55	1	56	137
% App. Total	0	100		80	20		98.2	1.8		
PHF	.000	.792	.792	.500	.250	.625	.859	.250	.875	.926

City of Irwindale
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	24	24	1	1	2	11	0	11
+15 mins.	0	15	15	2	0	2	15	0	15
+30 mins.	0	17	17	0	0	0	16	0	16
+45 mins.	0	20	20	1	0	1	13	1	14
Total Volume	0	76	76	4	1	5	55	1	56
% App. Total	0	100		80	20		98.2	1.8	
PHF	.000	.792	.792	.500	.250	.625	.859	.250	.875

City of Irwindale
N/S: Maine Avenue
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Weather: Clear

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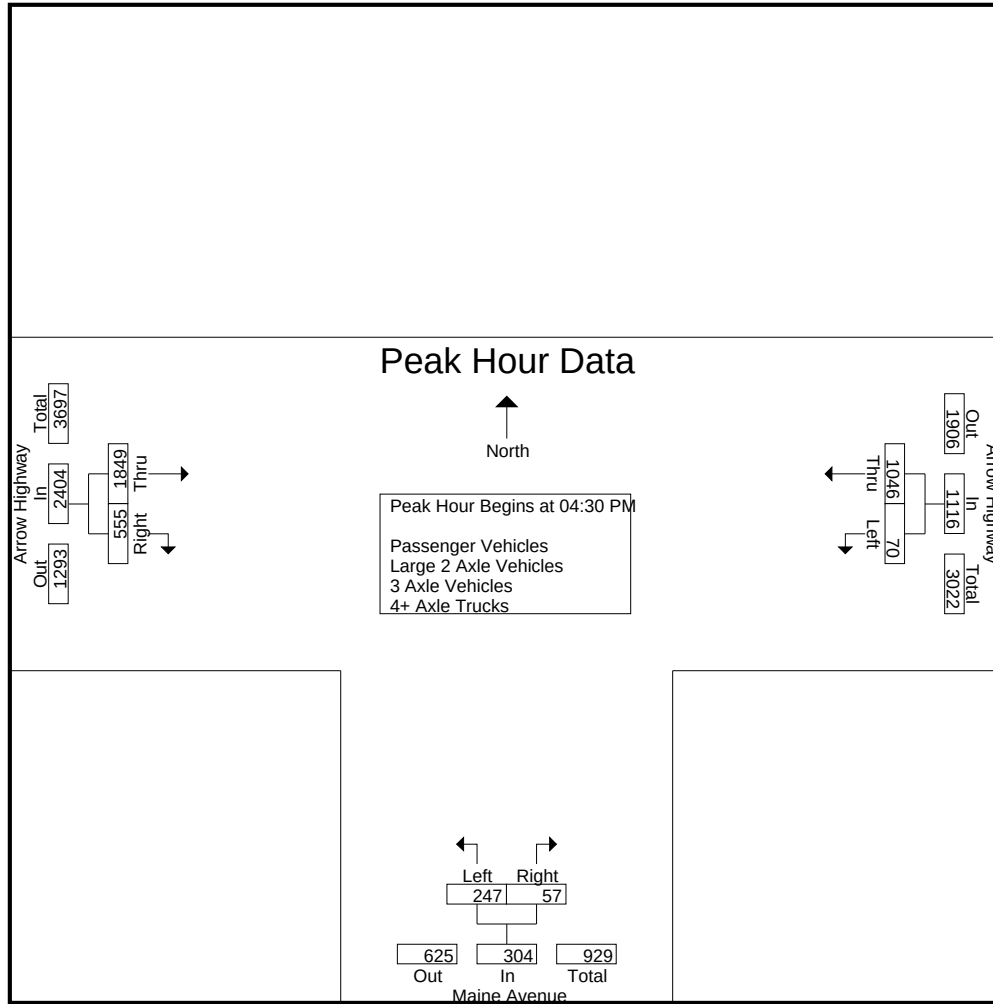
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Arrow Highway Westbound				Maine Avenue Northbound				Arrow Highway Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	8	245	0	253	57	11	5	68	448	127	22	575	27	896	923
04:15 PM	21	205	0	226	65	16	8	81	445	101	18	546	26	853	879
04:30 PM	20	258	0	278	78	21	6	99	464	111	25	575	31	952	983
04:45 PM	19	243	0	262	50	12	8	62	457	138	27	595	35	919	954
Total	68	951	0	1019	250	60	27	310	1814	477	92	2291	119	3620	3739
05:00 PM	15	287	0	302	60	14	9	74	494	131	28	625	37	1001	1038
05:15 PM	16	258	0	274	59	10	6	69	434	175	30	609	36	952	988
05:30 PM	13	238	0	251	61	16	10	77	440	155	35	595	45	923	968
05:45 PM	20	213	0	233	56	20	2	76	438	152	18	590	20	899	919
Total	64	996	0	1060	236	60	27	296	1806	613	111	2419	138	3775	3913
Grand Total	132	1947	0	2079	486	120	54	606	3620	1090	203	4710	257	7395	7652
Apprch %	6.3	93.7			80.2	19.8			76.9	23.1					
Total %	1.8	26.3		28.1	6.6	1.6		8.2	49	14.7		63.7	3.4	96.6	
Passenger Vehicles	128	1798		1926	474	111		637	3432	1057		4687	0	0	7250
% Passenger Vehicles	97	92.3	0	92.6	97.5	92.5	96.3	96.5	94.8	97	97.5	95.4	0	0	94.7
Large 2 Axle Vehicles	3	46		49	7	6		15	123	27		154	0	0	218
% Large 2 Axle Vehicles	2.3	2.4	0	2.4	1.4	5	3.7	2.3	3.4	2.5	2	3.1	0	0	2.8
3 Axle Vehicles	1	60		61	3	2		5	24	3		27	0	0	93
% 3 Axle Vehicles	0.8	3.1	0	2.9	0.6	1.7	0	0.8	0.7	0.3	0	0.5	0	0	1.2
4+ Axle Trucks	0	43		43	2	1		3	41	3		45	0	0	91
% 4+ Axle Trucks	0	2.2	0	2.1	0.4	0.8	0	0.5	1.1	0.3	0.5	0.9	0	0	1.2

	Arrow Highway Westbound			Maine Avenue Northbound			Arrow Highway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	20	258	278	78	21	99	464	111	575	952
04:45 PM	19	243	262	50	12	62	457	138	595	919
05:00 PM	15	287	302	60	14	74	494	131	625	1001
05:15 PM	16	258	274	59	10	69	434	175	609	952
Total Volume	70	1046	1116	247	57	304	1849	555	2404	3824
% App. Total	6.3	93.7		81.2	18.8		76.9	23.1		
PHF	.875	.911	.924	.792	.679	.768	.936	.793	.962	.955

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:15 PM			04:45 PM		
+0 mins.	20	258	278	65	16	81	457	138	595
+15 mins.	19	243	262	78	21	99	494	131	625
+30 mins.	15	287	302	50	12	62	434	175	609
+45 mins.	16	258	274	60	14	74	440	155	595
Total Volume	70	1046	1116	253	63	316	1825	599	2424
% App. Total	6.3	93.7		80.1	19.9		75.3	24.7	
PHF	.875	.911	.924	.811	.750	.798	.924	.856	.970

City of Irwindale
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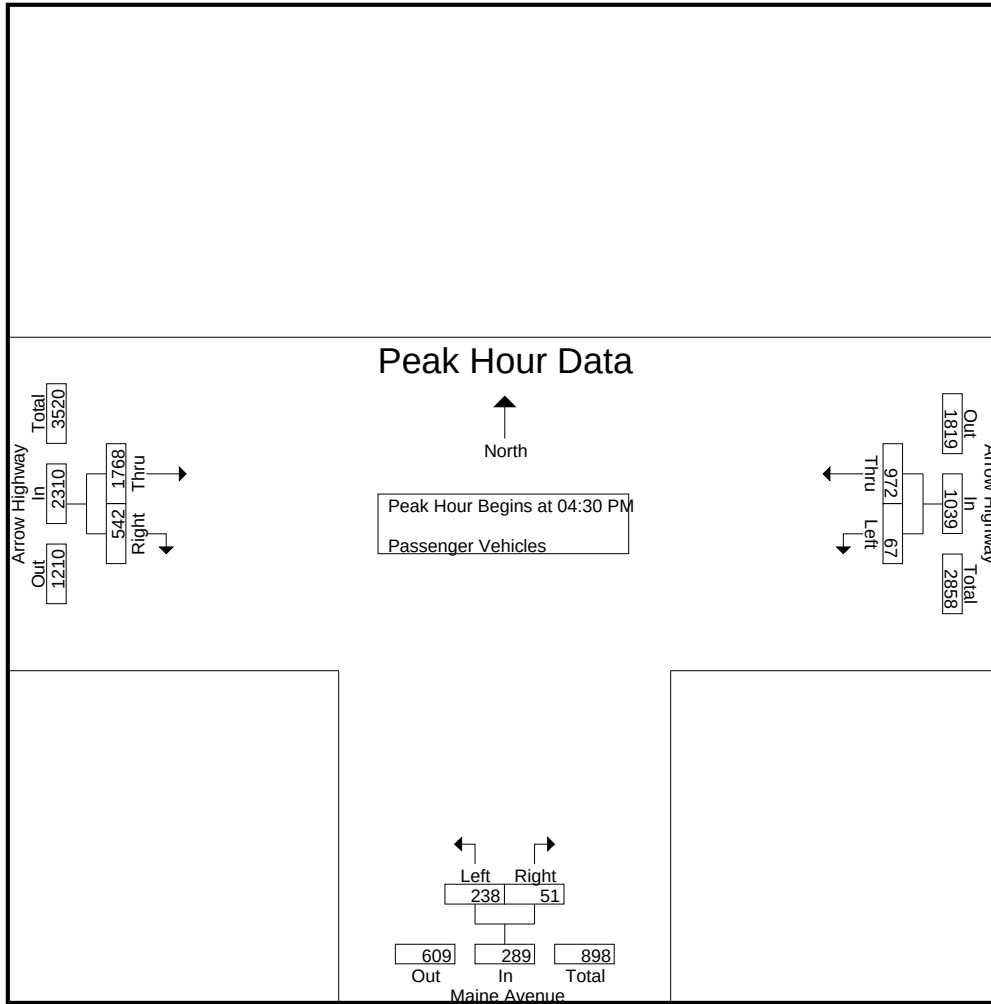
Groups Printed- Passenger Vehicles

	Arrow Highway Westbound				Maine Avenue Northbound				Arrow Highway Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	8	216	0	224	56	10	5	66	402	120	22	522	27	812	839
04:15 PM	21	183	0	204	64	15	8	79	416	94	16	510	24	793	817
04:30 PM	19	227	0	246	77	20	6	97	435	109	24	544	30	887	917
04:45 PM	17	233	0	250	47	10	7	57	440	133	26	573	33	880	913
Total	65	859	0	924	244	55	26	299	1693	456	88	2149	114	3372	3486
05:00 PM	15	273	0	288	56	12	9	68	469	129	28	598	37	954	991
05:15 PM	16	239	0	255	58	9	5	67	424	171	29	595	34	917	951
05:30 PM	12	220	0	232	61	16	10	77	423	151	35	574	45	883	928
05:45 PM	20	207	0	227	55	19	2	74	423	150	18	573	20	874	894
Total	63	939	0	1002	230	56	26	286	1739	601	110	2340	136	3628	3764
Grand Total	128	1798	0	1926	474	111	52	585	3432	1057	198	4489	250	7000	7250
Apprch %	6.6	93.4			81	19			76.5	23.5					
Total %	1.8	25.7		27.5	6.8	1.6		8.4	49	15.1		64.1	3.4	96.6	

	Arrow Highway Westbound			Maine Avenue Northbound			Arrow Highway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	19	227	246	77	20	97	435	109	544	887
04:45 PM	17	233	250	47	10	57	440	133	573	880
05:00 PM	15	273	288	56	12	68	469	129	598	954
05:15 PM	16	239	255	58	9	67	424	171	595	917
Total Volume	67	972	1039	238	51	289	1768	542	2310	3638
% App. Total	6.4	93.6		82.4	17.6		76.5	23.5		
PHF	.882	.890	.902	.773	.638	.745	.942	.792	.966	.953

City of Irwindale
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	19	227	246	77	20	97	435	109	544
+15 mins.	17	233	250	47	10	57	440	133	573
+30 mins.	15	273	288	56	12	68	469	129	598
+45 mins.	16	239	255	58	9	67	424	171	595
Total Volume	67	972	1039	238	51	289	1768	542	2310
% App. Total	6.4	93.6		82.4	17.6		76.5	23.5	
PHF	.882	.890	.902	.773	.638	.745	.942	.792	.966

City of Irwindale
N/S: Maine Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Ma Ar PM
Site Code : 05117783
Start Date : 11/28/2017
Page No : 1

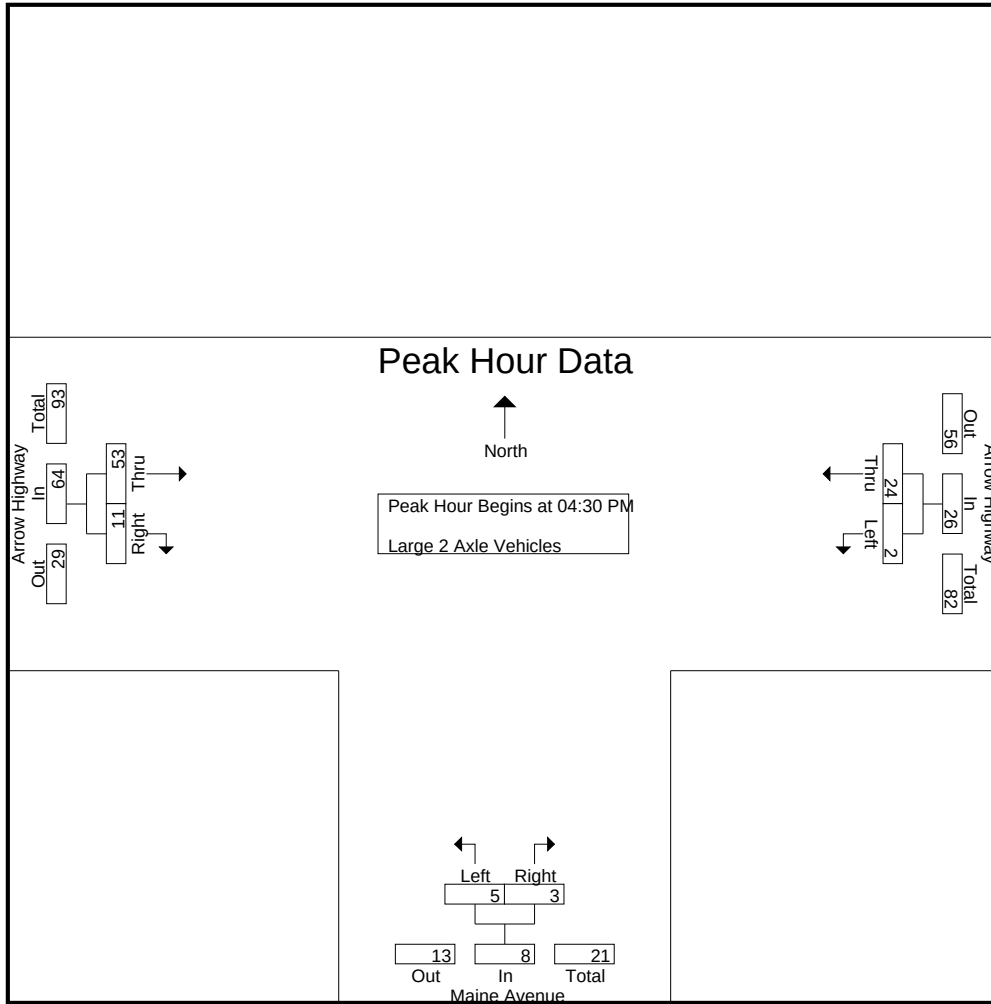
Groups Printed- Large 2 Axle Vehicles

	Arrow Highway Westbound				Maine Avenue Northbound				Arrow Highway Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	5	0	5	1	1	0	2	29	5	0	34	0	41	41
04:15 PM	0	8	0	8	1	1	0	2	21	5	1	26	1	36	37
04:30 PM	1	8	0	9	0	1	0	1	19	1	1	20	1	30	31
04:45 PM	1	4	0	5	3	1	1	4	10	4	1	14	2	23	25
Total	2	25	0	27	5	4	1	9	79	15	3	94	4	130	134
05:00 PM	0	2	0	2	2	0	0	2	15	2	0	17	0	21	21
05:15 PM	0	10	0	10	0	1	1	1	9	4	1	13	2	24	26
05:30 PM	1	6	0	7	0	0	0	0	9	4	0	13	0	20	20
05:45 PM	0	3	0	3	0	1	0	1	11	2	0	13	0	17	17
Total	1	21	0	22	2	2	1	4	44	12	1	56	2	82	84
Grand Total	3	46	0	49	7	6	2	13	123	27	4	150	6	212	218
Apprch %	6.1	93.9			53.8	46.2			82	18					
Total %	1.4	21.7		23.1	3.3	2.8		6.1	58	12.7		70.8	2.8	97.2	

	Arrow Highway Westbound			Maine Avenue Northbound			Arrow Highway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	1	8	9	0	1	1	19	1	20	30
04:45 PM	1	4	5	3	1	4	10	4	14	23
05:00 PM	0	2	2	2	0	2	15	2	17	21
05:15 PM	0	10	10	0	1	1	9	4	13	24
Total Volume	2	24	26	5	3	8	53	11	64	98
% App. Total	7.7	92.3		62.5	37.5		82.8	17.2		
PHF	.500	.600	.650	.417	.750	.500	.697	.688	.800	.817

City of Irwindale
N/S: Maine Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Ma Ar PM
Site Code : 05117783
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	8	9	0	1	1	19	1	20
+15 mins.	1	4	5	3	1	4	10	4	14
+30 mins.	0	2	2	2	0	2	15	2	17
+45 mins.	0	10	10	0	1	1	9	4	13
Total Volume	2	24	26	5	3	8	53	11	64
% App. Total	7.7	92.3		62.5	37.5		82.8	17.2	
PHF	.500	.600	.650	.417	.750	.500	.697	.688	.800

City of Irwindale
N/S: Maine Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Ma Ar PM
Site Code : 05117783
Start Date : 11/28/2017
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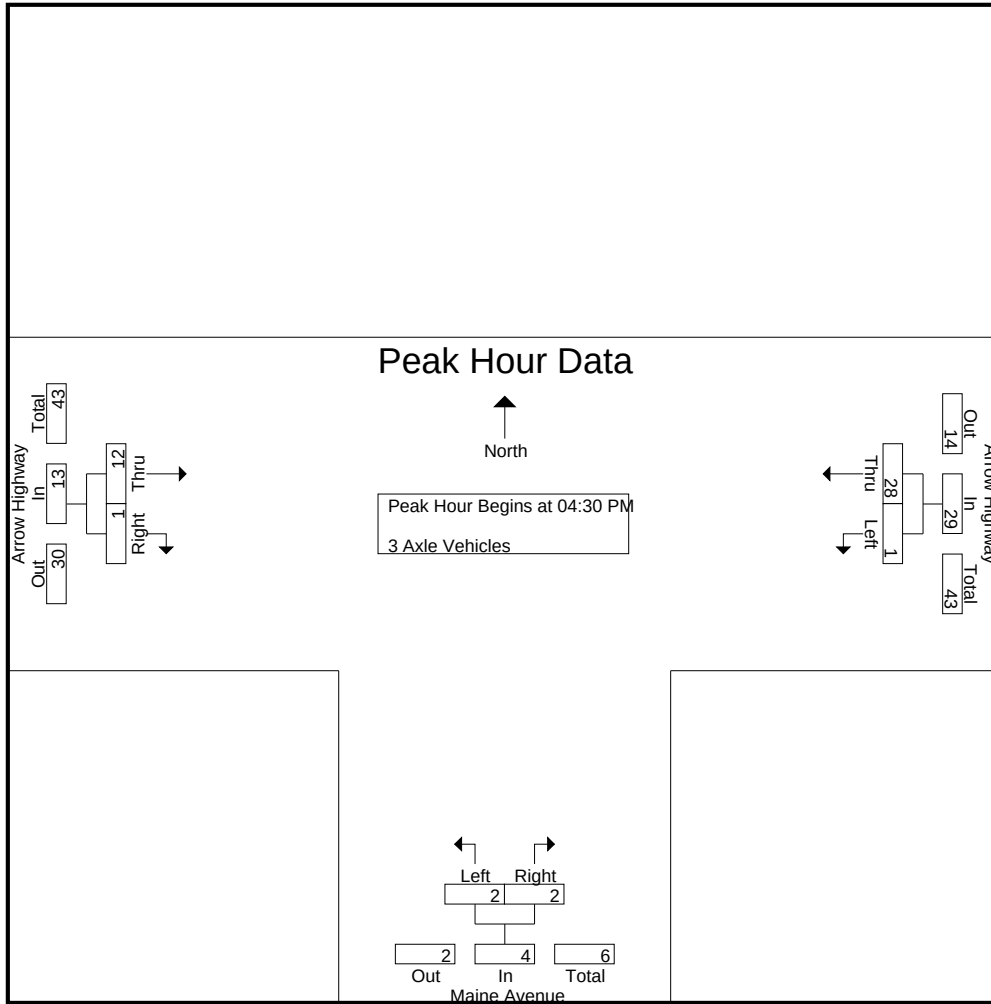
Groups Printed- 3 Axle Vehicles

	Arrow Highway Westbound				Maine Avenue Northbound				Arrow Highway Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	13	0	13	0	0	0	0	4	2	0	6	0	19	19
04:15 PM	0	7	0	7	0	0	0	0	5	0	0	5	0	12	12
04:30 PM	0	13	0	13	0	0	0	0	4	1	0	5	0	18	18
04:45 PM	1	2	0	3	0	1	0	1	2	0	0	2	0	6	6
Total	1	35	0	36	0	1	0	1	15	3	0	18	0	55	55
05:00 PM	0	8	0	8	2	1	0	3	5	0	0	5	0	16	16
05:15 PM	0	5	0	5	0	0	0	0	1	0	0	1	0	6	6
05:30 PM	0	10	0	10	0	0	0	0	1	0	0	1	0	11	11
05:45 PM	0	2	0	2	1	0	0	1	2	0	0	2	0	5	5
Total	0	25	0	25	3	1	0	4	9	0	0	9	0	38	38
Grand Total	1	60	0	61	3	2	0	5	24	3	0	27	0	93	93
Apprch %	1.6	98.4			60	40			88.9	11.1					
Total %	1.1	64.5		65.6	3.2	2.2		5.4	25.8	3.2		29	0	100	

	Arrow Highway Westbound			Maine Avenue Northbound			Arrow Highway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	13	13	0	0	0	4	1	5	18
04:45 PM	1	2	3	0	1	1	2	0	2	6
05:00 PM	0	8	8	2	1	3	5	0	5	16
05:15 PM	0	5	5	0	0	0	1	0	1	6
Total Volume	1	28	29	2	2	4	12	1	13	46
% App. Total	3.4	96.6		50	50		92.3	7.7		
PHF	.250	.538	.558	.250	.500	.333	.600	.250	.650	.639

City of Irwindale
N/S: Maine Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Ma Ar PM
Site Code : 05117783
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	13	13	0	0	0	4	1	5
+15 mins.	1	2	3	0	1	1	2	0	2
+30 mins.	0	8	8	2	1	3	5	0	5
+45 mins.	0	5	5	0	0	0	1	0	1
Total Volume	1	28	29	2	2	4	12	1	13
% App. Total	3.4	96.6		50	50		92.3	7.7	
PHF	.250	.538	.558	.250	.500	.333	.600	.250	.650

City of Irwindale
N/S: Maine Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Ma Ar PM
Site Code : 05117783
Start Date : 11/28/2017
Page No : 1

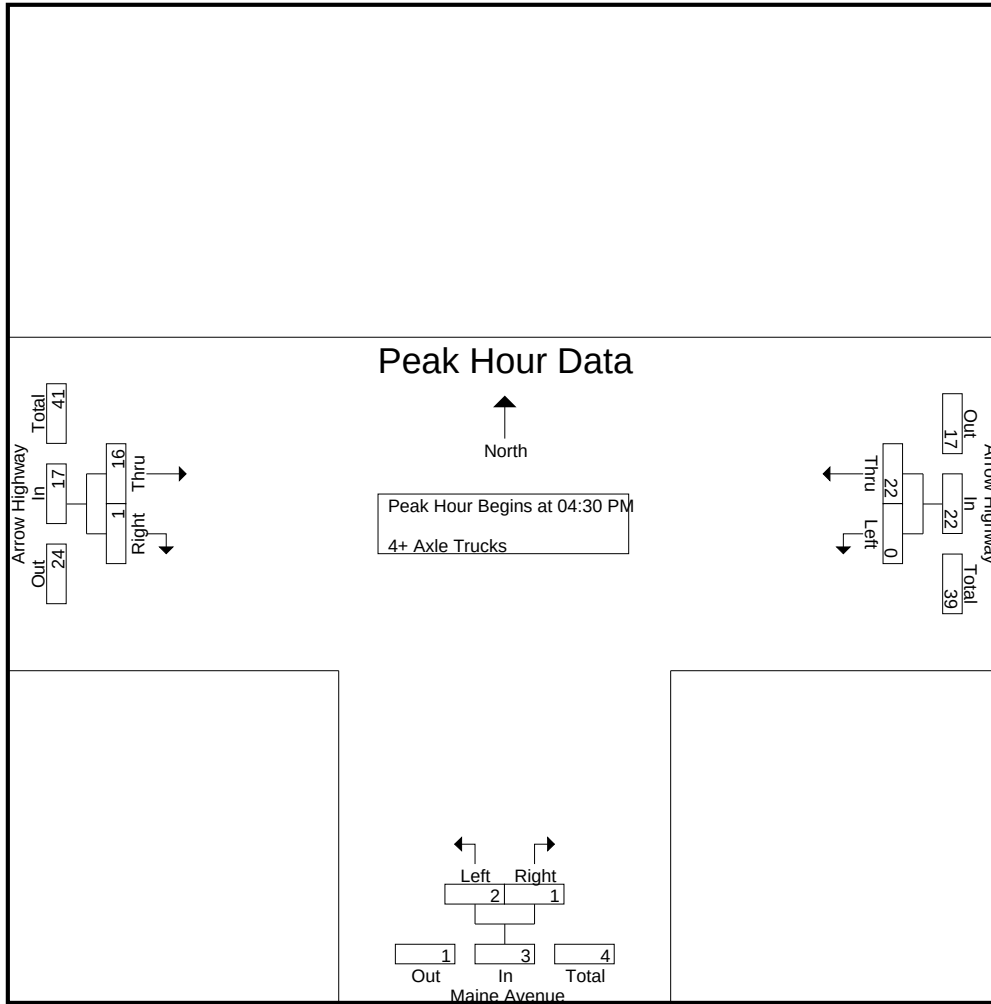
Groups Printed- 4+ Axle Trucks

	Arrow Highway Westbound				Maine Avenue Northbound				Arrow Highway Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	11	0	11	0	0	0	0	13	0	0	13	0	24	24
04:15 PM	0	7	0	7	0	0	0	0	3	2	1	5	1	12	13
04:30 PM	0	10	0	10	1	0	0	1	6	0	0	6	0	17	17
04:45 PM	0	4	0	4	0	0	0	0	5	1	0	6	0	10	10
Total	0	32	0	32	1	0	0	1	27	3	1	30	1	63	64
05:00 PM	0	4	0	4	0	1	0	1	5	0	0	5	0	10	10
05:15 PM	0	4	0	4	1	0	0	1	0	0	0	0	0	5	5
05:30 PM	0	2	0	2	0	0	0	0	7	0	0	7	0	9	9
05:45 PM	0	1	0	1	0	0	0	0	2	0	0	2	0	3	3
Total	0	11	0	11	1	1	0	2	14	0	0	14	0	27	27
Grand Total	0	43	0	43	2	1	0	3	41	3	1	44	1	90	91
Apprch %	0	100			66.7	33.3			93.2	6.8					
Total %	0	47.8		47.8	2.2	1.1		3.3	45.6	3.3		48.9	1.1	98.9	

	Arrow Highway Westbound			Maine Avenue Northbound			Arrow Highway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	10	10	1	0	1	6	0	6	17
04:45 PM	0	4	4	0	0	0	5	1	6	10
05:00 PM	0	4	4	0	1	1	5	0	5	10
05:15 PM	0	4	4	1	0	1	0	0	0	5
Total Volume	0	22	22	2	1	3	16	1	17	42
% App. Total	0	100		66.7	33.3		94.1	5.9		
PHF	.000	.550	.550	.500	.250	.750	.667	.250	.708	.618

City of Irwindale
N/S: Maine Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Ma Ar PM
Site Code : 05117783
Start Date : 11/28/2017
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	10	10	1	0	1	6	0	6
+15 mins.	0	4	4	0	0	0	5	1	6
+30 mins.	0	4	4	0	1	1	5	0	5
+45 mins.	0	4	4	1	0	1	0	0	0
Total Volume	0	22	22	2	1	3	16	1	17
% App. Total	0	100		66.7	33.3		94.1	5.9	
PHF	.000	.550	.550	.500	.250	.750	.667	.250	.708

Location: Irwindale
 N/S: Maine Avenue
 E/W: Arrow Highway



Date: 11/28/2017
 Day: Tuesday

PEDESTRIANS

	North Leg Dead End	East Leg Arrow Highway	South Leg Maine Avenue	West Leg Arrow Highway	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	2	0	2
8:15 AM	0	0	0	0	0
8:30 AM	0	1	1	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	2	3	0	5

	North Leg Dead End	East Leg Arrow Highway	South Leg Maine Avenue	West Leg Arrow Highway	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	1	1	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	3	1	0	4
5:00 PM	0	0	1	0	1
5:15 PM	0	0	4	0	4
5:30 PM	0	0	0	0	0
5:45 PM	0	1	1	0	2
TOTAL VOLUMES:	0	5	8	0	13

Location: Irwindale
 N/S: Maine Avenue
 E/W: Arrow Highway



Date: 11/28/2017
 Day: Tuesday

BICYCLES

	North Leg Dead End	East Leg Arrow Highway	South Leg Maine Avenue	West Leg Arrow Highway	TOTAL
7:00 AM	0	0	1	0	1
7:15 AM	1	0	0	0	1
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	2	0	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	1	4	0	6

	North Leg Dead End	East Leg Arrow Highway	South Leg Maine Avenue	West Leg Arrow Highway	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

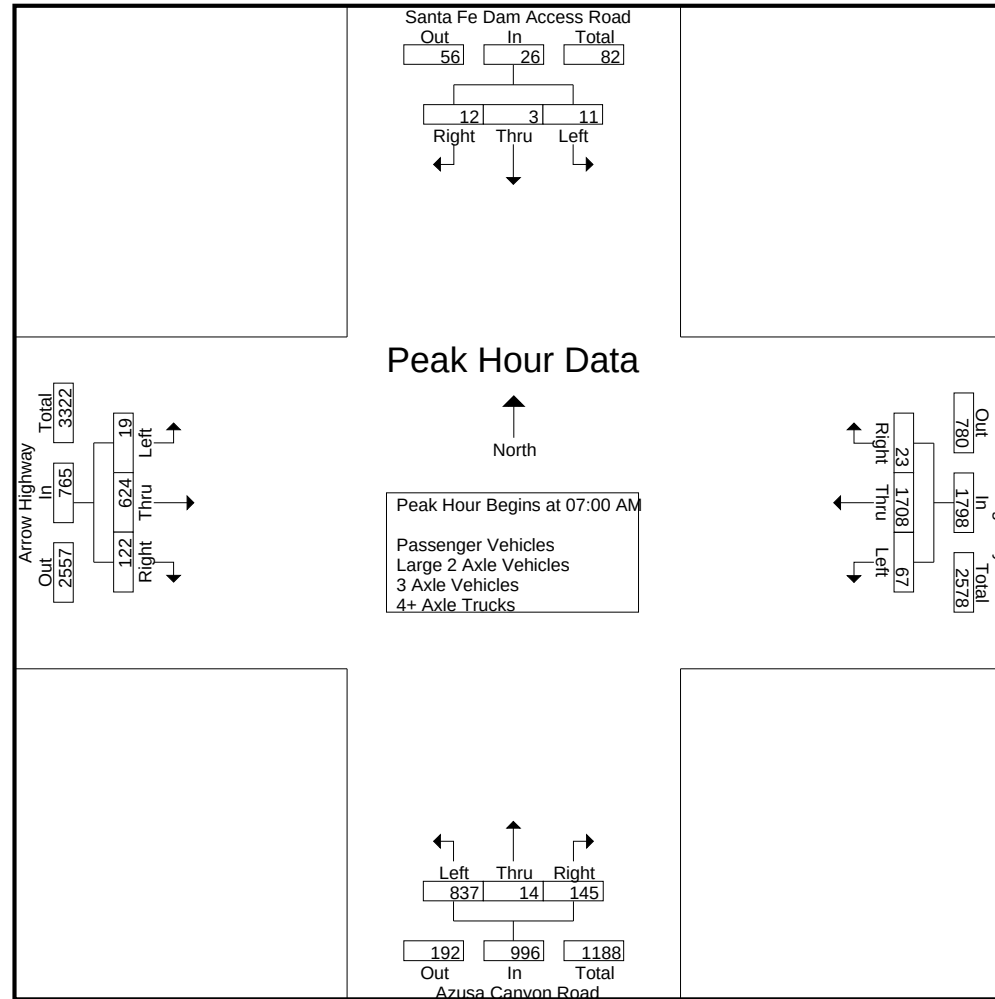
	Santa Fe Dam Access Road Southbound					Arrow Highway Westbound					Azusa Canyon Road Northbound					Arrow Highway Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	3	0	4	2	7	18	472	6	0	496	225	1	29	20	255	2	122	24	7	148	29	906	935
07:15 AM	6	1	1	1	8	17	390	6	1	413	247	3	26	17	276	5	128	30	1	163	20	860	880
07:30 AM	0	0	3	2	3	16	460	6	1	482	195	6	40	24	241	3	156	34	14	193	41	919	960
07:45 AM	2	2	4	2	8	16	386	5	1	407	170	4	50	33	224	9	218	34	5	261	41	900	941
Total	11	3	12	7	26	67	1708	23	3	1798	837	14	145	94	996	19	624	122	27	765	131	3585	3716
08:00 AM	3	3	3	3	9	19	352	5	1	376	117	0	44	23	161	8	220	31	0	259	27	805	832
08:15 AM	3	2	3	1	8	22	309	3	0	334	126	2	39	22	167	4	196	31	10	231	33	740	773
08:30 AM	5	0	6	1	11	18	320	8	2	346	73	2	25	21	100	0	164	30	6	194	30	651	681
08:45 AM	2	1	4	3	7	24	265	2	1	291	93	3	42	23	138	6	160	45	8	211	35	647	682
Total	13	6	16	8	35	83	1246	18	4	1347	409	7	150	89	566	18	740	137	24	895	125	2843	2968
Grand Total	24	9	28	15	61	150	2954	41	7	3145	1246	21	295	183	1562	37	1364	259	51	1660	256	6428	6684
Apprch %	39.3	14.8	45.9			4.8	93.9	1.3			79.8	1.3	18.9			2.2	82.2	15.6					
Total %	0.4	0.1	0.4		0.9	2.3	46	0.6		48.9	19.4	0.3	4.6		24.3	0.6	21.2	4		25.8	3.8	96.2	
Passenger Vehicles	19	9	20		59	135	2710	38		2889	1140	19	267		1595	33	1230	165		1466	0	0	6009
% Passenger Vehicles	79.2	100	71.4	73.3	77.6	90	91.7	92.7	85.7	91.7	91.5	90.5	90.5	92.3	91.4	89.2	90.2	63.7	74.5	85.7	0	0	89.9
Large 2 Axle Vehicles	5	0	8		17	9	167	2		178	20	2	21		55	4	83	7		95	0	0	345
% Large 2 Axle Vehicles	20.8	0	28.6	26.7	22.4	6	5.7	4.9	0	5.6	1.6	9.5	7.1	6.6	3.2	10.8	6.1	2.7	2	5.6	0	0	5.2
3 Axle Vehicles	0	0	0		0	2	24	0		26	48	0	5		55	0	19	44		73	0	0	154
% 3 Axle Vehicles	0	0	0	0	0	1.3	0.8	0	0	0.8	3.9	0	1.7	1.1	3.2	0	1.4	17	19.6	4.3	0	0	2.3
4+ Axle Trucks	0	0	0		0	4	53	1		59	38	0	2		40	0	32	43		77	0	0	176
% 4+ Axle Trucks	0	0	0	0	0	2.7	1.8	2.4	14.3	1.9	3	0	0.7	0	2.3	0	2.3	16.6	3.9	4.5	0	0	2.6

	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	0	4	7	18	472	6	496	225	1	29	255	2	122	24	148	906
07:15 AM	6	1	1	8	17	390	6	413	247	3	26	276	5	128	30	163	860
07:30 AM	0	0	3	3	16	460	6	482	195	6	40	241	3	156	34	193	919
07:45 AM	2	2	4	8	16	386	5	407	170	4	50	224	9	218	34	261	900
Total Volume	11	3	12	26	67	1708	23	1798	837	14	145	996	19	624	122	765	3585
% App. Total	42.3	11.5	46.2		3.7	95	1.3		84	1.4	14.6		2.5	81.6	15.9		
PHF	.458	.375	.750	.813	.931	.905	.958	.906	.847	.583	.725	.902	.528	.716	.897	.733	.975

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

City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
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Counts Unlimited
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City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
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	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:00 AM				07:00 AM				07:45 AM				
+0 mins.	2	2	4	8	18	472	6	496	225	1	29	255	9	218	34	261	
+15 mins.	3	3	3	9	17	390	6	413	247	3	26	276	8	220	31	259	
+30 mins.	3	2	3	8	16	460	6	482	195	6	40	241	4	196	31	231	
+45 mins.	5	0	6	11	16	386	5	407	170	4	50	224	0	164	30	194	
Total Volume	13	7	16	36	67	1708	23	1798	837	14	145	996	21	798	126	945	
% App. Total	36.1	19.4	44.4		3.7	95	1.3		84	1.4	14.6		2.2	84.4	13.3		
PHF	.650	.583	.667	.818	.931	.905	.958	.906	.847	.583	.725	.902	.583	.907	.926	.905	

Counts Unlimited
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City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
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Groups Printed- Passenger Vehicles

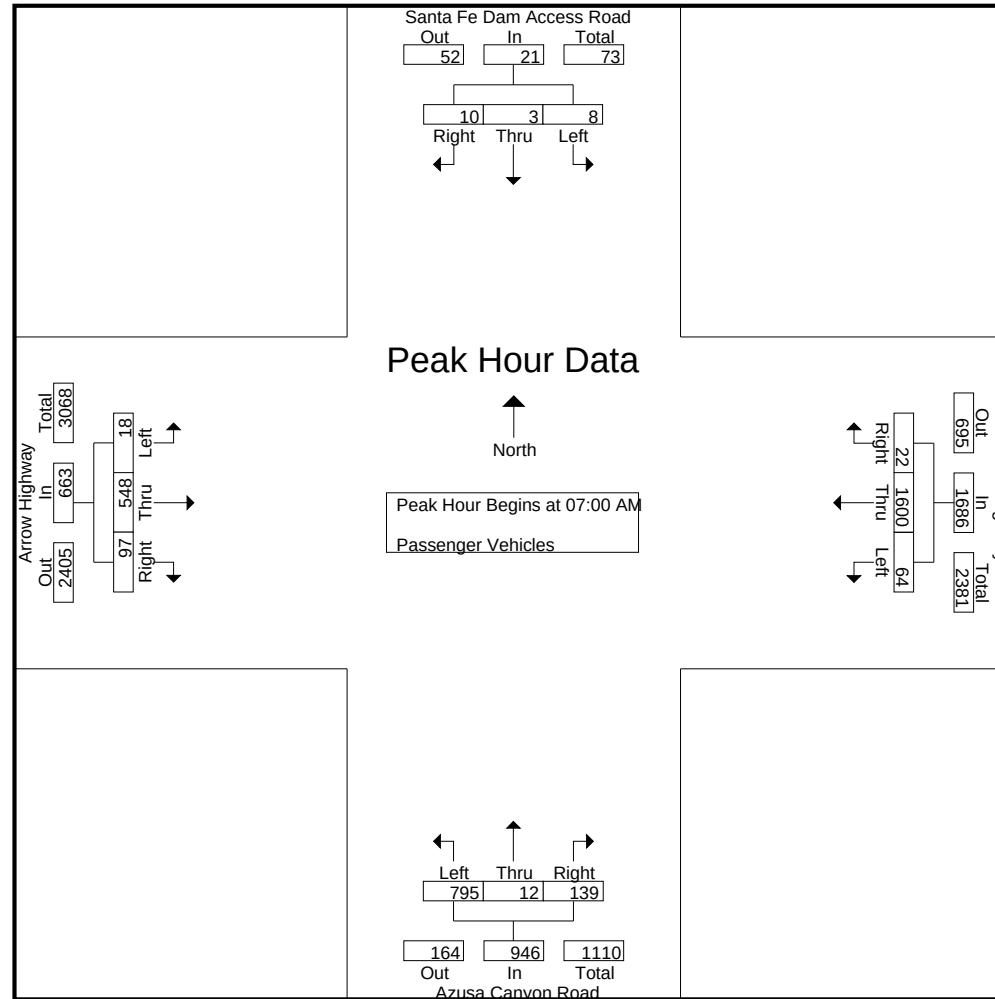
	Santa Fe Dam Access Road Southbound					Arrow Highway Westbound					Azusa Canyon Road Northbound					Arrow Highway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	0	4	2	6	18	443	6	0	467	217	1	27	20	245	1	94	23	7	118	29	836	865
07:15 AM	4	1	0	0	5	17	358	6	1	381	230	3	25	16	258	5	112	29	1	146	18	790	808
07:30 AM	0	0	2	1	2	14	436	5	1	455	189	4	39	24	232	3	145	22	10	170	36	859	895
07:45 AM	2	2	4	2	8	15	363	5	1	383	159	4	48	31	211	9	197	23	5	229	39	831	870
Total	8	3	10	5	21	64	1600	22	3	1686	795	12	139	91	946	18	548	97	23	663	122	3316	3438
08:00 AM	3	3	3	3	9	18	324	5	1	347	106	0	39	23	145	6	206	17	0	229	27	730	757
08:15 AM	2	2	2	1	6	20	276	3	0	299	105	2	33	19	140	4	176	13	5	193	25	638	663
08:30 AM	5	0	2	0	7	15	282	6	1	303	56	2	22	18	80	0	151	16	6	167	25	557	582
08:45 AM	1	1	3	2	5	18	228	2	1	248	78	3	34	18	115	5	149	22	4	176	25	544	569
Total	11	6	10	6	27	71	1110	16	3	1197	345	7	128	78	480	15	682	68	15	765	102	2469	2571
Grand Total	19	9	20	11	48	135	2710	38	6	2883	1140	19	267	169	1426	33	1230	165	38	1428	224	5785	6009
Apprch %	39.6	18.8	41.7			4.7	94	1.3			79.9	1.3	18.7			2.3	86.1	11.6					
Total %	0.3	0.2	0.3		0.8	2.3	46.8	0.7		49.8	19.7	0.3	4.6		24.6	0.6	21.3	2.9		24.7	3.7	96.3	

	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	0	4	6	18	443	6	467	217	1	27	245	1	94	23	118	836
07:15 AM	4	1	0	5	17	358	6	381	230	3	25	258	5	112	29	146	790
07:30 AM	0	0	2	2	14	436	5	455	189	4	39	232	3	145	22	170	859
07:45 AM	2	2	4	8	15	363	5	383	159	4	48	211	9	197	23	229	831
Total Volume	8	3	10	21	64	1600	22	1686	795	12	139	946	18	548	97	663	3316
% App. Total	38.1	14.3	47.6		3.8	94.9	1.3		84	1.3	14.7		2.7	82.7	14.6		
PHF	.500	.375	.625	.656	.889	.903	.917	.903	.864	.750	.724	.917	.500	.695	.836	.724	.965

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City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 2



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City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
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Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 3

	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	2	0	4	6	18	443	6	467	217	1	27	245	1	94	23	118	
+15 mins.	4	1	0	5	17	358	6	381	230	3	25	258	5	112	29	146	
+30 mins.	0	0	2	2	14	436	5	455	189	4	39	232	3	145	22	170	
+45 mins.	2	2	4	8	15	363	5	383	159	4	48	211	9	197	23	229	
Total Volume	8	3	10	21	64	1600	22	1686	795	12	139	946	18	548	97	663	
% App. Total	38.1	14.3	47.6		3.8	94.9	1.3		84	1.3	14.7		2.7	82.7	14.6		
PHF	.500	.375	.625	.656	.889	.903	.917	.903	.864	.750	.724	.917	.500	.695	.836	.724	

City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 1

Groups Printed- Large 2 Axle Vehicles

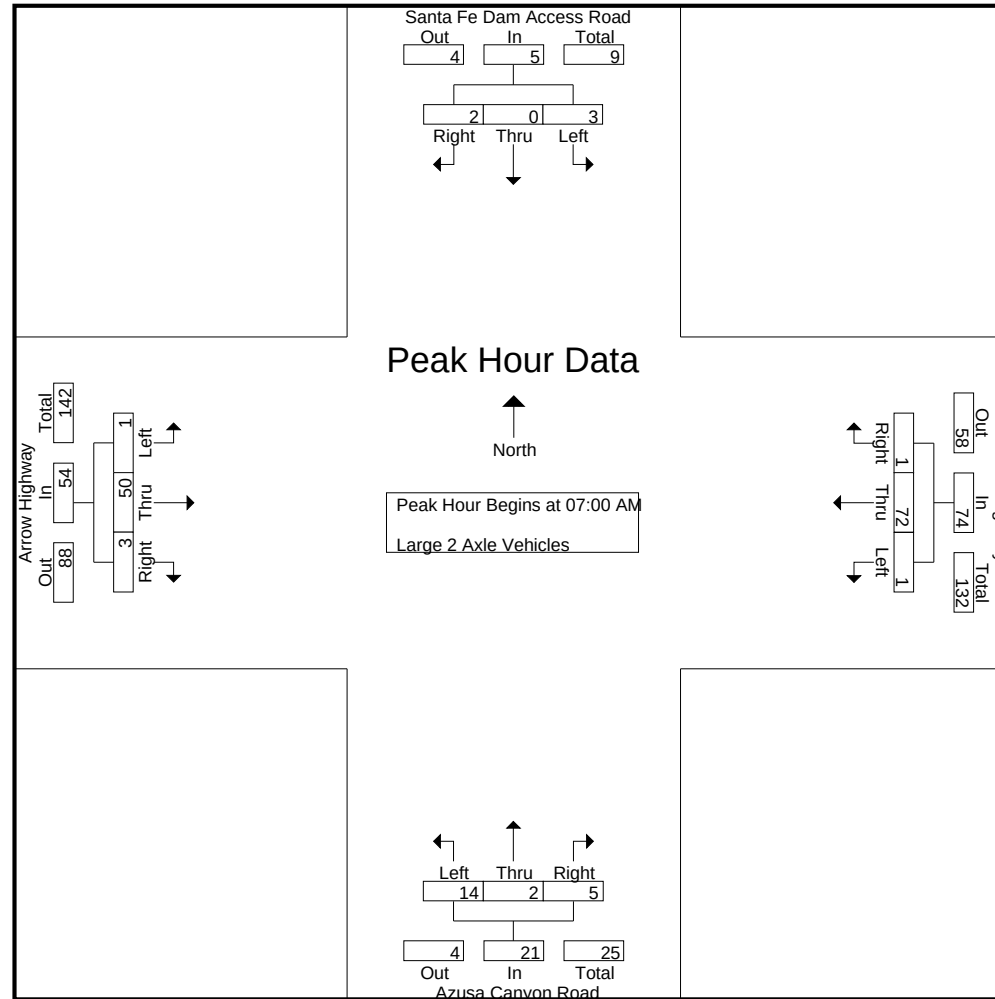
	Santa Fe Dam Access Road Southbound					Arrow Highway Westbound					Azusa Canyon Road Northbound					Arrow Highway Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	1	0	0	0	1	0	16	0	0	16	4	0	1	0	5	1	18	0	0	19	0	41	41
07:15 AM	2	0	1	1	3	0	25	0	0	25	5	0	1	1	6	0	9	1	0	10	2	44	46
07:30 AM	0	0	1	1	1	1	14	1	0	16	5	2	1	0	8	0	7	1	0	8	1	33	34
07:45 AM	0	0	0	0	0	0	17	0	0	17	0	0	2	2	2	0	16	1	0	17	2	36	38
Total	3	0	2	2	5	1	72	1	0	74	14	2	5	3	21	1	50	3	0	54	5	154	159
08:00 AM	0	0	0	0	0	1	21	0	0	22	0	0	3	0	3	2	5	1	0	8	0	33	33
08:15 AM	1	0	1	0	2	1	24	0	0	25	3	0	4	2	7	0	14	0	0	14	2	48	50
08:30 AM	0	0	4	1	4	1	27	1	0	29	2	0	2	2	4	0	8	1	0	9	3	46	49
08:45 AM	1	0	1	1	2	5	23	0	0	28	1	0	7	5	8	1	6	2	1	9	7	47	54
Total	2	0	6	2	8	8	95	1	0	104	6	0	16	9	22	3	33	4	1	40	12	174	186
Grand Total	5	0	8	4	13	9	167	2	0	178	20	2	21	12	43	4	83	7	1	94	17	328	345
Apprch %	38.5	0	61.5			5.1	93.8	1.1			46.5	4.7	48.8			4.3	88.3	7.4					
Total %	1.5	0	2.4		4	2.7	50.9	0.6		54.3	6.1	0.6	6.4		13.1	1.2	25.3	2.1		28.7	4.9	95.1	

	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	0	0	1	0	16	0	16	4	0	1	5	1	18	0	19	41
07:15 AM	2	0	1	3	0	25	0	25	5	0	1	6	0	9	1	10	44
07:30 AM	0	0	1	1	1	14	1	16	5	2	1	8	0	7	1	8	33
07:45 AM	0	0	0	0	0	17	0	17	0	0	2	2	0	16	1	17	36
Total Volume	3	0	2	5	1	72	1	74	14	2	5	21	1	50	3	54	154
% App. Total	60	0	40		1.4	97.3	1.4		66.7	9.5	23.8		1.9	92.6	5.6		
PHF	.375	.000	.500	.417	.250	.720	.250	.740	.700	.250	.625	.656	.250	.694	.750	.711	.875

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City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 2



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City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
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Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 3

	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	1	0	0	1	0	16	0	16	4	0	1	5	1	18	0	19	
+15 mins.	2	0	1	3	0	25	0	25	5	0	1	6	0	9	1	10	
+30 mins.	0	0	1	1	1	14	1	16	5	2	1	8	0	7	1	8	
+45 mins.	0	0	0	0	0	17	0	17	0	0	2	2	0	16	1	17	
Total Volume	3	0	2	5	1	72	1	74	14	2	5	21	1	50	3	54	
% App. Total	60	0	40		1.4	97.3	1.4		66.7	9.5	23.8		1.9	92.6	5.6		
PHF	.375	.000	.500	.417	.250	.720	.250	.740	.700	.250	.625	.656	.250	.694	.750	.711	

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City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 1

Groups Printed- 3 Axle Vehicles

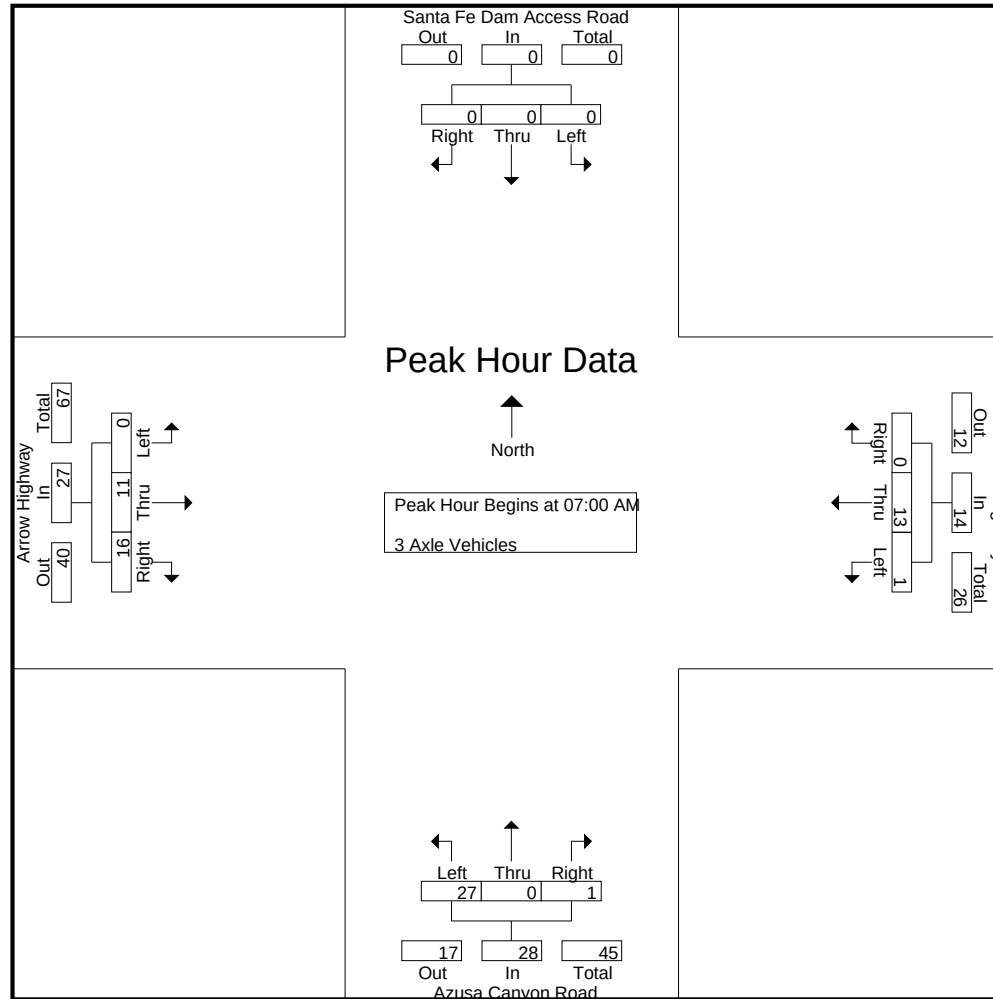
	Santa Fe Dam Access Road Southbound					Arrow Highway Westbound					Azusa Canyon Road Northbound					Arrow Highway Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	0	7	0	0	7	4	0	1	0	5	0	4	1	0	5	0	17	17
07:15 AM	0	0	0	0	0	0	2	0	0	2	12	0	0	0	12	0	3	0	0	3	0	17	17
07:30 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	1	10	4	11	4	16	20
07:45 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	3	5	0	8	0	19	19
Total	0	0	0	0	0	1	13	0	0	14	27	0	1	0	28	0	11	16	4	27	4	69	73
08:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	1	0	5	0	2	7	0	9	0	14	14
08:15 AM	0	0	0	0	0	0	3	0	0	3	9	0	1	1	10	0	3	8	3	11	4	24	28
08:30 AM	0	0	0	0	0	1	3	0	0	4	6	0	1	1	7	0	2	2	0	4	1	15	16
08:45 AM	0	0	0	0	0	0	5	0	0	5	2	0	1	0	3	0	1	11	3	12	3	20	23
Total	0	0	0	0	0	1	11	0	0	12	21	0	4	2	25	0	8	28	6	36	8	73	81
Grand Total	0	0	0	0	0	2	24	0	0	26	48	0	5	2	53	0	19	44	10	63	12	142	154
Apprch %	0	0	0			7.7	92.3	0			90.6	0	9.4			0	30.2	69.8					
Total %	0	0	0		0	1.4	16.9	0		18.3	33.8	0	3.5		37.3	0	13.4	31		44.4	7.8	92.2	

	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	7	0	7	4	0	1	5	0	4	1	5	17
07:15 AM	0	0	0	0	0	2	0	2	12	0	0	12	0	3	0	3	17
07:30 AM	0	0	0	0	1	4	0	5	0	0	0	0	0	1	10	11	16
07:45 AM	0	0	0	0	0	0	0	0	11	0	0	11	0	3	5	8	19
Total Volume	0	0	0	0	1	13	0	14	27	0	1	28	0	11	16	27	69
% App. Total	0	0	0		7.1	92.9	0		96.4	0	3.6		0	40.7	59.3		
PHF	.000	.000	.000	.000	.250	.464	.000	.500	.563	.000	.250	.583	.000	.688	.400	.614	.908

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City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 2



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City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 3

	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	7	0	7	4	0	1	5	0	4	1	5	
+15 mins.	0	0	0	0	0	2	0	2	12	0	0	12	0	3	0	3	
+30 mins.	0	0	0	0	1	4	0	5	0	0	0	0	0	1	10	11	
+45 mins.	0	0	0	0	0	0	0	0	11	0	0	11	0	3	5	8	
Total Volume	0	0	0	0	1	13	0	14	27	0	1	28	0	11	16	27	
% App. Total	0	0	0		7.1	92.9	0		96.4	0	3.6		0	40.7	59.3		
PHF	.000	.000	.000	.000	.250	.464	.000	.500	.563	.000	.250	.583	.000	.688	.400	.614	

City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 1

Groups Printed- 4+ Axle Trucks

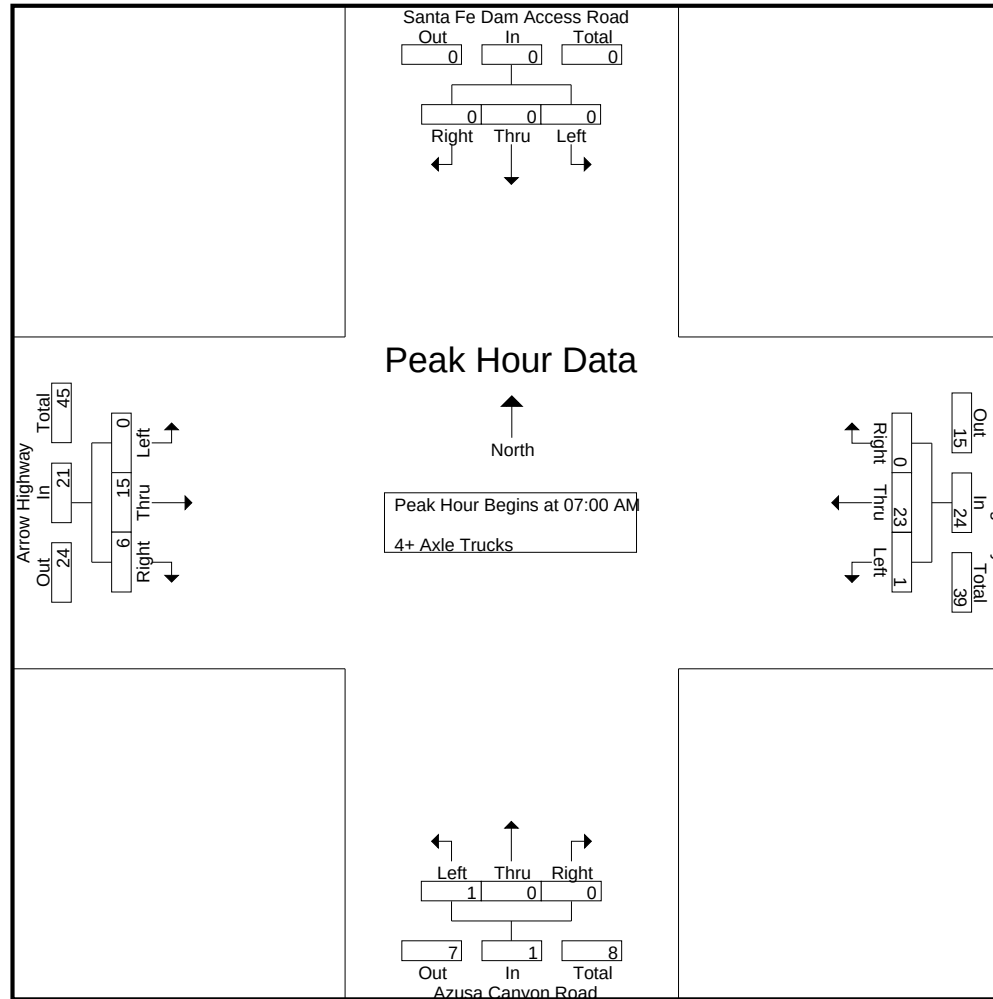
	Santa Fe Dam Access Road Southbound					Arrow Highway Westbound					Azusa Canyon Road Northbound					Arrow Highway Eastbound								
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	0	6	0	12	12
07:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	9	9	
07:30 AM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	3	1	0	4	0	11	11	
07:45 AM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	2	5	0	7	0	14	14	
Total	0	0	0	0	0	1	23	0	0	24	1	0	0	0	1	0	15	6	0	21	0	46	46	
08:00 AM	0	0	0	0	0	0	7	0	0	7	7	0	1	0	8	0	7	6	0	13	0	28	28	
08:15 AM	0	0	0	0	0	1	6	0	0	7	9	0	1	0	10	0	3	10	2	13	2	30	32	
08:30 AM	0	0	0	0	0	1	8	1	1	10	9	0	0	0	9	0	3	11	0	14	1	33	34	
08:45 AM	0	0	0	0	0	1	9	0	0	10	12	0	0	0	12	0	4	10	0	14	0	36	36	
Total	0	0	0	0	0	3	30	1	1	34	37	0	2	0	39	0	17	37	2	54	3	127	130	
Grand Total	0	0	0	0	0	4	53	1	1	58	38	0	2	0	40	0	32	43	2	75	3	173	176	
Apprch %	0	0	0			6.9	91.4	1.7			95	0	5			0	42.7	57.3						
Total %	0	0	0		0	2.3	30.6	0.6		33.5	22	0	1.2		23.1	0	18.5	24.9		43.4	1.7	98.3		

	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
07:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
07:30 AM	0	0	0	0	0	6	0	6	1	0	0	1	0	3	1	4	11
07:45 AM	0	0	0	0	1	6	0	7	0	0	0	0	0	2	5	7	14
Total Volume	0	0	0	0	1	23	0	24	1	0	0	1	0	15	6	21	46
% App. Total	0	0	0		4.2	95.8	0		100	0	0		0	71.4	28.6		
PHF	.000	.000	.000	.000	.250	.958	.000	.857	.250	.000	.000	.250	.000	.625	.300	.750	.821

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City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 2



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City of Irwindale
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E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 3

	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	0	6
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	0	4
+30 mins.	0	0	0	0	0	6	0	6	1	0	0	1	0	3	1	0	4
+45 mins.	0	0	0	0	1	6	0	7	0	0	0	0	0	2	5	0	7
Total Volume	0	0	0	0	1	23	0	24	1	0	0	1	0	15	6	0	21
% App. Total	0	0	0	0	4.2	95.8	0		100	0	0		0	71.4	28.6		
PHF	.000	.000	.000	.000	.250	.958	.000	.857	.250	.000	.000	.250	.000	.625	.300		.750

City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy PM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

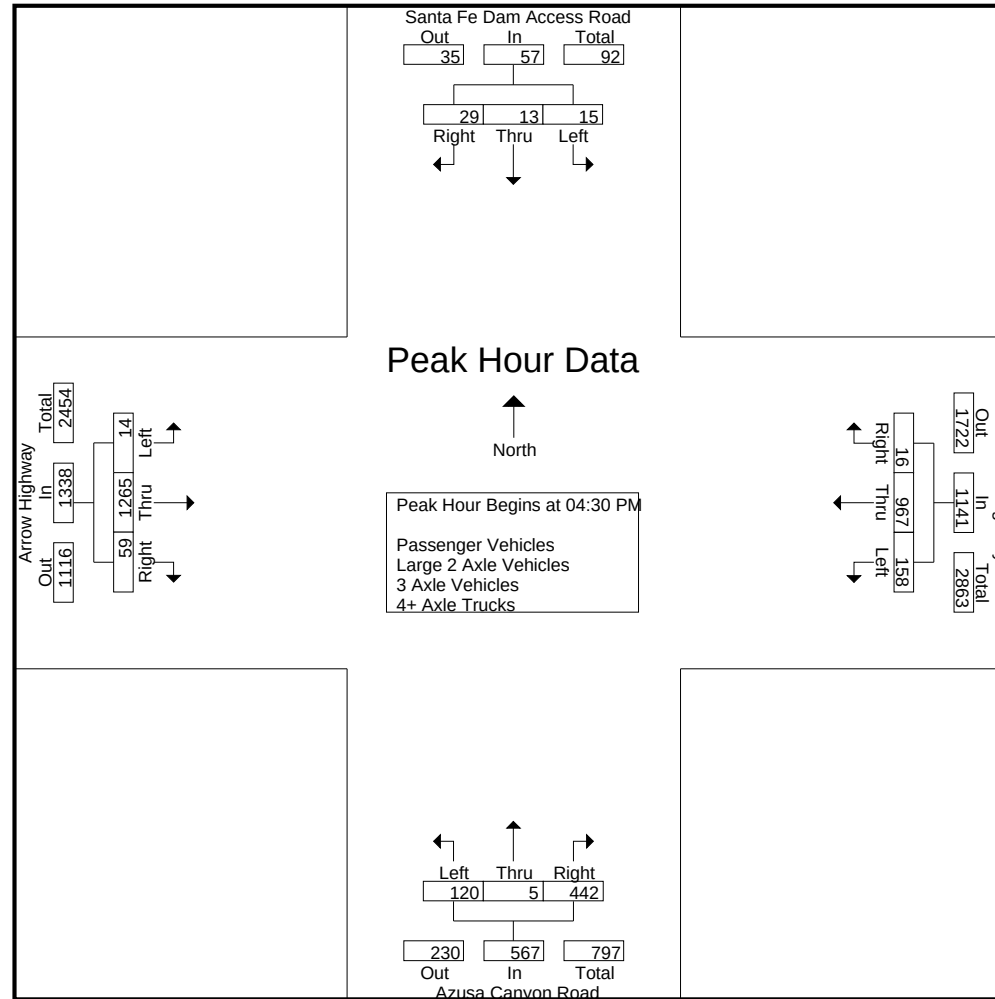
	Santa Fe Dam Access Road Southbound					Arrow Highway Westbound					Azusa Canyon Road Northbound					Arrow Highway Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	9	3	4	3	16	25	220	7	1	252	43	1	123	46	167	4	298	19	4	321	54	756	810
04:15 PM	5	3	16	10	24	38	191	3	1	232	41	1	154	48	196	4	249	5	3	258	62	710	772
04:30 PM	4	2	4	1	10	33	250	2	0	285	36	0	112	28	148	3	324	13	5	340	34	783	817
04:45 PM	4	2	10	5	16	47	221	3	0	271	28	4	131	43	163	3	293	13	4	309	52	759	811
Total	22	10	34	19	66	143	882	15	2	1040	148	6	520	165	674	14	1164	50	16	1228	202	3008	3210
05:00 PM	6	4	8	1	18	36	252	2	0	290	30	1	88	44	119	5	336	20	4	361	49	788	837
05:15 PM	1	5	7	3	13	42	244	9	2	295	26	0	111	38	137	3	312	13	6	328	49	773	822
05:30 PM	5	21	6	1	32	37	202	8	0	247	27	2	89	52	118	4	333	14	3	351	56	748	804
05:45 PM	4	1	7	2	12	31	202	5	1	238	20	6	110	38	136	6	341	21	9	368	50	754	804
Total	16	31	28	7	75	146	900	24	3	1070	103	9	398	172	510	18	1322	68	22	1408	204	3063	3267
Grand Total	38	41	62	26	141	289	1782	39	5	2110	251	15	918	337	1184	32	2486	118	38	2636	406	6071	6477
Apprch %	27	29.1	44			13.7	84.5	1.8			21.2	1.3	77.5			1.2	94.3	4.5					
Total %	0.6	0.7	1		2.3	4.8	29.4	0.6		34.8	4.1	0.2	15.1		19.5	0.5	40.9	1.9		43.4	6.3	93.7	
Passenger Vehicles	37	40	59		160	269	1642	35		1951	240	14	897		1479	29	2340	107		2511	0	0	6101
% Passenger Vehicles	97.4	97.6	95.2	92.3	95.8	93.1	92.1	89.7	100	92.2	95.6	93.3	97.7	97.3	97.2	90.6	94.1	90.7	92.1	93.9	0	0	94.2
Large 2 Axle Vehicles	1	1	2		5	15	54	4		73	8	1	17		34	3	87	7		99	0	0	211
% Large 2 Axle Vehicles	2.6	2.4	3.2	3.8	3	5.2	3	10.3	0	3.5	3.2	6.7	1.9	2.4	2.2	9.4	3.5	5.9	5.3	3.7	0	0	3.3
3 Axle Vehicles	0	0	1		2	1	54	0		55	1	0	2		4	0	25	0		25	0	0	86
% 3 Axle Vehicles	0	0	1.6	3.8	1.2	0.3	3	0	0	2.6	0.4	0	0.2	0.3	0.3	0	1	0	0	0.9	0	0	1.3
4+ Axle Trucks	0	0	0		0	4	32	0		36	2	0	2		4	0	34	4		39	0	0	79
% 4+ Axle Trucks	0	0	0	0	0	1.4	1.8	0	0	1.7	0.8	0	0.2	0	0.3	0	1.4	3.4	2.6	1.5	0	0	1.2

	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	2	4	10	33	250	2	285	36	0	112	148	3	324	13	340	783
04:45 PM	4	2	10	16	47	221	3	271	28	4	131	163	3	293	13	309	759
05:00 PM	6	4	8	18	36	252	2	290	30	1	88	119	5	336	20	361	788
05:15 PM	1	5	7	13	42	244	9	295	26	0	111	137	3	312	13	328	773
Total Volume	15	13	29	57	158	967	16	1141	120	5	442	567	14	1265	59	1338	3103
% App. Total	26.3	22.8	50.9		13.8	84.8	1.4		21.2	0.9	78		1	94.5	4.4		
PHF	.625	.650	.725	.792	.840	.959	.444	.967	.833	.313	.844	.870	.700	.941	.738	.927	.984

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City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy PM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 2



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City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
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File Name : 13_IRW_Azusa Canyon_Arrow Hwy PM
Site Code : 05117366
Start Date : 5/31/2017
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	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	4	2	10	16	33	250	2	285	43	1	123	167	5	336	20	361
+15 mins.	6	4	8	18	47	221	3	271	41	1	154	196	3	312	13	328
+30 mins.	1	5	7	13	36	252	2	290	36	0	112	148	4	333	14	351
+45 mins.	5	21	6	32	42	244	9	295	28	4	131	163	6	341	21	368
Total Volume	16	32	31	79	158	967	16	1141	148	6	520	674	18	1322	68	1408
% App. Total	20.3	40.5	39.2		13.8	84.8	1.4		22	0.9	77.2		1.3	93.9	4.8	
PHF	.667	.381	.775	.617	.840	.959	.444	.967	.860	.375	.844	.860	.750	.969	.810	.957

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City of Irwindale
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E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy PM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 1

Groups Printed- Passenger Vehicles

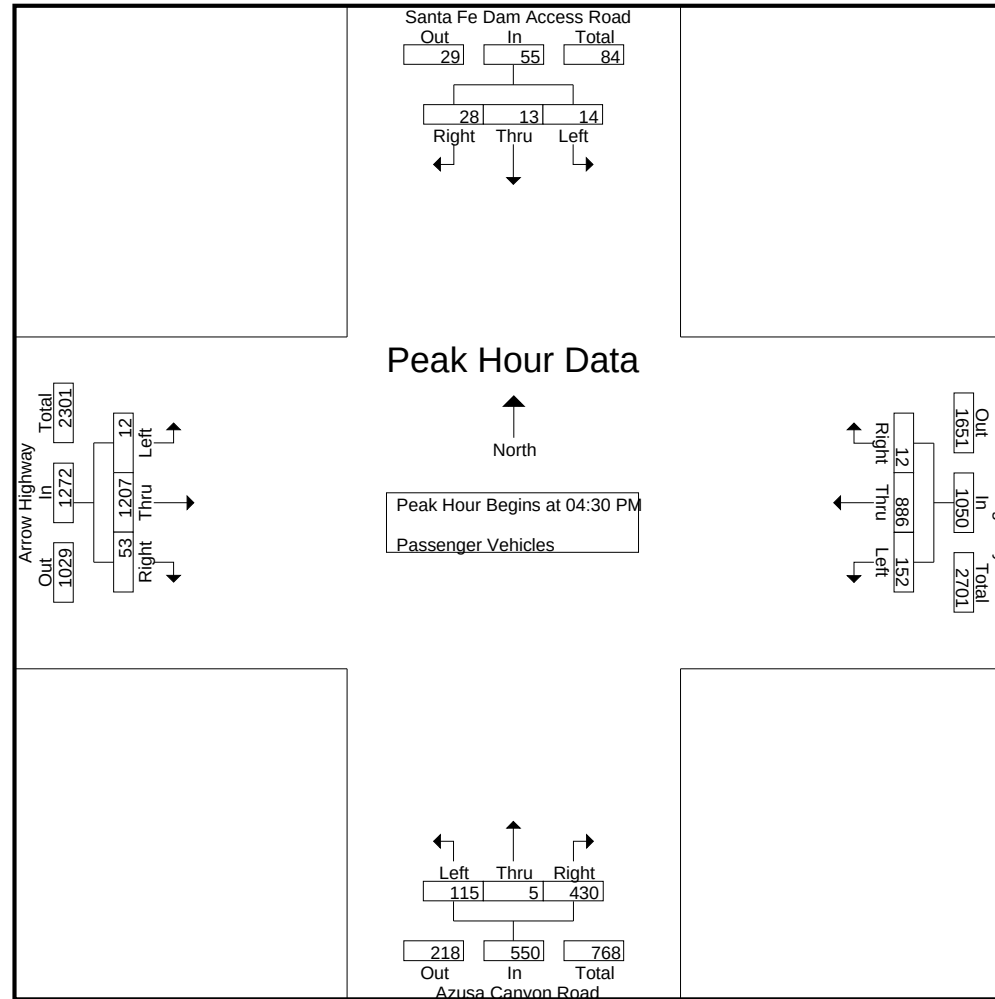
	Santa Fe Dam Access Road Southbound					Arrow Highway Westbound					Azusa Canyon Road Northbound					Arrow Highway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	9	3	4	3	16	24	204	7	1	235	39	1	121	45	161	4	261	18	3	283	52	695	747
04:15 PM	5	3	15	9	23	34	171	3	1	208	39	1	150	47	190	4	225	4	3	233	60	654	714
04:30 PM	3	2	4	1	9	29	224	2	0	255	33	0	111	28	144	2	315	13	5	330	34	738	772
04:45 PM	4	2	9	5	15	45	201	2	0	248	26	4	127	42	157	3	277	11	3	291	50	711	761
Total	21	10	32	18	63	132	800	14	2	946	137	6	509	162	652	13	1078	46	14	1137	196	2798	2994
05:00 PM	6	4	8	1	18	36	233	1	0	270	30	1	83	41	114	5	312	18	4	335	46	737	783
05:15 PM	1	5	7	3	13	42	228	7	2	277	26	0	109	37	135	2	303	11	5	316	47	741	788
05:30 PM	5	20	5	0	30	34	191	8	0	233	27	1	87	51	115	3	324	13	3	340	54	718	772
05:45 PM	4	1	7	2	12	25	190	5	1	220	20	6	109	37	135	6	323	19	9	348	49	715	764
Total	16	30	27	6	73	137	842	21	3	1000	103	8	388	166	499	16	1262	61	21	1339	196	2911	3107
Grand Total	37	40	59	24	136	269	1642	35	5	1946	240	14	897	328	1151	29	2340	107	35	2476	392	5709	6101
Apprch %	27.2	29.4	43.4			13.8	84.4	1.8			20.9	1.2	77.9			1.2	94.5	4.3					
Total %	0.6	0.7	1		2.4	4.7	28.8	0.6		34.1	4.2	0.2	15.7		20.2	0.5	41	1.9		43.4	6.4	93.6	

	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	3	2	4	9	29	224	2	255	33	0	111	144	2	315	13	330	738
04:45 PM	4	2	9	15	45	201	2	248	26	4	127	157	3	277	11	291	711
05:00 PM	6	4	8	18	36	233	1	270	30	1	83	114	5	312	18	335	737
05:15 PM	1	5	7	13	42	228	7	277	26	0	109	135	2	303	11	316	741
Total Volume	14	13	28	55	152	886	12	1050	115	5	430	550	12	1207	53	1272	2927
% App. Total	25.5	23.6	50.9		14.5	84.4	1.1		20.9	0.9	78.2		0.9	94.9	4.2		
PHF	.583	.650	.778	.764	.844	.951	.429	.948	.871	.313	.846	.876	.600	.958	.736	.949	.988

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Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy PM
Site Code : 05117366
Start Date : 5/31/2017
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File Name : 13_IRW_Azusa Canyon_Arrow Hwy PM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 3

	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	3	2	4	9	29	224	2	255	33	0	111	144	2	315	13	330
+15 mins.	4	2	9	15	45	201	2	248	26	4	127	157	3	277	11	291
+30 mins.	6	4	8	18	36	233	1	270	30	1	83	114	5	312	18	335
+45 mins.	1	5	7	13	42	228	7	277	26	0	109	135	2	303	11	316
Total Volume	14	13	28	55	152	886	12	1050	115	5	430	550	12	1207	53	1272
% App. Total	25.5	23.6	50.9		14.5	84.4	1.1		20.9	0.9	78.2		0.9	94.9	4.2	
PHF	.583	.650	.778	.764	.844	.951	.429	.948	.871	.313	.846	.876	.600	.958	.736	.949

City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy PM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 1

Groups Printed- Large 2 Axle Vehicles

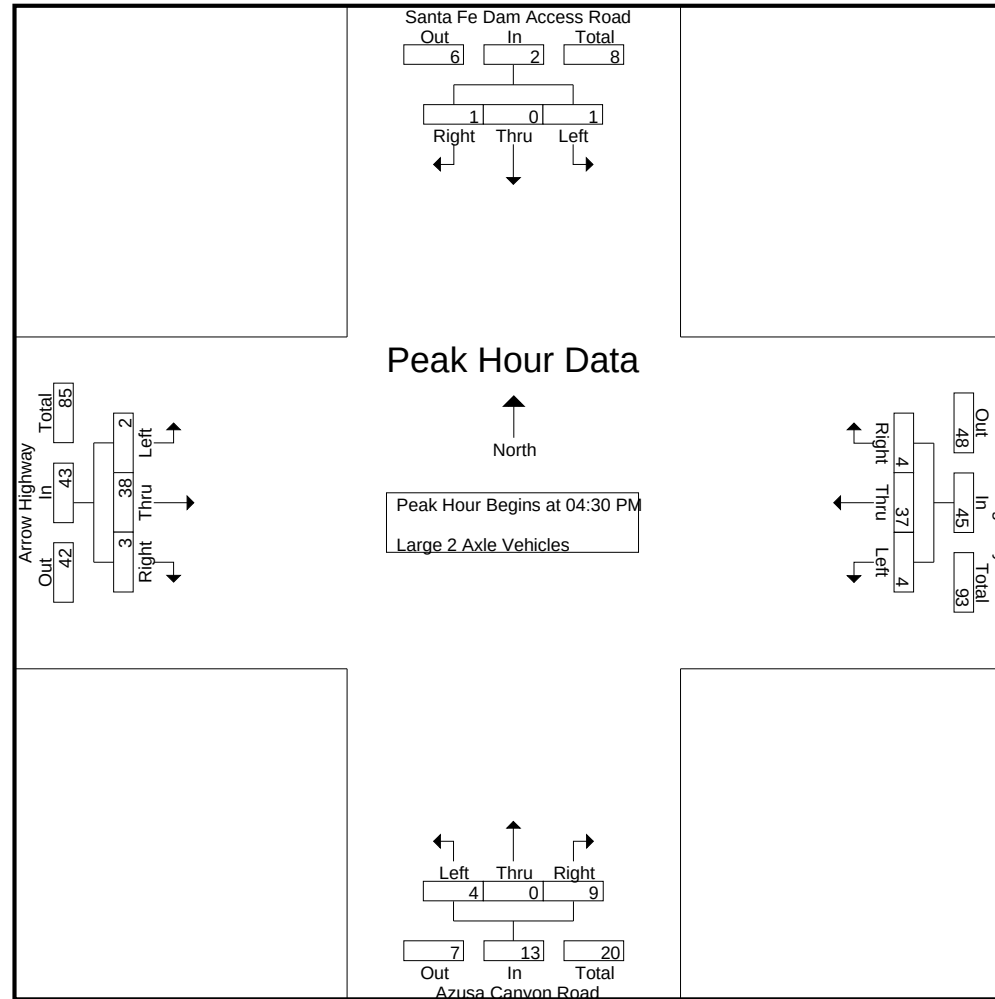
	Santa Fe Dam Access Road Southbound					Arrow Highway Westbound					Azusa Canyon Road Northbound					Arrow Highway Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	5	0	0	5	2	0	1	1	3	0	22	1	1	23	2	31	33
04:15 PM	0	0	0	0	0	4	6	0	0	10	2	0	4	1	6	0	10	0	0	10	1	26	27
04:30 PM	1	0	0	0	1	3	12	0	0	15	3	0	1	0	4	1	8	0	0	9	0	29	29
04:45 PM	0	0	1	0	1	1	8	1	0	10	1	0	3	1	4	0	7	1	0	8	1	23	24
Total	1	0	1	0	2	8	31	1	0	40	8	0	9	3	17	1	47	2	1	50	4	109	113
05:00 PM	0	0	0	0	0	0	9	1	0	10	0	0	4	2	4	0	17	1	0	18	2	32	34
05:15 PM	0	0	0	0	0	0	8	2	0	10	0	0	1	1	1	1	6	1	1	8	2	19	21
05:30 PM	0	1	1	1	2	2	2	0	0	4	0	1	2	1	3	1	4	1	0	6	2	15	17
05:45 PM	0	0	0	0	0	5	4	0	0	9	0	0	1	1	1	0	13	2	0	15	1	25	26
Total	0	1	1	1	2	7	23	3	0	33	0	1	8	5	9	2	40	5	1	47	7	91	98
Grand Total	1	1	2	1	4	15	54	4	0	73	8	1	17	8	26	3	87	7	2	97	11	200	211
Apprch %	25	25	50			20.5	74	5.5			30.8	3.8	65.4			3.1	89.7	7.2					
Total %	0.5	0.5	1		2	7.5	27	2		36.5	4	0.5	8.5		13	1.5	43.5	3.5		48.5	5.2	94.8	

	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	0	1	3	12	0	15	3	0	1	4	1	8	0	9	29
04:45 PM	0	0	1	1	1	8	1	10	1	0	3	4	0	7	1	8	23
05:00 PM	0	0	0	0	0	9	1	10	0	0	4	4	0	17	1	18	32
05:15 PM	0	0	0	0	0	8	2	10	0	0	1	1	1	6	1	8	19
Total Volume	1	0	1	2	4	37	4	45	4	0	9	13	2	38	3	43	103
% App. Total	50	0	50		8.9	82.2	8.9		30.8	0	69.2		4.7	88.4	7		
PHF	.250	.000	.250	.500	.333	.771	.500	.750	.333	.000	.563	.813	.500	.559	.750	.597	.805

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City of Irwindale
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Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy PM
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City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
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Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy PM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 3

	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	1	0	0	1	3	12	0	15	3	0	1	4	1	8	0	9	
+15 mins.	0	0	1	1	1	8	1	10	1	0	3	4	0	7	1	8	
+30 mins.	0	0	0	0	0	9	1	10	0	0	4	4	0	17	1	18	
+45 mins.	0	0	0	0	0	8	2	10	0	0	1	1	1	6	1	8	
Total Volume	1	0	1	2	4	37	4	45	4	0	9	13	2	38	3	43	
% App. Total	50	0	50		8.9	82.2	8.9		30.8	0	69.2		4.7	88.4	7		
PHF	.250	.000	.250	.500	.333	.771	.500	.750	.333	.000	.563	.813	.500	.559	.750	.597	

City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy PM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 1

Groups Printed- 3 Axle Vehicles

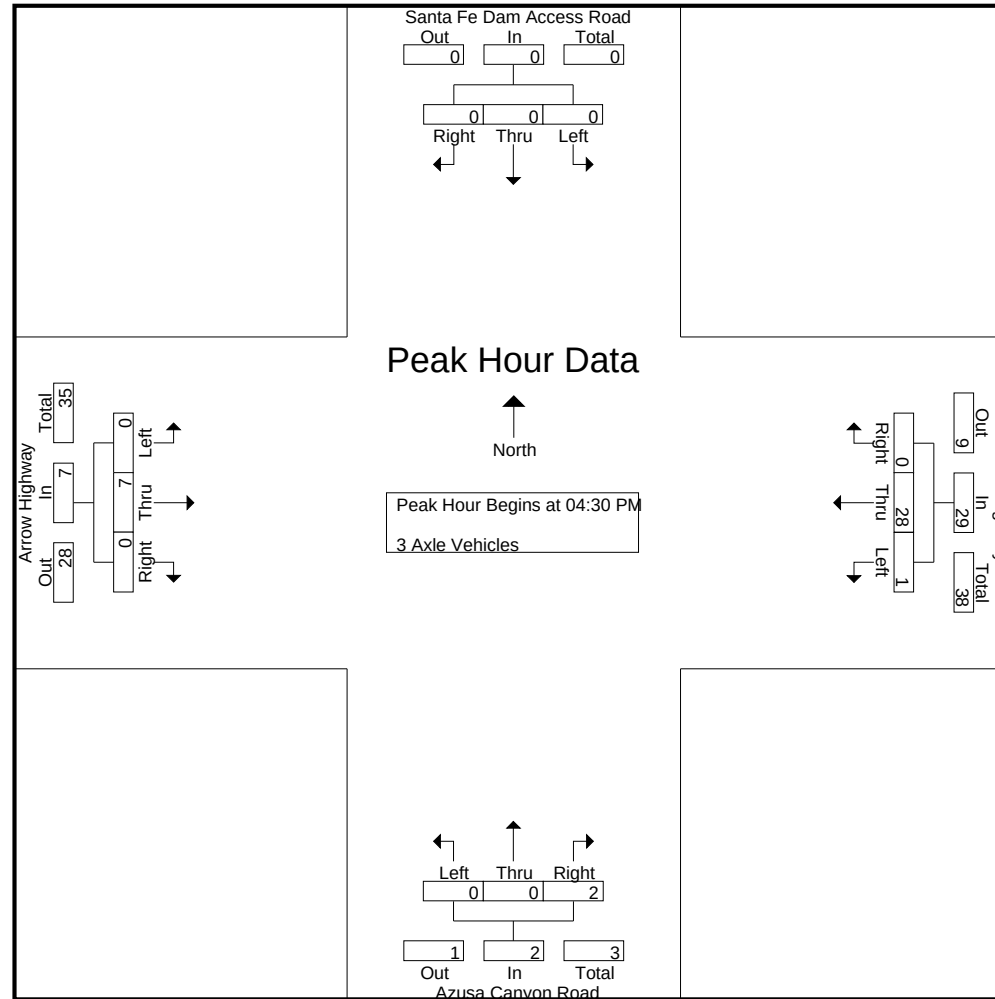
	Santa Fe Dam Access Road Southbound					Arrow Highway Westbound					Azusa Canyon Road Northbound					Arrow Highway Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	7	0	0	7	0	13	13
04:15 PM	0	0	1	1	1	0	11	0	0	11	0	0	0	0	0	0	8	0	0	8	1	20	21
04:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	7
04:45 PM	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	0	4	0	0	4	0	15	15
Total	0	0	1	1	1	1	33	0	0	34	1	0	0	0	1	0	19	0	0	19	1	55	56
05:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	1	1	0	3	0	0	3	1	9	10
05:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	0	0	0	0	0	7	7
05:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	8	8
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	5	5
Total	0	0	0	0	0	0	21	0	0	21	0	0	2	1	2	0	6	0	0	6	1	29	30
Grand Total	0	0	1	1	1	1	54	0	0	55	1	0	2	1	3	0	25	0	0	25	2	84	86
Apprch %	0	0	100			1.8	98.2	0			33.3	0	66.7			0	100	0					
Total %	0	0	1.2		1.2	1.2	64.3	0		65.5	1.2	0	2.4		3.6	0	29.8	0		29.8	2.3	97.7	

	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	10	0	11	0	0	0	0	4	0	4	15
05:00 PM	0	0	0	0	0	0	5	0	5	0	0	1	1	3	0	3	9
05:15 PM	0	0	0	0	0	0	6	0	6	0	0	1	1	0	0	0	7
Total Volume	0	0	0	0	0	1	28	0	29	0	0	2	2	7	0	7	38
% App. Total	0	0	0	0	0	3.4	96.6	0		0	0	100		100	0		
PHF	.000	.000	.000	.000	.000	.250	.700	.000	.659	.000	.000	.500	.500	.000	.438	.000	.633

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Corona, CA 92878
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City of Irwindale
N/S: Santa Fe Dam Acces/Azusa Canyon Rd
E/W: Arrow Highway
Weather: Clear

File Name : 13_IRW_Azusa Canyon_Arrow Hwy PM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 2



Counts Unlimited
PO Box 1178
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N/S: Santa Fe Dam Acces/Azusa Canyon Rd
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File Name : 13_IRW_Azusa Canyon_Arrow Hwy PM
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Page No : 3

	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	1	10	0	11	0	0	0	0	0	4	0	4	
+30 mins.	0	0	0	0	0	5	0	5	0	0	1	1	0	3	0	3	
+45 mins.	0	0	0	0	0	6	0	6	0	0	1	1	0	0	0	0	
Total Volume	0	0	0	0	1	28	0	29	0	0	2	2	0	7	0	7	
% App. Total	0	0	0		3.4	96.6	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.700	.000	.659	.000	.000	.500	.500	.000	.438	.000	.438	

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File Name : 13_IRW_Azusa Canyon_Arrow Hwy PM
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Start Date : 5/31/2017
Page No : 1

Groups Printed- 4+ Axle Trucks

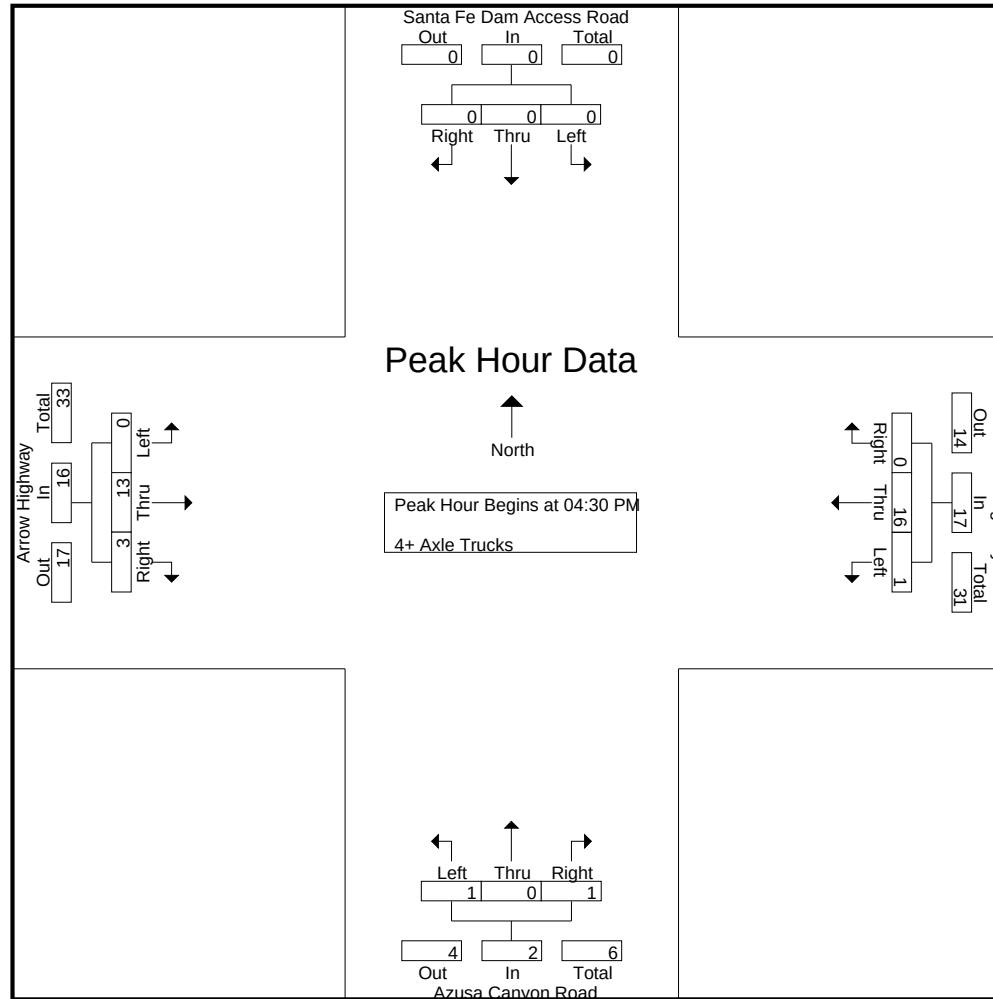
	Santa Fe Dam Access Road Southbound					Arrow Highway Westbound					Azusa Canyon Road Northbound					Arrow Highway Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	1	6	0	0	7	1	0	1	0	2	0	8	0	0	8	0	17	17
04:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	1	0	7	0	10	10
04:30 PM	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	1	0	0	1	0	9	9
04:45 PM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	5	1	1	6	1	10	11
Total	0	0	0	0	0	2	18	0	0	20	2	0	2	0	4	0	20	2	1	22	1	46	47
05:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	1	0	5	0	10	10
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	6	6
05:30 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	7	7
05:45 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	3	0	0	3	0	9	9
Total	0	0	0	0	0	2	14	0	0	16	0	0	0	0	0	0	14	2	0	16	0	32	32
Grand Total	0	0	0	0	0	4	32	0	0	36	2	0	2	0	4	0	34	4	1	38	1	78	79
Apprch %	0	0	0			11.1	88.9	0			50	0	50			0	89.5	10.5					
Total %	0	0	0		0	5.1	41	0		46.2	2.6	0	2.6		5.1	0	43.6	5.1		48.7	1.3	98.7	

	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	1	7	0	8	0	0	0	0	0	1	0	1	9
04:45 PM	0	0	0	0	0	2	0	2	1	0	1	2	0	5	1	6	10
05:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	1	5	10
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	4	6
Total Volume	0	0	0	0	1	16	0	17	1	0	1	2	0	13	3	16	35
% App. Total	0	0	0		5.9	94.1	0		50	0	50		0	81.2	18.8		
PHF	.000	.000	.000	.000	.250	.571	.000	.531	.250	.000	.250	.250	.000	.650	.750	.667	.875

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	Santa Fe Dam Access Road Southbound				Arrow Highway Westbound				Azusa Canyon Road Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	1	7	0	8	0	0	0	0	0	1	0	1	
+15 mins.	0	0	0	0	0	2	0	2	1	0	1	2	0	5	1	6	
+30 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	4	1	5	
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	4	
Total Volume	0	0	0	0	1	16	0	17	1	0	1	2	0	13	3	16	
% App. Total	0	0	0		5.9	94.1	0		50	0	50		0	81.2	18.8		
PHF	.000	.000	.000	.000	.250	.571	.000	.531	.250	.000	.250	.250	.000	.650	.750	.667	

Location: Irwindale
 N/S: Santa Fe Dam Acces/Azusa Canyon Rd
 E/W: Arrow Highway



Date: 5/31/2017
 Day: Wednesday

PEDESTRIANS

	North Leg Santa Fe Dam Access	East Leg Arrow Highway	South Leg Azusa Canyon Road	West Leg Arrow Highway	TOTAL
7:00 AM	0	4	3	0	7
7:15 AM	0	0	0	0	0
7:30 AM	0	2	2	0	4
7:45 AM	0	2	2	0	4
8:00 AM	0	1	0	0	1
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	1	0	1	0	2
TOTAL VOLUMES:	1	9	9	0	19

	North Leg Santa Fe Dam Access	East Leg Arrow Highway	South Leg Azusa Canyon Road	West Leg Arrow Highway	TOTAL
4:00 PM	0	2	2	0	4
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1
5:00 PM	0	6	6	0	12
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	10	8	0	18

Location: Irwindale
 N/S: Santa Fe Dam Acces/Azusa Canyon Rd
 E/W: Arrow Highway



Date: 5/31/2017
 Day: Wednesday

BICYCLES

	North Leg Santa Fe Dam Access	East Leg Arrow Highway	South Leg Azusa Canyon Road	West Leg Arrow Highway	TOTAL
7:00 AM	0	0	1	0	1
7:15 AM	1	0	0	0	1
7:30 AM	0	0	1	0	1
7:45 AM	0	1	0	0	1
8:00 AM	1	1	1	0	3
8:15 AM	1	0	1	1	3
8:30 AM	0	0	1	0	1
8:45 AM	1	4	1	0	6
TOTAL VOLUMES:	4	6	6	1	17

	North Leg Santa Fe Dam Access	East Leg Arrow Highway	South Leg Azusa Canyon Road	West Leg Arrow Highway	TOTAL
4:00 PM	1	1	0	0	2
4:15 PM	0	3	0	0	3
4:30 PM	0	2	0	0	2
4:45 PM	1	3	3	0	7
5:00 PM	2	1	0	0	3
5:15 PM	1	2	0	0	3
5:30 PM	0	1	0	0	1
5:45 PM	1	2	0	1	4
TOTAL VOLUMES:	6	15	3	1	25

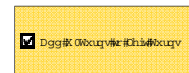
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Jun 5, 18

LOCATION: Irwindale
NORTH & SOUTH: 4th
EAST & WEST: Arrow

PROJECT #: SC1780
LOCATION #: 9
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	4th			4th			Arrow			Arrow			
LANES:	NL 1.5	NT 0.5	NR 1	SL 0	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 2	WR 0	TOTAL

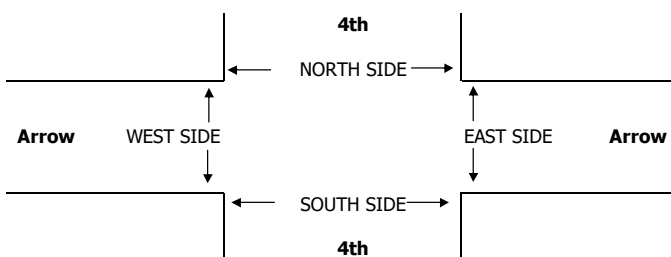
U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

7:00 AM	20	1	2	2	0	2	4	130	11	16	394	1	583
7:15 AM	20	0	3	1	2	3	1	148	21	15	374	1	589
7:30 AM	22	0	6	1	0	4	4	199	26	23	406	1	692
7:45 AM	17	0	5	0	0	4	10	227	42	14	381	0	700
8:00 AM	17	1	8	1	0	1	5	195	37	25	334	2	626
8:15 AM	19	1	4	0	3	3	7	175	35	24	285	2	558
8:30 AM	30	1	5	2	1	3	6	174	17	26	249	1	515
8:45 AM	21	2	9	2	1	0	6	168	40	19	228	1	497
VOLUMES	166	6	42	9	7	20	43	1,416	229	162	2,651	9	4,760
APPROACH %	78%	3%	20%	25%	19%	56%	3%	84%	14%	6%	94%	0%	
APP/DEPART	214	/	56	36	/	323	1,688	/	1,543	2,822	/	2,838	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	76	1	22	3	2	12	20	769	126	77	1,495	4	2,607
APPROACH %	77%	1%	22%	18%	12%	71%	2%	84%	14%	5%	95%	0%	
PEAK HR FACTOR	0.884			0.708			0.820			0.916			0.931
APP/DEPART	99	/	25	17	/	167	915	/	832	1,576	/	1,583	0

1	0	0	10	11
0	0	0	6	6
0	0	0	11	11
0	0	0	7	7
0	0	0	14	14
0	0	0	9	9
0	0	2	12	14
0	0	0	7	7
1	0	2	76	79

4:00 PM	34	1	10	6	0	7	3	383	10	17	228	0	699
4:15 PM	20	1	9	3	2	7	2	475	13	10	209	2	753
4:30 PM	32	1	7	0	2	1	2	417	12	8	225	0	705
4:45 PM	24	0	7	5	0	4	4	446	9	7	206	2	714
5:00 PM	46	1	16	2	0	4	1	417	6	11	255	0	759
5:15 PM	22	0	9	3	0	1	0	447	8	11	250	0	751
5:30 PM	51	0	12	1	0	3	0	448	16	12	212	0	755
5:45 PM	16	0	7	1	0	3	4	445	7	7	187	0	677
VOLUMES	245	4	77	21	2	30	16	3,478	81	83	1,772	4	5,813
APPROACH %	75%	1%	24%	40%	4%	57%	0%	97%	2%	4%	95%	0%	
APP/DEPART	326	/	24	53	/	125	3,575	/	3,617	1,859	/	2,047	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	143	1	44	11	0	12	5	1,758	39	41	923	2	2,979
APPROACH %	76%	1%	23%	48%	0%	52%	0%	98%	2%	4%	96%	0%	
PEAK HR FACTOR		0.746			0.639			0.971			0.908		0.981
APP/DEPART	188	/	8	23	/	61	1,802	/	1,832	966	/	1,078	0

0	0	0	10	10
0	0	0	4	4
0	0	0	5	5
0	0	0	2	2
0	0	0	6	6
0	0	0	6	6
0	0	0	5	5
0	0	0	3	3
0	0	0	41	41

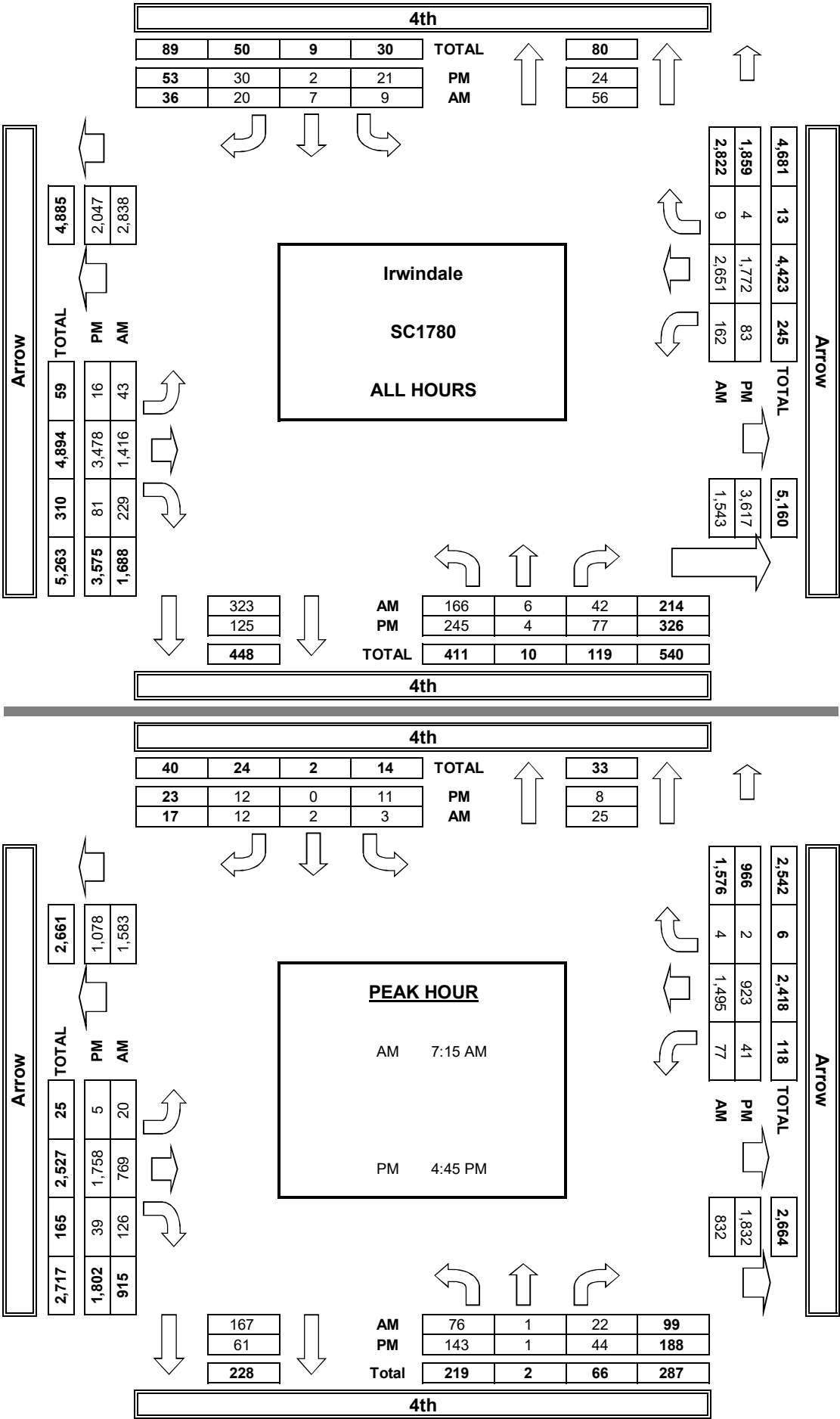


	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
AM BEGIN PEAK HR	
	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL
PM BEGIN PEAK HR	

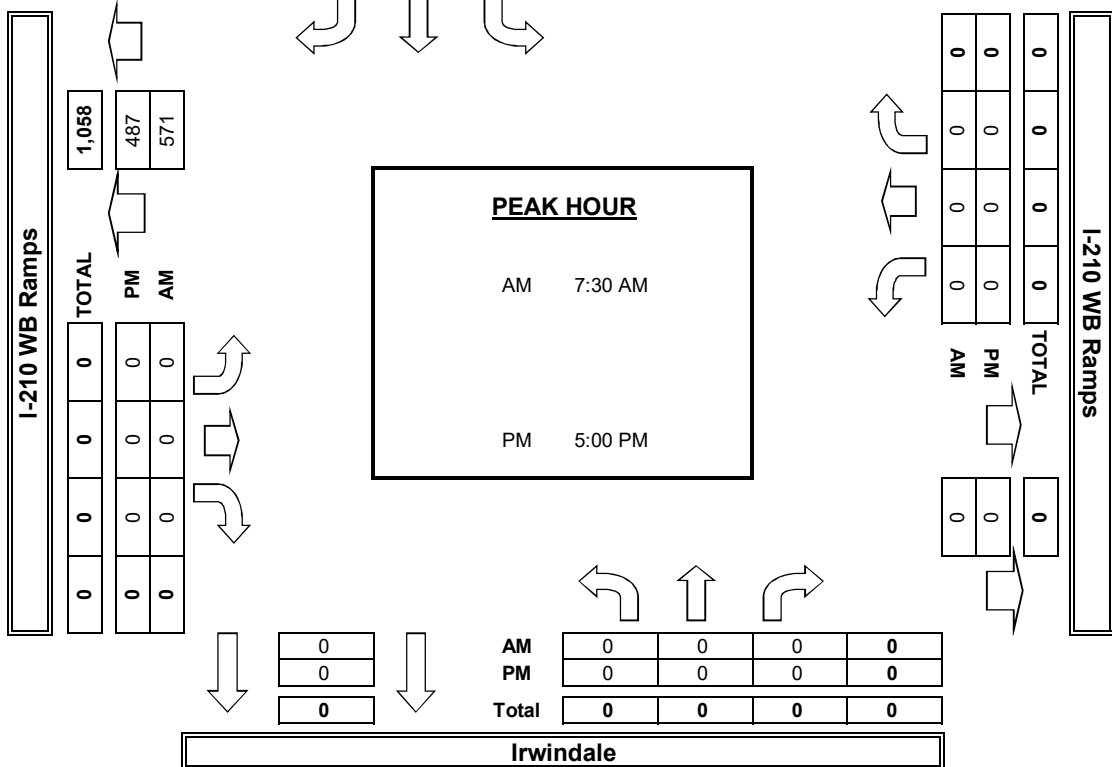
PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
7:15 AM				
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
4:45 PM				

[illegible][illegible]

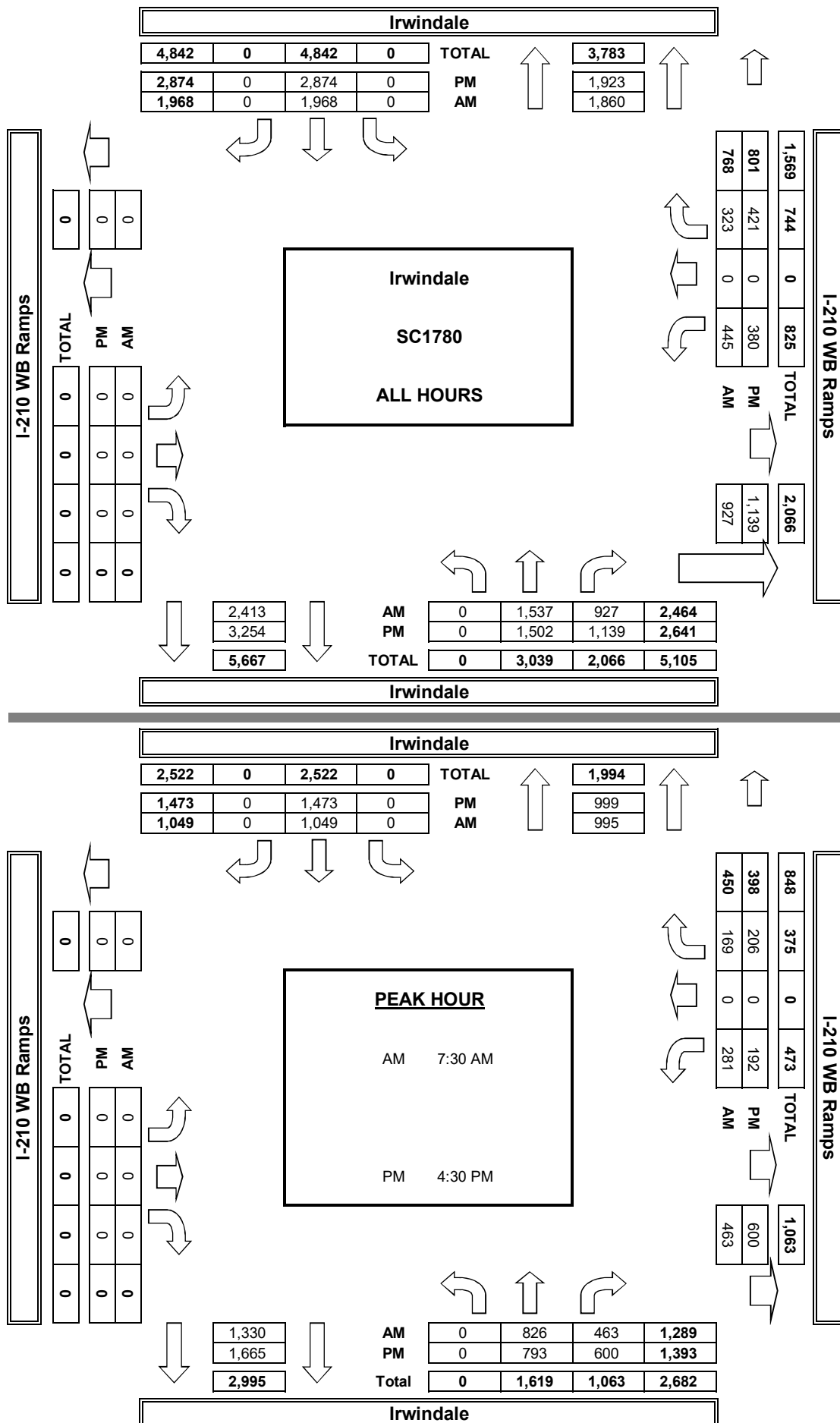
AimTD LLC
TURNING MOVEMENT COUNTS



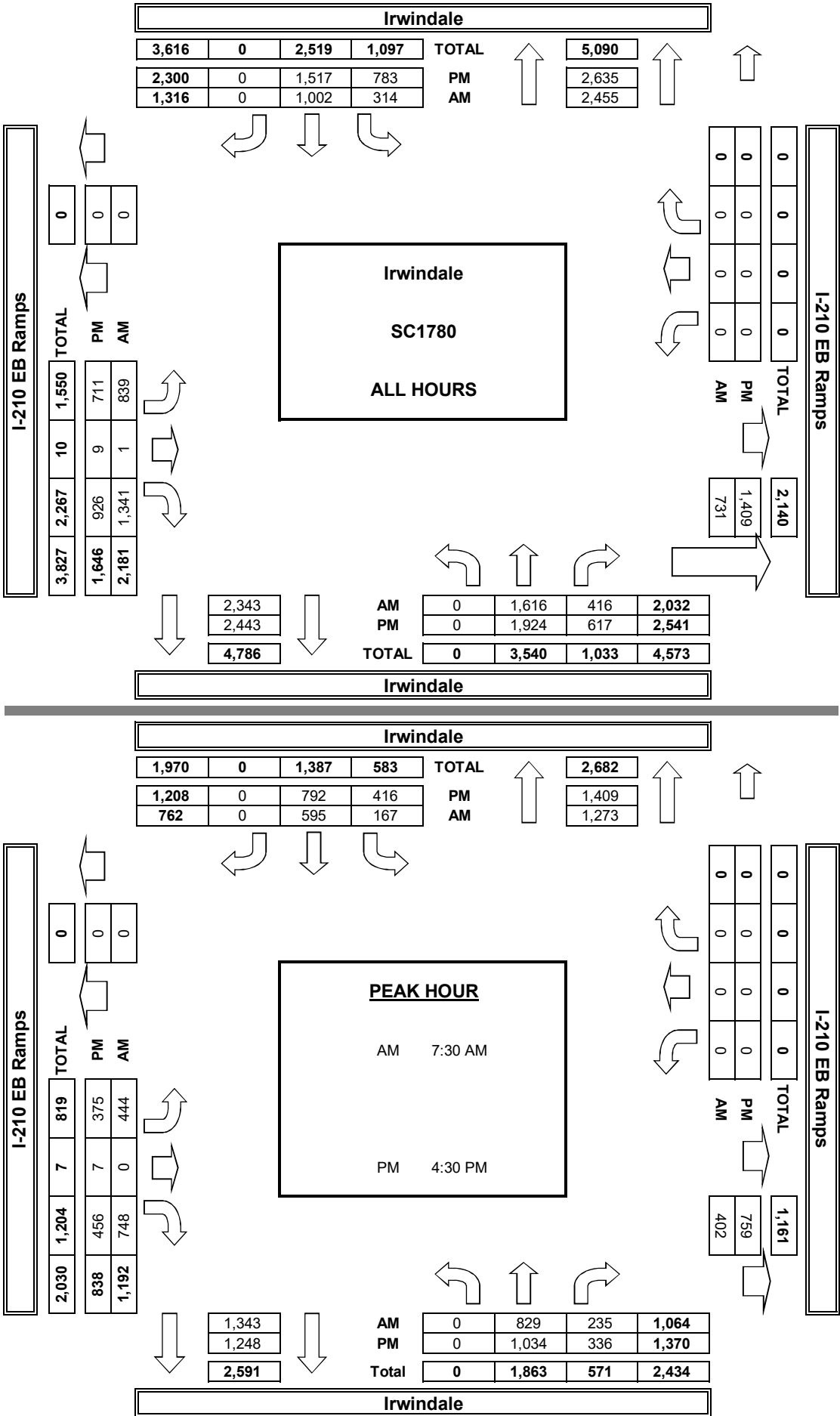
TURNING MOVEMENT COUNTS



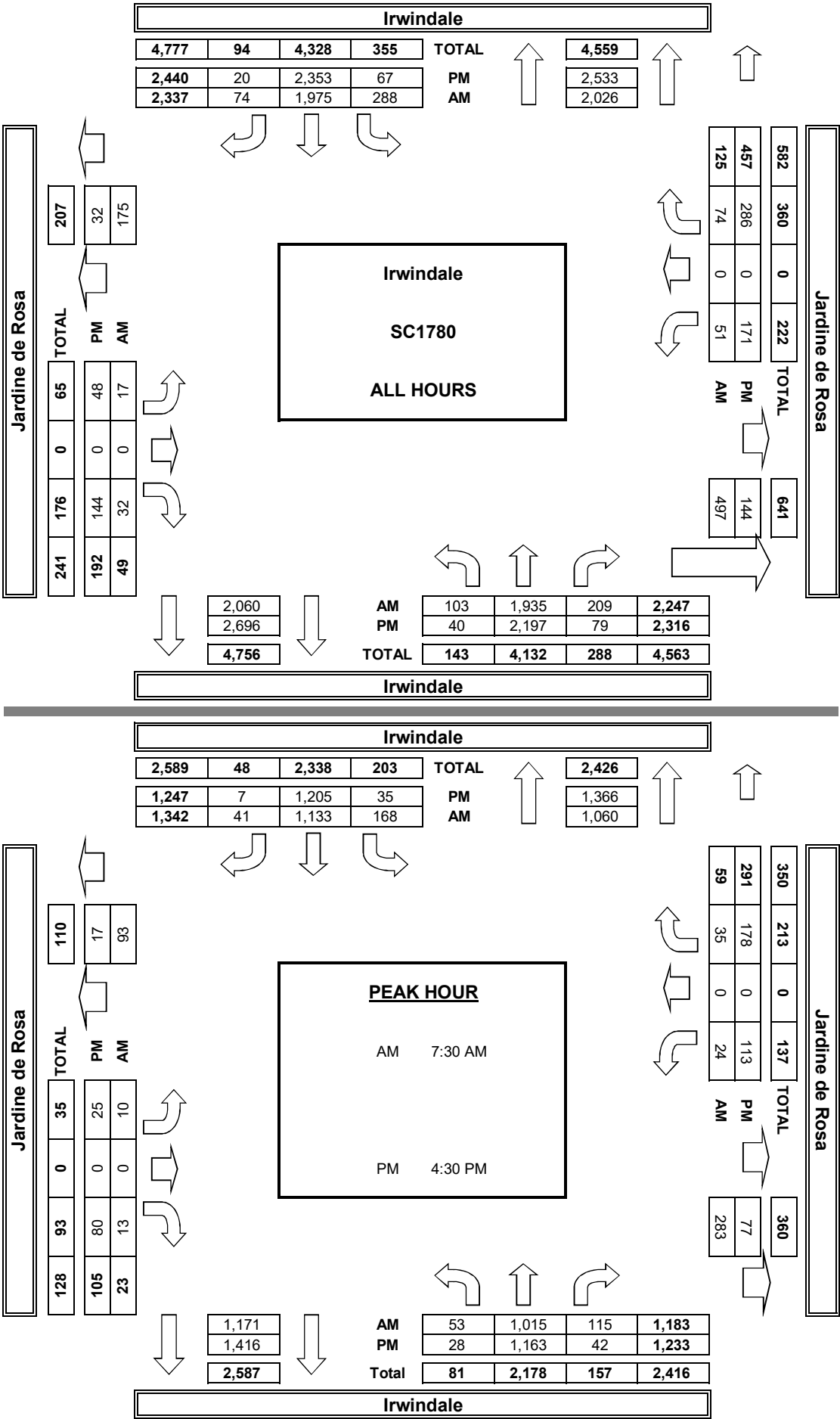
TURNING MOVEMENT COUNTS



AimTD LLC
TURNING MOVEMENT COUNTS



AimTD LLC
TURNING MOVEMENT COUNTS



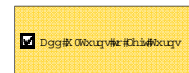
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Jun 5, 18

LOCATION: Irwindale
NORTH & SOUTH: Irwindale
EAST & WEST: 1st

PROJECT #: SC1780
LOCATION #: 13
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Irwindale			Irwindale			1st			1st			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 3	SR 1	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 1	TOTAL

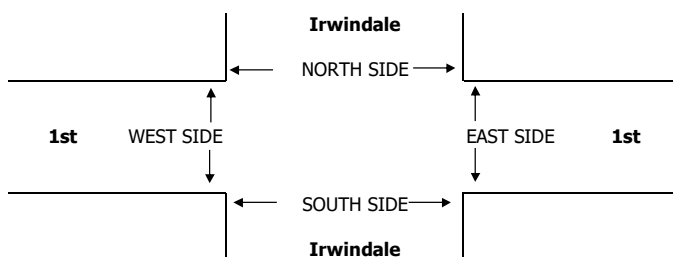
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

7:00 AM	8	285	1	0	133	40	23	0	5	1	0	2	498
7:15 AM	6	292	2	4	172	29	11	0	2	0	0	1	519
7:30 AM	14	355	0	0	187	32	17	0	4	0	0	3	612
7:45 AM	10	320	2	5	207	31	15	0	1	0	0	1	592
8:00 AM	8	248	0	5	205	33	11	0	8	0	0	1	519
8:15 AM	6	264	2	4	228	34	11	0	8	0	0	3	560
8:30 AM	10	246	2	4	203	25	21	0	5	1	0	0	517
8:45 AM	11	225	2	6	154	25	20	0	4	1	0	1	449
VOLUMES	73	2,235	11	28	1,489	249	129	0	37	3	0	12	4,266
APPROACH %	3%	96%	0%	2%	84%	14%	78%	0%	22%	20%	0%	80%	
APP/DEPART	2,319	/	2,387	1,766	/	1,529	166	/	28	15	/	322	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	38	1,187	4	14	827	130	54	0	21	0	0	8	2,283
APPROACH %	3%	97%	0%	1%	85%	13%	72%	0%	28%	0%	0%	100%	
PEAK HR FACTOR		0.833			0.913			0.893			0.667		0.933
APP/DEPART	1,229	/	1,253	971	/	848	75	/	14	8	/	168	0

0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
0	2	0	0	2
0	2	0	0	2
0	3	0	0	3
0	11	0	0	11

4:00 PM	6	218	1	0	318	6	45	1	18	2	0	3	618
4:15 PM	3	199	3	1	300	12	27	0	7	3	0	1	556
4:30 PM	4	238	3	2	290	13	54	0	13	1	0	1	619
4:45 PM	4	206	0	3	319	14	44	0	10	3	0	1	604
5:00 PM	3	238	0	2	365	13	39	0	6	4	0	1	671
5:15 PM	0	196	1	2	363	13	30	0	14	2	0	3	624
5:30 PM	0	216	1	0	326	15	35	0	11	1	0	0	605
5:45 PM	1	204	1	1	329	5	17	0	5	1	0	4	568
VOLUMES	21	1,715	10	11	2,610	91	291	1	84	17	0	14	4,865
APPROACH %	1%	98%	1%	0%	96%	3%	77%	0%	22%	55%	0%	45%	
APP/DEPART	1,746	/	2,023	2,712	/	2,711	376	/	19	31	/	112	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	11	878	4	9	1,337	53	167	0	43	10	0	6	2,518
APPROACH %	1%	98%	0%	1%	96%	4%	80%	0%	20%	63%	0%	38%	
PEAK HR FACTOR	0.911			0.920			0.784			0.800			0.938
APP/DEPART	893	/	1,053	1,399	/	1,390	210	/	11	16	/	64	0

0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	3	0	0	3

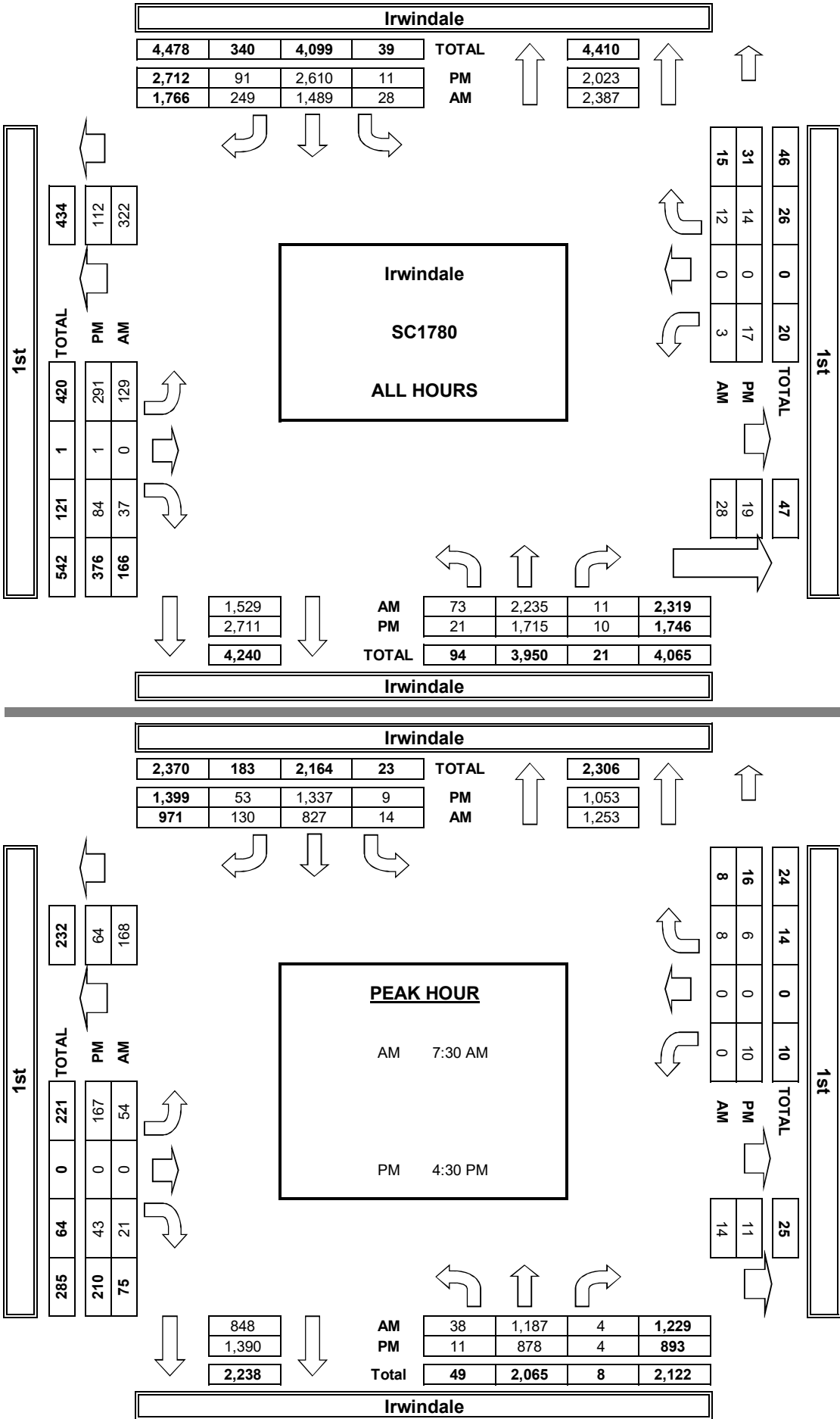


	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
AM BEGIN PEAK HR	
	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL
PM BEGIN PEAK HR	

PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
7:30 AM					
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
4:30 PM					

[illegible][illegible]

AimTD LLC
TURNING MOVEMENT COUNTS



City of Irwindale
N/S: Irwindale Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 14_IRW_Irwindale Ave_Gladstone AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

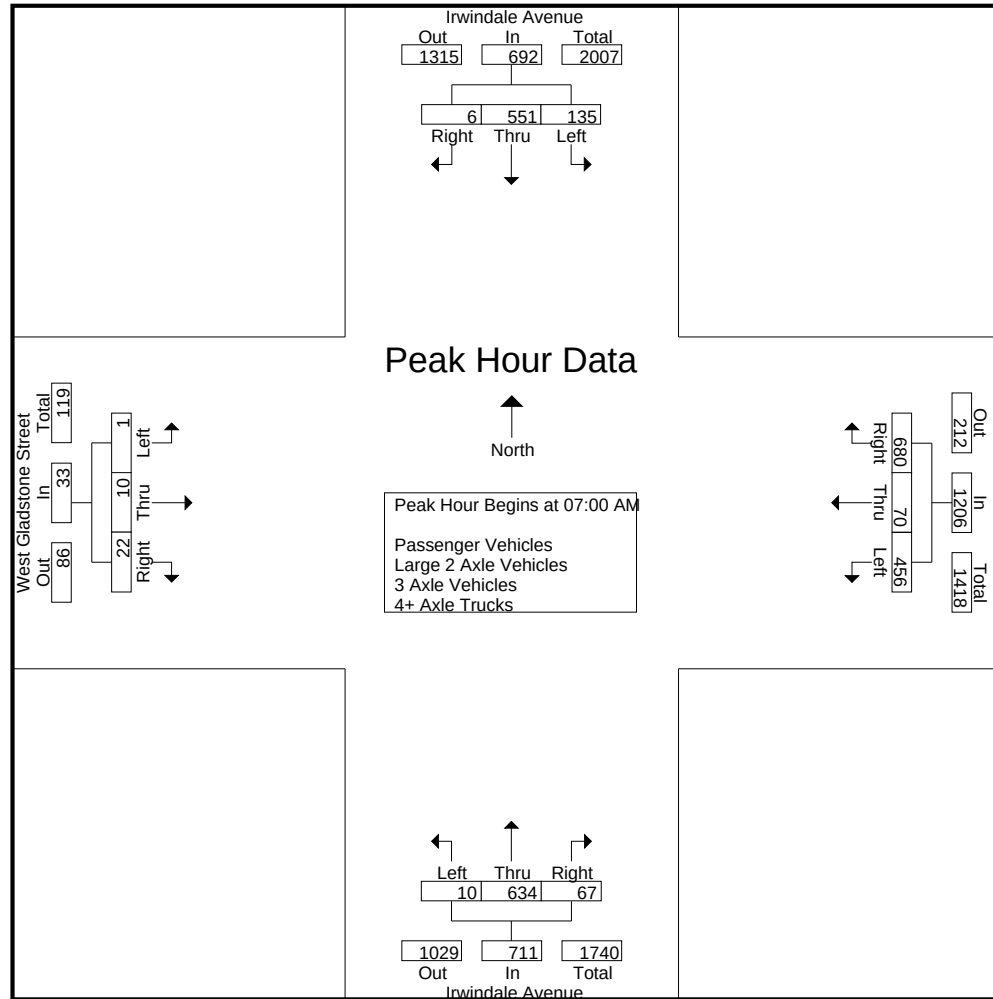
	Irwindale Avenue Southbound					West Gladstone Street Westbound					Irwindale Avenue Northbound					West Gladstone Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	30	116	1	0	147	116	19	248	84	383	5	150	14	10	169	1	5	7	4	13	98	712	810
07:15 AM	27	108	3	0	138	122	16	158	64	296	0	141	12	10	153	0	3	5	2	8	76	595	671
07:30 AM	31	137	1	0	169	115	15	140	66	270	1	178	16	8	195	0	1	4	2	5	76	639	715
07:45 AM	47	190	1	0	238	103	20	134	48	257	4	165	25	9	194	0	1	6	0	7	57	696	753
Total	135	551	6	0	692	456	70	680	262	1206	10	634	67	37	711	1	10	22	8	33	307	2642	2949
08:00 AM	50	188	2	0	240	88	12	124	37	224	2	183	29	14	214	0	1	2	0	3	51	681	732
08:15 AM	53	171	3	0	227	65	6	90	43	161	1	175	16	8	192	1	0	4	2	5	53	585	638
08:30 AM	43	178	0	0	221	76	5	101	45	182	2	163	13	5	178	0	2	1	0	3	50	584	634
08:45 AM	39	153	0	0	192	63	4	82	47	149	3	135	18	4	156	3	0	2	1	5	52	502	554
Total	185	690	5	0	880	292	27	397	172	716	8	656	76	31	740	4	3	9	3	16	206	2352	2558
Grand Total	320	1241	11	0	1572	748	97	1077	434	1922	18	1290	143	68	1451	5	13	31	11	49	513	4994	5507
Apprch %	20.4	78.9	0.7			38.9	5	56			1.2	88.9	9.9			10.2	26.5	63.3					
Total %	6.4	24.8	0.2		31.5	15	1.9	21.6		38.5	0.4	25.8	2.9		29.1	0.1	0.3	0.6		1	9.3	90.7	
Passenger Vehicles	172	1116	8		1296	688	94	911		2055	18	1174	133		1388	4	11	27		52	0	0	4791
% Passenger Vehicles	53.8	89.9	72.7	0	82.4	92	96.9	84.6	83.4	87.2	100	91	93	92.6	91.4	80	84.6	87.1	90.9	86.7	0	0	87
Large 2 Axle Vehicles	15	67	1		83	27	1	31		75	0	81	5		89	0	0	3		3	0	0	250
% Large 2 Axle Vehicles	4.7	5.4	9.1	0	5.3	3.6	1	2.9	3.7	3.2	0	6.3	3.5	4.4	5.9	0	0	9.7	0	5	0	0	4.5
3 Axle Vehicles	61	16	0		77	8	1	61		102	0	12	4		17	0	1	0		1	0	0	197
% 3 Axle Vehicles	19.1	1.3	0	0	4.9	1.1	1	5.7	7.4	4.3	0	0.9	2.8	1.5	1.1	0	7.7	0	0	1.7	0	0	3.6
4+ Axle Trucks	72	42	2		116	25	1	74		124	0	23	1		25	1	1	1		4	0	0	269
% 4+ Axle Trucks	22.5	3.4	18.2	0	7.4	3.3	1	6.9	5.5	5.3	0	1.8	0.7	1.5	1.6	20	7.7	3.2	9.1	6.7	0	0	4.9

	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	30	116	1	147	116	19	248	383	5	150	14	169	1	5	7	13	712
07:15 AM	27	108	3	138	122	16	158	296	0	141	12	153	0	3	5	8	595
07:30 AM	31	137	1	169	115	15	140	270	1	178	16	195	0	1	4	5	639
07:45 AM	47	190	1	238	103	20	134	257	4	165	25	194	0	1	6	7	696
Total Volume	135	551	6	692	456	70	680	1206	10	634	67	711	1	10	22	33	2642
% App. Total	19.5	79.6	0.9		37.8	5.8	56.4		1.4	89.2	9.4		3	30.3	66.7		
PHF	.718	.725	.500	.727	.934	.875	.685	.787	.500	.890	.670	.912	.250	.500	.786	.635	.928

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(951) 268-6268

City of Irwindale
N/S: Irwindale Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 14_IRW_Irwindale Ave_Gladstone AM
Site Code : 05117366
Start Date : 5/31/2017
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Start Date : 5/31/2017
Page No : 3

	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

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

Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	47	190	1	238	116	19	248	383	1	178	16	195	1	5	7	13
+15 mins.	50	188	2	240	122	16	158	296	4	165	25	194	0	3	5	8
+30 mins.	53	171	3	227	115	15	140	270	2	183	29	214	0	1	4	5
+45 mins.	43	178	0	221	103	20	134	257	1	175	16	192	0	1	6	7
Total Volume	193	727	6	926	456	70	680	1206	8	701	86	795	1	10	22	33
% App. Total	20.8	78.5	0.6		37.8	5.8	56.4		1	88.2	10.8		3	30.3	66.7	
PHF	.910	.957	.500	.965	.934	.875	.685	.787	.500	.958	.741	.929	.250	.500	.786	.635

City of Irwindale
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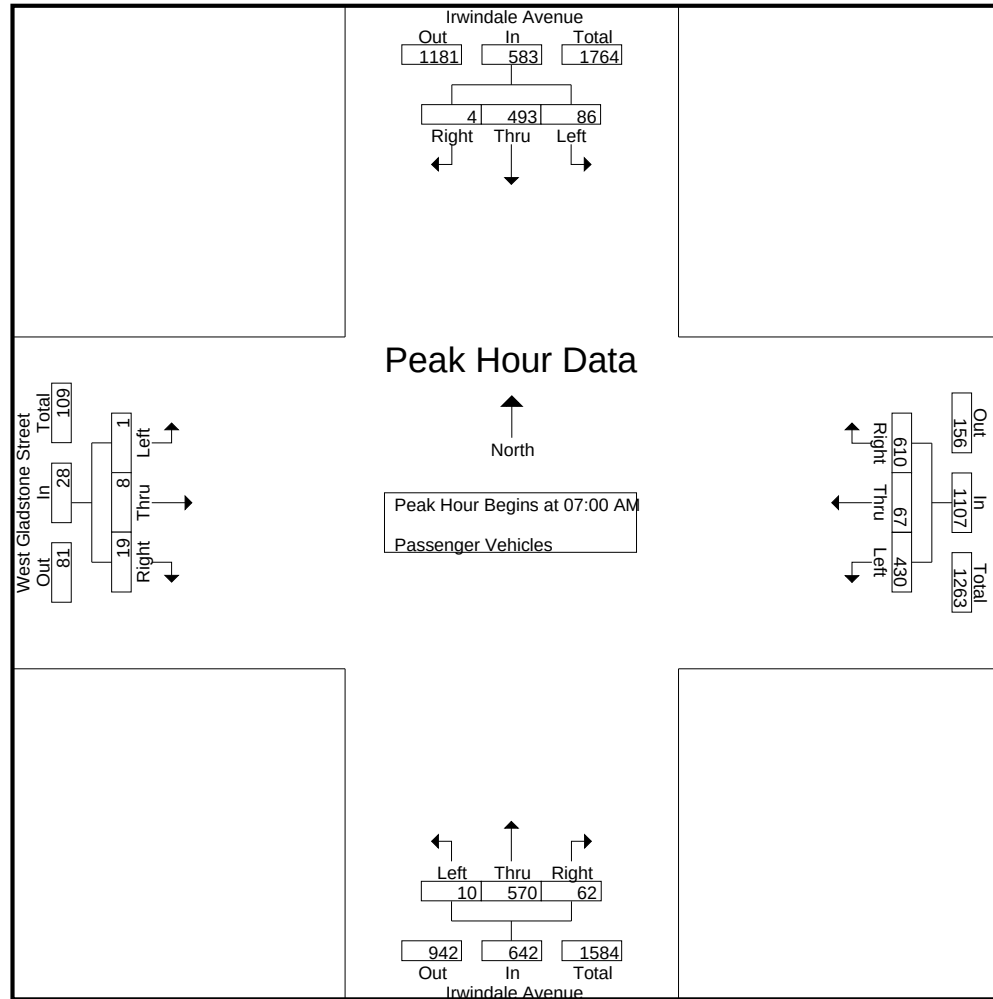
Groups Printed- Passenger Vehicles

	Irwindale Avenue Southbound					West Gladstone Street Westbound					Irwindale Avenue Northbound					West Gladstone Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	22	108	1	0	131	111	18	235	81	364	5	134	13	9	152	1	4	7	4	12	94	659	753
07:15 AM	16	94	1	0	111	111	15	141	56	267	0	122	11	10	133	0	2	5	2	7	68	518	586
07:30 AM	19	122	1	0	142	111	15	115	55	241	1	160	15	7	176	0	1	4	2	5	64	564	628
07:45 AM	29	169	1	0	199	97	19	119	44	235	4	154	23	9	181	0	1	3	0	4	53	619	672
Total	86	493	4	0	583	430	67	610	236	1107	10	570	62	35	642	1	8	19	8	28	279	2360	2639
08:00 AM	22	170	2	0	194	81	12	105	26	198	2	170	28	13	200	0	1	2	0	3	39	595	634
08:15 AM	23	157	2	0	182	55	6	65	36	126	1	160	16	8	177	1	0	4	2	5	46	490	536
08:30 AM	24	154	0	0	178	68	5	74	32	147	2	149	11	3	162	0	2	1	0	3	35	490	525
08:45 AM	17	142	0	0	159	54	4	57	32	115	3	125	16	4	144	2	0	1	0	3	36	421	457
Total	86	623	4	0	713	258	27	301	126	586	8	604	71	28	683	3	3	8	2	14	156	1996	2152
Grand Total	172	1116	8	0	1296	688	94	911	362	1693	18	1174	133	63	1325	4	11	27	10	42	435	4356	4791
Apprch %	13.3	86.1	0.6			40.6	5.6	53.8			1.4	88.6	10			9.5	26.2	64.3					
Total %	3.9	25.6	0.2		29.8	15.8	2.2	20.9		38.9	0.4	27	3.1		30.4	0.1	0.3	0.6		1	9.1	90.9	

	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	22	108	1	131	111	18	235	364	5	134	13	152	1	4	7	12	659
07:15 AM	16	94	1	111	111	15	141	267	0	122	11	133	0	2	5	7	518
07:30 AM	19	122	1	142	111	15	115	241	1	160	15	176	0	1	4	5	564
07:45 AM	29	169	1	199	97	19	119	235	4	154	23	181	0	1	3	4	619
Total Volume	86	493	4	583	430	67	610	1107	10	570	62	642	1	8	19	28	2360
% App. Total	14.8	84.6	0.7		38.8	6.1	55.1		1.6	88.8	9.7		3.6	28.6	67.9		
PHF	.741	.729	1.00	.732	.968	.882	.649	.760	.500	.891	.674	.887	.250	.500	.679	.583	.895

City of Irwindale
N/S: Irwindale Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 14_IRW_Irwindale Ave_Gladstone AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 2



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Page No : 3

	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	22	108	1	131	111	18	235	364	5	134	13	152	1	4	7	12
+15 mins.	16	94	1	111	111	15	141	267	0	122	11	133	0	2	5	7
+30 mins.	19	122	1	142	111	15	115	241	1	160	15	176	0	1	4	5
+45 mins.	29	169	1	199	97	19	119	235	4	154	23	181	0	1	3	4
Total Volume	86	493	4	583	430	67	610	1107	10	570	62	642	1	8	19	28
% App. Total	14.8	84.6	0.7		38.8	6.1	55.1		1.6	88.8	9.7		3.6	28.6	67.9	
PHF	.741	.729	1.000	.732	.968	.882	.649	.760	.500	.891	.674	.887	.250	.500	.679	.583

City of Irwindale
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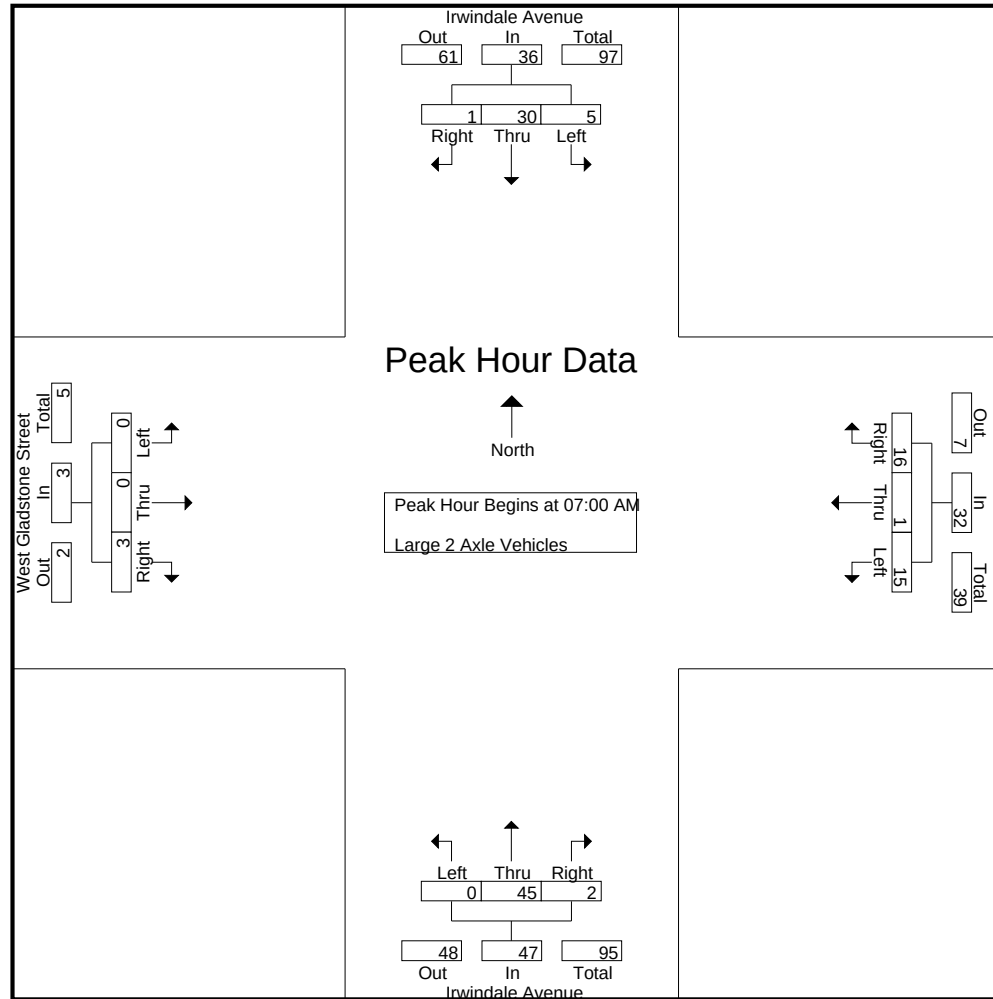
Groups Printed- Large 2 Axle Vehicles

	Irwindale Avenue Southbound					West Gladstone Street Westbound					Irwindale Avenue Northbound					West Gladstone Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	5	0	0	7	3	0	5	1	8	0	12	0	0	12	0	0	0	0	0	1	27	28
07:15 AM	2	6	1	0	9	6	1	4	2	11	0	13	0	0	13	0	0	0	0	0	2	33	35
07:30 AM	1	7	0	0	8	3	0	5	4	8	0	11	1	1	12	0	0	0	0	0	5	28	33
07:45 AM	0	12	0	0	12	3	0	2	1	5	0	9	1	0	10	0	0	3	0	3	1	30	31
Total	5	30	1	0	36	15	1	16	8	32	0	45	2	1	47	0	0	3	0	3	9	118	127
08:00 AM	4	10	0	0	14	1	0	1	1	2	0	8	0	0	8	0	0	0	0	0	1	24	25
08:15 AM	3	8	0	0	11	5	0	2	1	7	0	12	0	0	12	0	0	0	0	0	1	30	31
08:30 AM	0	13	0	0	13	4	0	5	1	9	0	9	2	2	11	0	0	0	0	0	3	33	36
08:45 AM	3	6	0	0	9	2	0	7	5	9	0	7	1	0	8	0	0	0	0	0	5	26	31
Total	10	37	0	0	47	12	0	15	8	27	0	36	3	2	39	0	0	0	0	0	10	113	123
Grand Total	15	67	1	0	83	27	1	31	16	59	0	81	5	3	86	0	0	3	0	3	19	231	250
Apprch %	18.1	80.7	1.2			45.8	1.7	52.5			0	94.2	5.8			0	0	100					
Total %	6.5	29	0.4		35.9	11.7	0.4	13.4		25.5	0	35.1	2.2		37.2	0	0	1.3		1.3	7.6	92.4	

	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	5	0	7	3	0	5	8	0	12	0	12	0	0	0	0	27
07:15 AM	2	6	1	9	6	1	4	11	0	13	0	13	0	0	0	0	33
07:30 AM	1	7	0	8	3	0	5	8	0	11	1	12	0	0	0	0	28
07:45 AM	0	12	0	12	3	0	2	5	0	9	1	10	0	0	3	3	30
Total Volume	5	30	1	36	15	1	16	32	0	45	2	47	0	0	3	3	118
% App. Total	13.9	83.3	2.8		46.9	3.1	50		0	95.7	4.3		0	0	100		
PHF	.625	.625	.250	.750	.625	.250	.800	.727	.000	.865	.500	.904	.000	.000	.250	.250	.894

City of Irwindale
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	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	2	5	0	7	3	0	5	8	0	12	0	12	0	0	0	0	
+15 mins.	2	6	1	9	6	1	4	11	0	13	0	13	0	0	0	0	
+30 mins.	1	7	0	8	3	0	5	8	0	11	1	12	0	0	0	0	
+45 mins.	0	12	0	12	3	0	2	5	0	9	1	10	0	0	3	3	
Total Volume	5	30	1	36	15	1	16	32	0	45	2	47	0	0	3	3	
% App. Total	13.9	83.3	2.8		46.9	3.1	50		0	95.7	4.3		0	0	100		
PHF	.625	.625	.250	.750	.625	.250	.800	.727	.000	.865	.500	.904	.000	.000	.250	.250	

City of Irwindale
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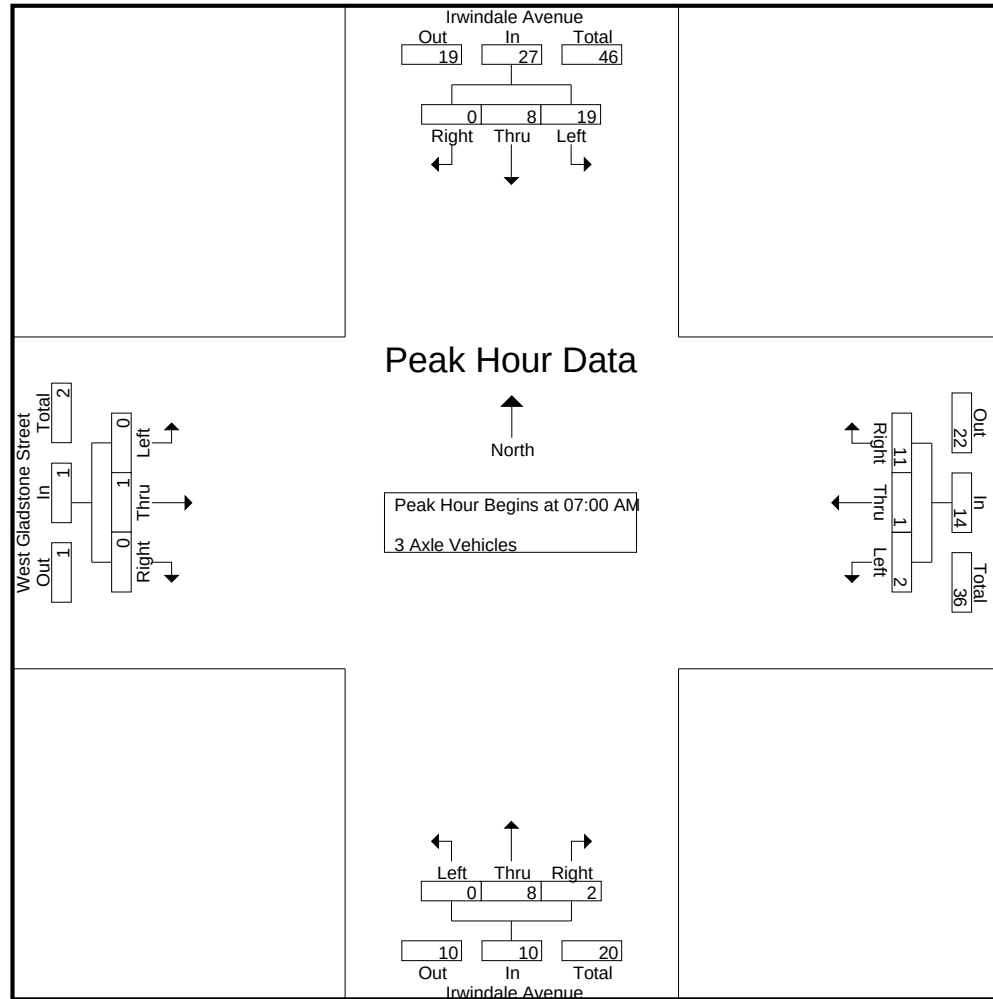
Groups Printed- 3 Axle Vehicles

	Irwindale Avenue Southbound					West Gladstone Street Westbound					Irwindale Avenue Northbound					West Gladstone Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	1	0	0	3	1	0	2	1	3	0	1	0	0	1	0	1	0	0	1	1	8	9
07:15 AM	3	3	0	0	6	1	0	3	2	4	0	3	1	0	4	0	0	0	0	0	2	14	16
07:30 AM	3	2	0	0	5	0	0	4	3	4	0	4	0	0	4	0	0	0	0	0	3	13	16
07:45 AM	11	2	0	0	13	0	1	2	0	3	0	0	1	0	1	0	0	0	0	0	0	17	17
Total	19	8	0	0	27	2	1	11	6	14	0	8	2	0	10	0	1	0	0	1	6	52	58
08:00 AM	12	1	0	0	13	0	0	13	10	13	0	1	1	1	2	0	0	0	0	0	11	28	39
08:15 AM	10	1	0	0	11	1	0	15	4	16	0	0	0	0	0	0	0	0	0	0	4	27	31
08:30 AM	15	5	0	0	20	0	0	10	6	10	0	2	0	0	2	0	0	0	0	0	6	32	38
08:45 AM	5	1	0	0	6	5	0	12	6	17	0	1	1	0	2	0	0	0	0	0	6	25	31
Total	42	8	0	0	50	6	0	50	26	56	0	4	2	1	6	0	0	0	0	0	27	112	139
Grand Total	61	16	0	0	77	8	1	61	32	70	0	12	4	1	16	0	1	0	0	1	33	164	197
Apprch %	79.2	20.8	0			11.4	1.4	87.1			0	75	25			0	100	0					
Total %	37.2	9.8	0		47	4.9	0.6	37.2		42.7	0	7.3	2.4		9.8	0	0.6	0	0.6		16.8	83.2	

	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	1	0	3	1	0	2	3	0	1	0	1	0	1	0	1	8
07:15 AM	3	3	0	6	1	0	3	4	0	3	1	4	0	0	0	0	14
07:30 AM	3	2	0	5	0	0	4	4	0	4	0	4	0	0	0	0	13
07:45 AM	11	2	0	13	0	1	2	3	0	0	1	1	0	0	0	0	17
Total Volume	19	8	0	27	2	1	11	14	0	8	2	10	0	1	0	1	52
% App. Total	70.4	29.6	0		14.3	7.1	78.6		0	80	20		0	100	0		
PHF	.432	.667	.000	.519	.500	.250	.688	.875	.000	.500	.500	.625	.000	.250	.000	.250	.765

City of Irwindale
N/S: Irwindale Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 14_IRW_Irwindale Ave_Gladstone AM
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City of Irwindale
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File Name : 14_IRW_Irwindale Ave_Gladstone AM
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	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	2	1	0	3	1	0	2	3	0	1	0	1	0	1	0	1	
+15 mins.	3	3	0	6	1	0	3	4	0	3	1	4	0	0	0	0	
+30 mins.	3	2	0	5	0	0	4	4	0	4	0	4	0	0	0	0	
+45 mins.	11	2	0	13	0	1	2	3	0	0	1	1	0	0	0	0	
Total Volume	19	8	0	27	2	1	11	14	0	8	2	10	0	1	0	1	
% App. Total	70.4	29.6	0		14.3	7.1	78.6		0	80	20		0	100	0		
PHF	.432	.667	.000	.519	.500	.250	.688	.875	.000	.500	.500	.625	.000	.250	.000	.250	

City of Irwindale
N/S: Irwindale Avenue
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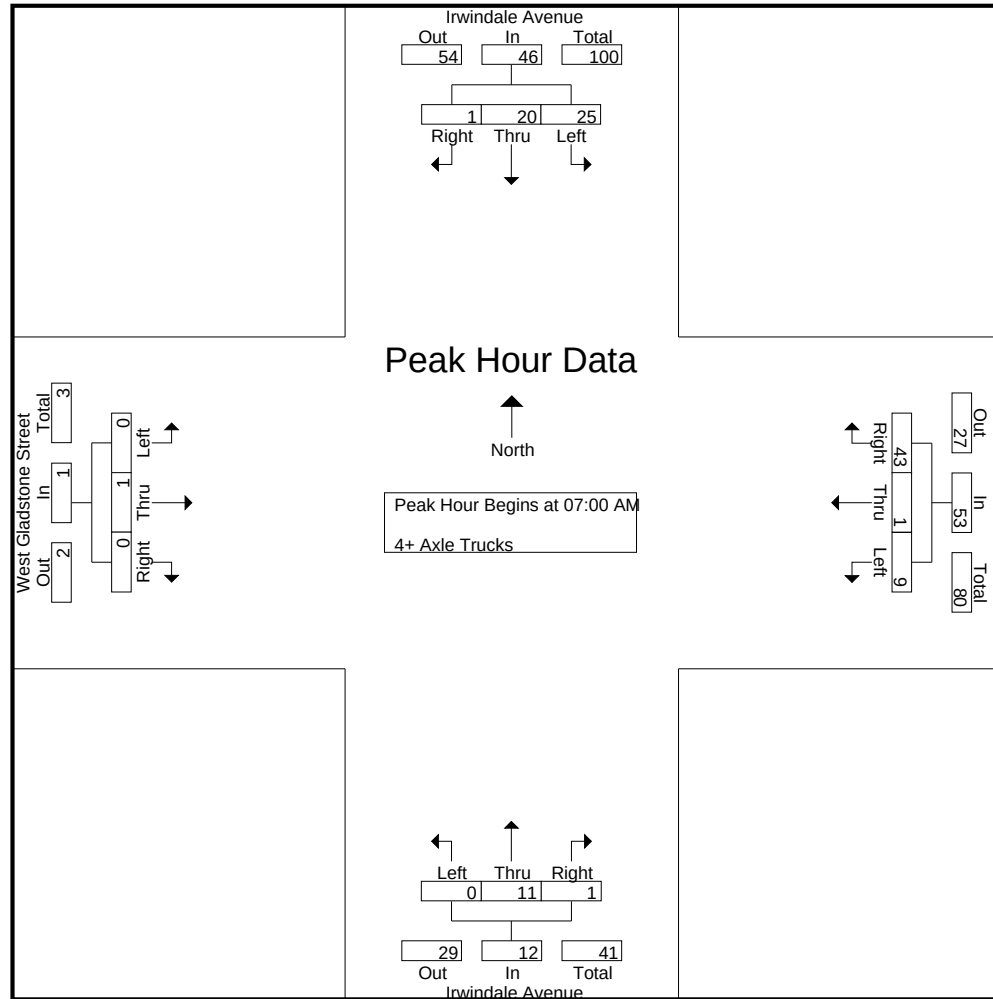
Groups Printed- 4+ Axle Trucks

	Irwindale Avenue Southbound					West Gladstone Street Westbound					Irwindale Avenue Northbound					West Gladstone Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	2	0	0	6	1	1	6	1	8	0	3	1	1	4	0	0	0	0	0	2	18	20
07:15 AM	6	5	1	0	12	4	0	10	4	14	0	3	0	0	3	0	1	0	0	1	4	30	34
07:30 AM	8	6	0	0	14	1	0	16	4	17	0	3	0	0	3	0	0	0	0	0	4	34	38
07:45 AM	7	7	0	0	14	3	0	11	3	14	0	2	0	0	2	0	0	0	0	0	3	30	33
Total	25	20	1	0	46	9	1	43	12	53	0	11	1	1	12	0	1	0	0	1	13	112	125
08:00 AM	12	7	0	0	19	6	0	5	0	11	0	4	0	0	4	0	0	0	0	0	0	34	34
08:15 AM	17	5	1	0	23	4	0	8	2	12	0	3	0	0	3	0	0	0	0	0	2	38	40
08:30 AM	4	6	0	0	10	4	0	12	6	16	0	3	0	0	3	0	0	0	0	0	6	29	35
08:45 AM	14	4	0	0	18	2	0	6	4	8	0	2	0	0	2	1	0	1	1	2	5	30	35
Total	47	22	1	0	70	16	0	31	12	47	0	12	0	0	12	1	0	1	1	2	13	131	144
Grand Total	72	42	2	0	116	25	1	74	24	100	0	23	1	1	24	1	1	1	1	3	26	243	269
Apprch %	62.1	36.2	1.7			25	1	74			0	95.8	4.2			33.3	33.3	33.3					
Total %	29.6	17.3	0.8		47.7	10.3	0.4	30.5		41.2	0	9.5	0.4		9.9	0.4	0.4	0.4		1.2	9.7	90.3	

	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	2	0	6	1	1	6	8	0	3	1	4	0	0	0	0	18
07:15 AM	6	5	1	12	4	0	10	14	0	3	0	3	0	1	0	1	30
07:30 AM	8	6	0	14	1	0	16	17	0	3	0	3	0	0	0	0	34
07:45 AM	7	7	0	14	3	0	11	14	0	2	0	2	0	0	0	0	30
Total Volume	25	20	1	46	9	1	43	53	0	11	1	12	0	1	0	1	112
% App. Total	54.3	43.5	2.2		17	1.9	81.1		0	91.7	8.3		0	100	0		
PHF	.781	.714	.250	.821	.563	.250	.672	.779	.000	.917	.250	.750	.000	.250	.000	.250	.824

City of Irwindale
N/S: Irwindale Avenue
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Weather: Clear

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	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	4	2	0	6	1	1	6	8	0	3	1	4	0	0	0	0	
+15 mins.	6	5	1	12	4	0	10	14	0	3	0	3	0	1	0	1	
+30 mins.	8	6	0	14	1	0	16	17	0	3	0	3	0	0	0	0	
+45 mins.	7	7	0	14	3	0	11	14	0	2	0	2	0	0	0	0	
Total Volume	25	20	1	46	9	1	43	53	0	11	1	12	0	1	0	1	
% App. Total	54.3	43.5	2.2		17	1.9	81.1		0	91.7	8.3		0	100	0		
PHF	.781	.714	.250	.821	.563	.250	.672	.779	.000	.917	.250	.750	.000	.250	.000	.250	

City of Irwindale
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

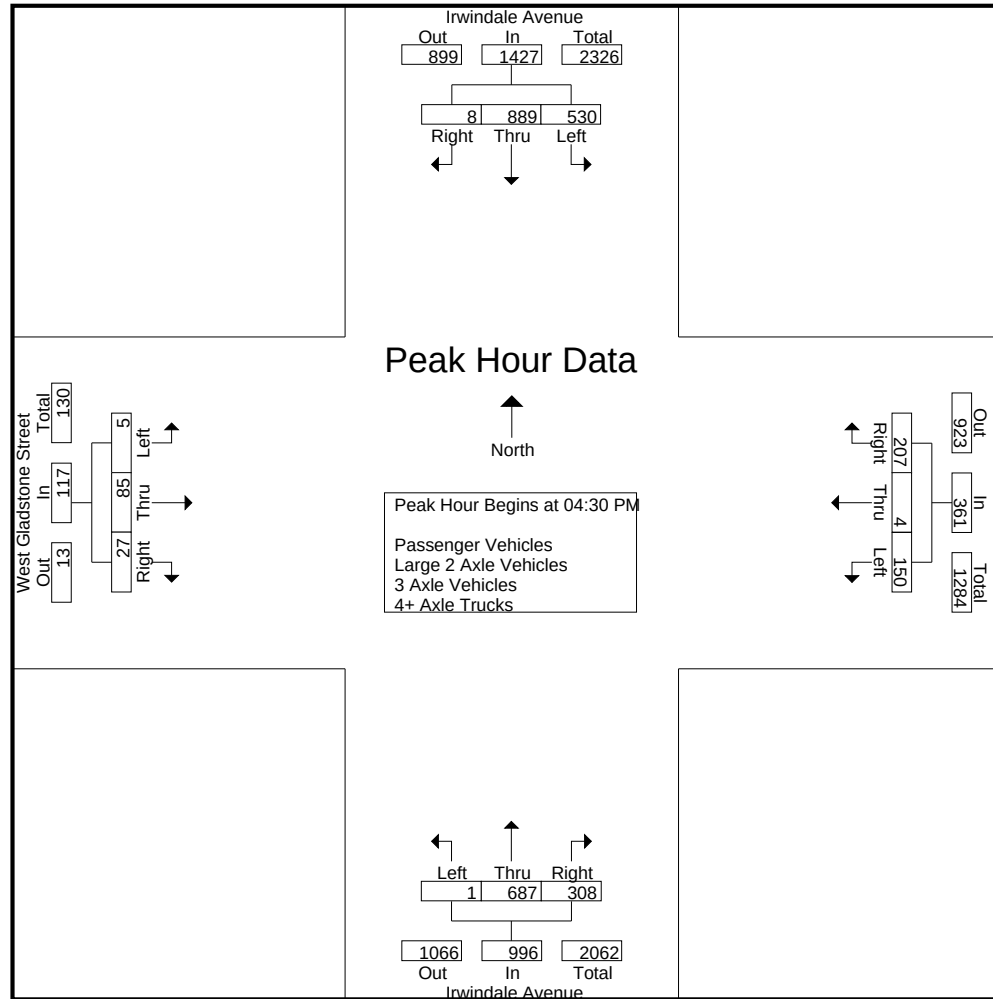
	Irwindale Avenue Southbound					West Gladstone Street Westbound					Irwindale Avenue Northbound					West Gladstone Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	107	191	0	0	298	33	1	42	27	76	2	172	71	9	245	0	16	6	3	22	39	641	680
04:15 PM	88	222	1	0	311	44	3	54	28	101	1	162	75	19	238	3	17	11	5	31	52	681	733
04:30 PM	129	199	3	1	331	38	1	56	31	95	0	183	92	20	275	1	29	11	2	41	54	742	796
04:45 PM	142	213	1	0	356	29	1	46	31	76	0	160	69	18	229	2	20	7	3	29	52	690	742
Total	466	825	5	1	1296	144	6	198	117	348	3	677	307	66	987	6	82	35	13	123	197	2754	2951
05:00 PM	134	251	3	0	388	44	2	55	40	101	1	181	65	11	247	1	17	4	1	22	52	758	810
05:15 PM	125	226	1	0	352	39	0	50	36	89	0	163	82	12	245	1	19	5	0	25	48	711	759
05:30 PM	120	217	2	0	339	17	0	38	32	55	1	204	82	4	287	2	13	1	1	16	37	697	734
05:45 PM	126	202	0	0	328	28	7	40	28	75	0	140	61	14	201	0	12	3	0	15	42	619	661
Total	505	896	6	0	1407	128	9	183	136	320	2	688	290	41	980	4	61	13	2	78	179	2785	2964
Grand Total	971	1721	11	1	2703	272	15	381	253	668	5	1365	597	107	1967	10	143	48	15	201	376	5539	5915
Apprch %	35.9	63.7	0.4			40.7	2.2	57			0.3	69.4	30.4			5	71.1	23.9					
Total %	17.5	31.1	0.2		48.8	4.9	0.3	6.9		12.1	0.1	24.6	10.8		35.5	0.2	2.6	0.9		3.6	6.4	93.6	
Passenger Vehicles	899	1646	11		2557	249	14	346		840	4	1287	579		1975	10	140	46		210	0	0	5582
% Passenger Vehicles	92.6	95.6	100	100	94.6	91.5	93.3	90.8	91.3	91.2	80	94.3	97	98.1	95.2	100	97.9	95.8	93.3	97.2	0	0	94.4
Large 2 Axle Vehicles	42	55	0		97	6	1	8		20	1	49	12		63	0	2	1		3	0	0	183
% Large 2 Axle Vehicles	4.3	3.2	0	0	3.6	2.2	6.7	2.1	2	2.2	20	3.6	2	0.9	3	0	1.4	2.1	0	1.4	0	0	3.1
3 Axle Vehicles	23	3	0		26	11	0	9		26	0	10	3		14	0	1	1		3	0	0	69
% 3 Axle Vehicles	2.4	0.2	0	0	1	4	0	2.4	2.4	2.8	0	0.7	0.5	0.9	0.7	0	0.7	2.1	6.7	1.4	0	0	1.2
4+ Axle Trucks	7	17	0		24	6	0	18		35	0	19	3		22	0	0	0		0	0	0	81
% 4+ Axle Trucks	0.7	1	0	0	0.9	2.2	0	4.7	4.3	3.8	0	1.4	0.5	0	1.1	0	0	0	0	0	0	0	1.4

	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	129	199	3	331	38	1	56	95	0	183	92	275	1	29	11	41	742
04:45 PM	142	213	1	356	29	1	46	76	0	160	69	229	2	20	7	29	690
05:00 PM	134	251	3	388	44	2	55	101	1	181	65	247	1	17	4	22	758
05:15 PM	125	226	1	352	39	0	50	89	0	163	82	245	1	19	5	25	711
Total Volume	530	889	8	1427	150	4	207	361	1	687	308	996	5	85	27	117	2901
% App. Total	37.1	62.3	0.6		41.6	1.1	57.3		0.1	69	30.9		4.3	72.6	23.1		
PHF	.933	.885	.667	.919	.852	.500	.924	.894	.250	.939	.837	.905	.625	.733	.614	.713	.957

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	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:45 PM				04:00 PM			
+0 mins.	142	213	1	356	44	3	54	101	0	160	69	229	0	16	6	22
+15 mins.	134	251	3	388	38	1	56	95	1	181	65	247	3	17	11	31
+30 mins.	125	226	1	352	29	1	46	76	0	163	82	245	1	29	11	41
+45 mins.	120	217	2	339	44	2	55	101	1	204	82	287	2	20	7	29
Total Volume	521	907	7	1435	155	7	211	373	2	708	298	1008	6	82	35	123
% App. Total	36.3	63.2	0.5		41.6	1.9	56.6		0.2	70.2	29.6		4.9	66.7	28.5	
PHF	.917	.903	.583	.925	.881	.583	.942	.923	.500	.868	.909	.878	.500	.707	.795	.750

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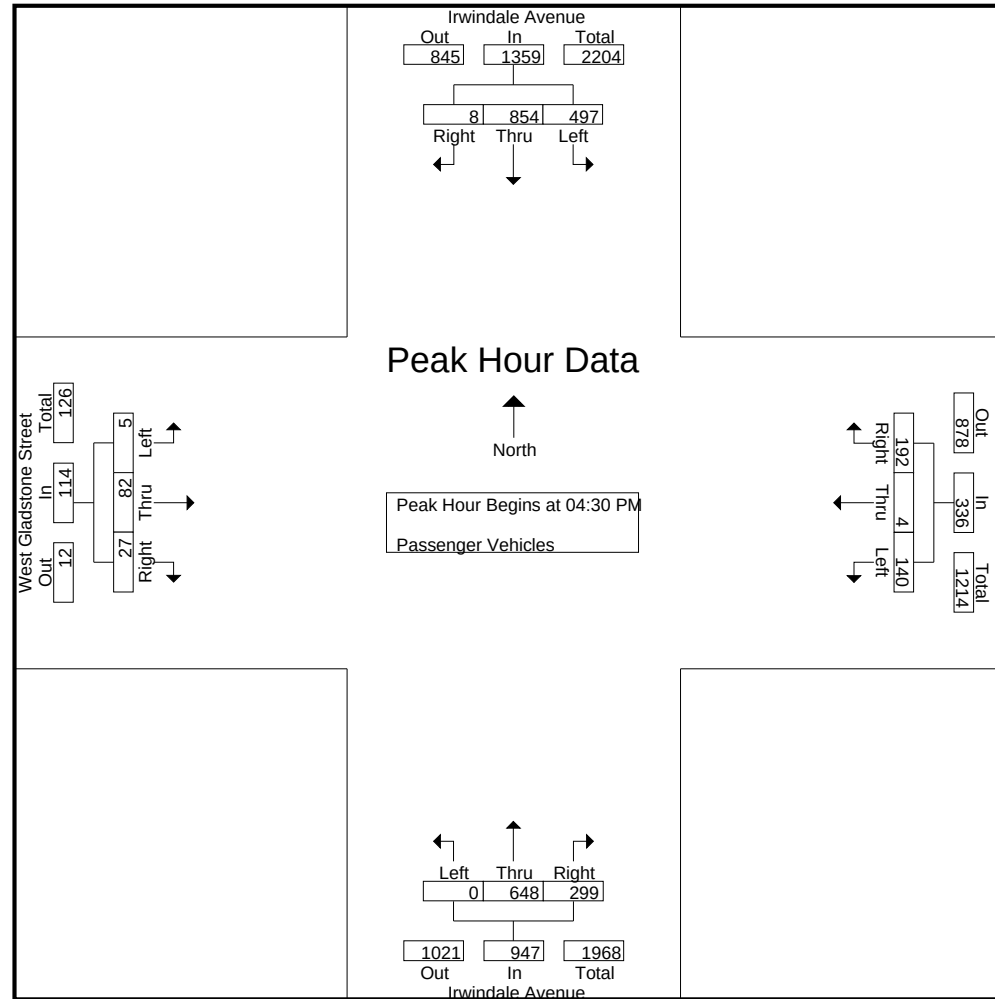
Groups Printed- Passenger Vehicles

	Irwindale Avenue Southbound					West Gladstone Street Westbound					Irwindale Avenue Northbound					West Gladstone Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	89	181	0	0	270	25	1	35	21	61	2	162	67	9	231	0	16	6	3	22	33	584	617
04:15 PM	80	207	1	0	288	41	3	48	24	92	1	148	74	19	223	3	17	10	4	30	47	633	680
04:30 PM	114	189	3	1	306	34	1	47	26	82	0	167	90	19	257	1	27	11	2	39	48	684	732
04:45 PM	132	205	1	0	338	27	1	45	31	73	0	154	68	18	222	2	19	7	3	28	52	661	713
Total	415	782	5	1	1202	127	6	175	102	308	3	631	299	65	933	6	79	34	12	119	180	2562	2742
05:00 PM	130	244	3	0	377	42	2	54	39	98	0	168	62	10	230	1	17	4	1	22	50	727	777
05:15 PM	121	216	1	0	338	37	0	46	34	83	0	159	79	12	238	1	19	5	0	25	46	684	730
05:30 PM	116	209	2	0	327	17	0	37	31	54	1	197	78	4	276	2	13	1	1	16	36	673	709
05:45 PM	117	195	0	0	312	26	6	34	25	66	0	132	61	14	193	0	12	2	0	14	39	585	624
Total	484	864	6	0	1354	122	8	171	129	301	1	656	280	40	937	4	61	12	2	77	171	2669	2840
Grand Total	899	1646	11	1	2556	249	14	346	231	609	4	1287	579	105	1870	10	140	46	14	196	351	5231	5582
Apprch %	35.2	64.4	0.4			40.9	2.3	56.8			0.2	68.8	31			5.1	71.4	23.5					
Total %	17.2	31.5	0.2		48.9	4.8	0.3	6.6		11.6	0.1	24.6	11.1		35.7	0.2	2.7	0.9		3.7	6.3	93.7	

	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	114	189	3	306	34	1	47	82	0	167	90	257	1	27	11	39	684
04:45 PM	132	205	1	338	27	1	45	73	0	154	68	222	2	19	7	28	661
05:00 PM	130	244	3	377	42	2	54	98	0	168	62	230	1	17	4	22	727
05:15 PM	121	216	1	338	37	0	46	83	0	159	79	238	1	19	5	25	684
Total Volume	497	854	8	1359	140	4	192	336	0	648	299	947	5	82	27	114	2756
% App. Total	36.6	62.8	0.6		41.7	1.2	57.1		0	68.4	31.6		4.4	71.9	23.7		
PHF	.941	.875	.667	.901	.833	.500	.889	.857	.000	.964	.831	.921	.625	.759	.614	.731	.948

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	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	114	189	3	306	34	1	47	82	0	167	90	257	1	27	11	39
+15 mins.	132	205	1	338	27	1	45	73	0	154	68	222	2	19	7	28
+30 mins.	130	244	3	377	42	2	54	98	0	168	62	230	1	17	4	22
+45 mins.	121	216	1	338	37	0	46	83	0	159	79	238	1	19	5	25
Total Volume	497	854	8	1359	140	4	192	336	0	648	299	947	5	82	27	114
% App. Total	36.6	62.8	0.6		41.7	1.2	57.1		0	68.4	31.6		4.4	71.9	23.7	
PHF	.941	.875	.667	.901	.833	.500	.889	.857	.000	.964	.831	.921	.625	.759	.614	.731

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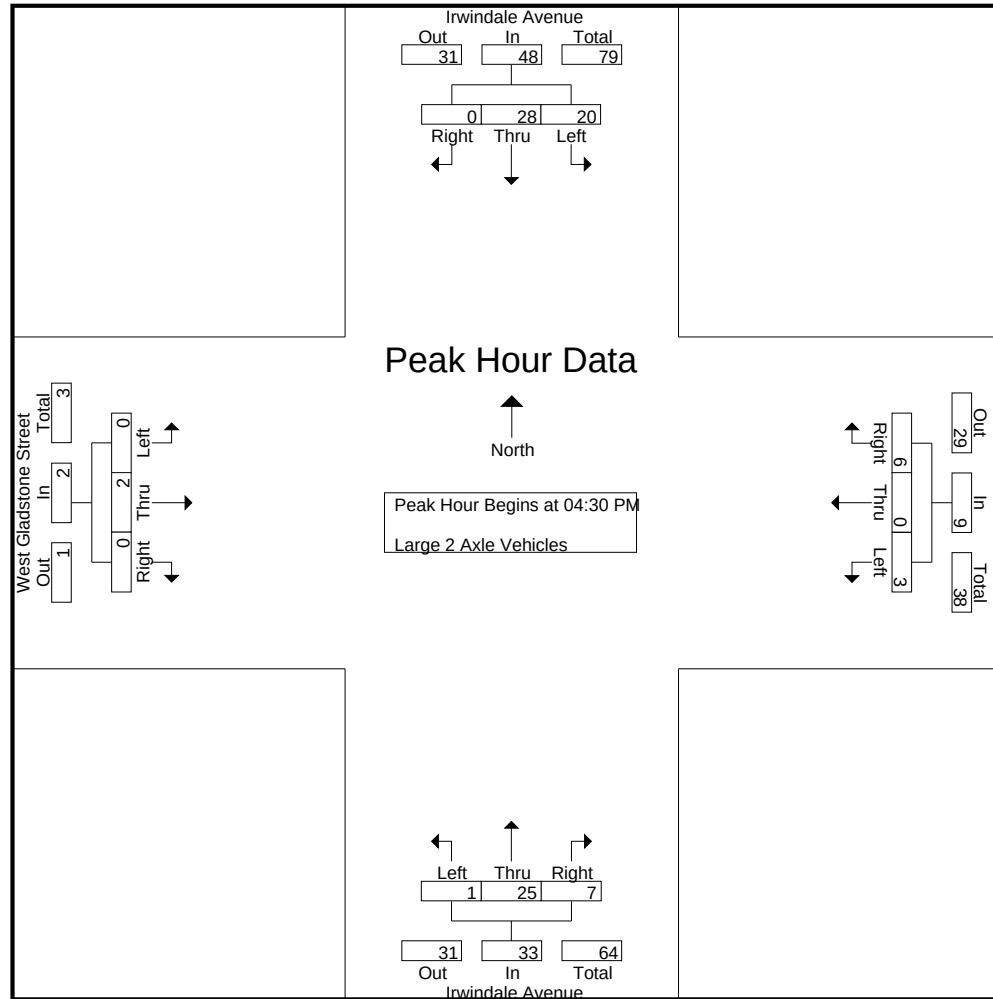
Groups Printed- Large 2 Axle Vehicles

	Irwindale Avenue Southbound					West Gladstone Street Westbound					Irwindale Avenue Northbound					West Gladstone Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	9	5	0	0	14	2	0	0	0	2	0	7	1	0	8	0	0	0	0	0	0	24	24
04:15 PM	4	12	0	0	16	0	0	1	1	1	0	8	1	0	9	0	0	0	0	0	1	26	27
04:30 PM	8	8	0	0	16	0	0	4	2	4	0	7	1	0	8	0	2	0	0	2	2	30	32
04:45 PM	6	7	0	0	13	1	0	0	0	1	0	4	1	0	5	0	0	0	0	0	0	19	19
Total	27	32	0	0	59	3	0	5	3	8	0	26	4	0	30	0	2	0	0	2	3	99	102
05:00 PM	4	5	0	0	9	1	0	1	1	2	1	12	2	1	15	0	0	0	0	0	2	26	28
05:15 PM	2	8	0	0	10	1	0	1	0	2	0	2	3	0	5	0	0	0	0	0	0	17	17
05:30 PM	3	6	0	0	9	0	0	0	0	0	0	4	3	0	7	0	0	0	0	0	0	16	16
05:45 PM	6	4	0	0	10	1	1	1	1	3	0	5	0	0	5	0	0	1	0	1	1	19	20
Total	15	23	0	0	38	3	1	3	2	7	1	23	8	1	32	0	0	1	0	1	3	78	81
Grand Total	42	55	0	0	97	6	1	8	5	15	1	49	12	1	62	0	2	1	0	3	6	177	183
Apprch %	43.3	56.7	0			40	6.7	53.3			1.6	79	19.4			0	66.7	33.3					
Total %	23.7	31.1	0		54.8	3.4	0.6	4.5		8.5	0.6	27.7	6.8		35	0	1.1	0.6		1.7	3.3	96.7	

	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	8	8	0	16	0	0	4	4	0	7	1	8	0	2	0	2	30
04:45 PM	6	7	0	13	1	0	0	1	0	4	1	5	0	0	0	0	19
05:00 PM	4	5	0	9	1	0	1	2	1	12	2	15	0	0	0	0	26
05:15 PM	2	8	0	10	1	0	1	2	0	2	3	5	0	0	0	0	17
Total Volume	20	28	0	48	3	0	6	9	1	25	7	33	0	2	0	2	92
% App. Total	41.7	58.3	0		33.3	0	66.7		3	75.8	21.2		0	100	0		
PHF	.625	.875	.000	.750	.750	.000	.375	.563	.250	.521	.583	.550	.000	.250	.000	.250	.767

City of Irwindale
N/S: Irwindale Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 14_IRW_Irwindale Ave_Gladstone PM
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City of Irwindale
N/S: Irwindale Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 14_IRW_Irwindale Ave_Gladstone PM
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	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	8	8	0	16	0	0	4	4	0	7	1	8	0	2	0	2
+15 mins.	6	7	0	13	1	0	0	1	0	4	1	5	0	0	0	0
+30 mins.	4	5	0	9	1	0	1	2	1	12	2	15	0	0	0	0
+45 mins.	2	8	0	10	1	0	1	2	0	2	3	5	0	0	0	0
Total Volume	20	28	0	48	3	0	6	9	1	25	7	33	0	2	0	2
% App. Total	41.7	58.3	0		33.3	0	66.7		3	75.8	21.2		0	100	0	
PHF	.625	.875	.000	.750	.750	.000	.375	.563	.250	.521	.583	.550	.000	.250	.000	.250

City of Irwindale
N/S: Irwindale Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 14_IRW_Irwindale Ave_Gladstone PM
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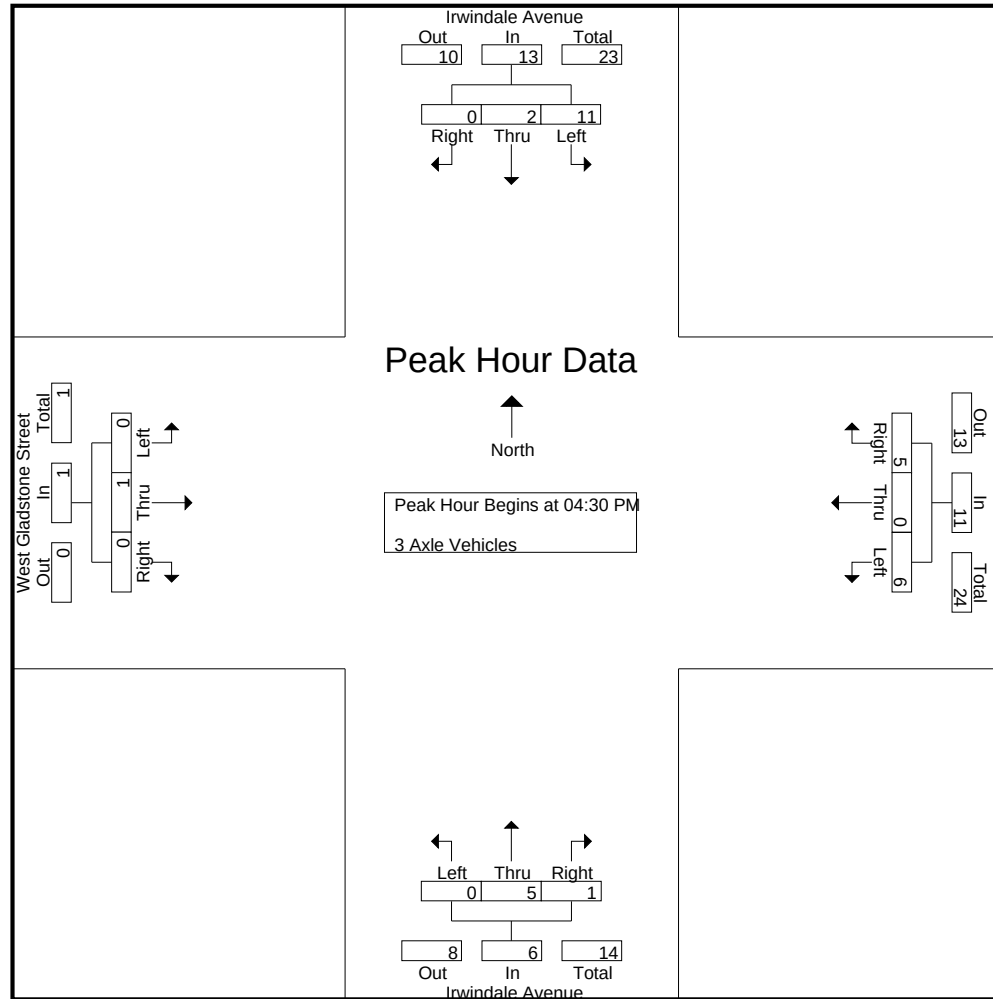
Groups Printed- 3 Axle Vehicles

	Irwindale Avenue Southbound					West Gladstone Street Westbound					Irwindale Avenue Northbound					West Gladstone Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	7	0	0	0	7	4	0	2	2	6	0	1	2	0	3	0	0	0	0	0	2	16	18
04:15 PM	3	1	0	0	4	1	0	1	0	2	0	3	0	0	3	0	0	1	1	1	1	10	11
04:30 PM	7	1	0	0	8	3	0	3	2	6	0	2	1	1	3	0	0	0	0	0	3	17	20
04:45 PM	3	0	0	0	3	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	7	7
Total	20	2	0	0	22	9	0	7	4	16	0	7	3	1	10	0	1	1	1	2	6	50	56
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2
05:15 PM	1	1	0	0	2	1	0	1	1	2	0	1	0	0	1	0	0	0	0	0	1	5	6
05:30 PM	1	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	2	3
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Total	3	1	0	0	4	2	0	2	2	4	0	3	0	0	3	0	0	0	0	0	2	11	13
Grand Total	23	3	0	0	26	11	0	9	6	20	0	10	3	1	13	0	1	1	1	2	8	61	69
Apprch %	88.5	11.5	0			55	0	45			0	76.9	23.1			0	50	50					
Total %	37.7	4.9	0		42.6	18	0	14.8		32.8	0	16.4	4.9		21.3	0	1.6	1.6		3.3	11.6	88.4	

	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	1	0	8	3	0	3	6	0	2	1	3	0	0	0	0	17
04:45 PM	3	0	0	3	1	0	1	2	0	1	0	1	0	1	0	1	7
05:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
05:15 PM	1	1	0	2	1	0	1	2	0	1	0	1	0	0	0	0	5
Total Volume	11	2	0	13	6	0	5	11	0	5	1	6	0	1	0	1	31
% App. Total	84.6	15.4	0		54.5	0	45.5		0	83.3	16.7		0	100	0		
PHF	.393	.500	.000	.406	.500	.000	.417	.458	.000	.625	.250	.500	.000	.250	.000	.250	.456

City of Irwindale
N/S: Irwindale Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 14_IRW_Irwindale Ave_Gladstone PM
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City of Irwindale
N/S: Irwindale Avenue
E/W: West Gladstone Street
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	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	7	1	0	8	3	0	3	6	0	2	1	3	0	0	0	0
+15 mins.	3	0	0	3	1	0	1	2	0	1	0	1	0	1	0	1
+30 mins.	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0
+45 mins.	1	1	0	2	1	0	1	2	0	1	0	1	0	0	0	0
Total Volume	11	2	0	13	6	0	5	11	0	5	1	6	0	1	0	1
% App. Total	84.6	15.4	0		54.5	0	45.5		0	83.3	16.7		0	100	0	
PHF	.393	.500	.000	.406	.500	.000	.417	.458	.000	.625	.250	.500	.000	.250	.000	.250

City of Irwindale
N/S: Irwindale Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 14_IRW_Irwindale Ave_Gladstone PM
Site Code : 05117366
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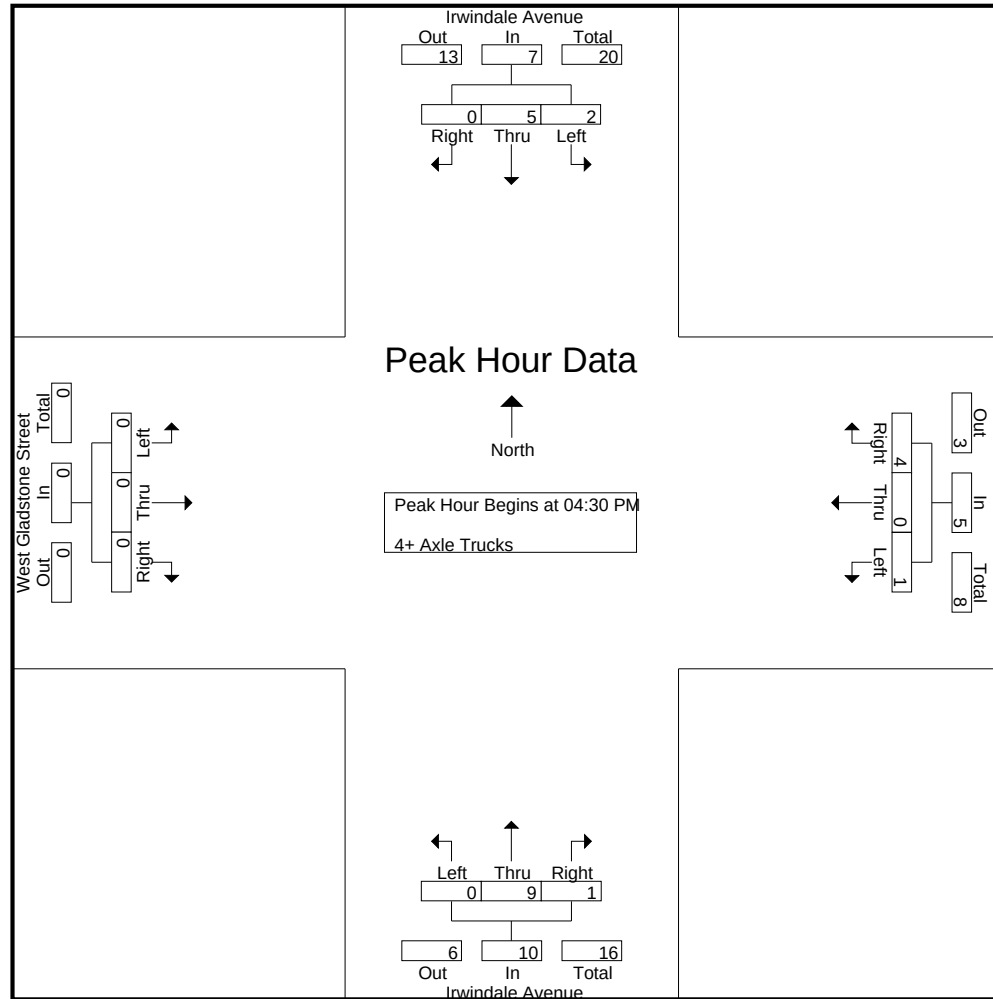
Groups Printed- 4+ Axle Trucks

	Irwindale Avenue Southbound					West Gladstone Street Westbound					Irwindale Avenue Northbound					West Gladstone Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	5	0	0	7	2	0	5	4	7	0	2	1	0	3	0	0	0	0	0	4	17	21
04:15 PM	1	2	0	0	3	2	0	4	3	6	0	3	0	0	3	0	0	0	0	0	3	12	15
04:30 PM	0	1	0	0	1	1	0	2	1	3	0	7	0	0	7	0	0	0	0	0	1	11	12
04:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
Total	4	9	0	0	13	5	0	11	8	16	0	13	1	0	14	0	0	0	0	0	8	43	51
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	3
05:15 PM	1	1	0	0	2	0	0	2	1	2	0	1	0	0	1	0	0	0	0	0	1	5	6
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	6	6
05:45 PM	2	3	0	0	5	1	0	5	2	6	0	2	0	0	2	0	0	0	0	0	2	13	15
Total	3	8	0	0	11	1	0	7	3	8	0	6	2	0	8	0	0	0	0	0	3	27	30
Grand Total	7	17	0	0	24	6	0	18	11	24	0	19	3	0	22	0	0	0	0	0	11	70	81
Apprch %	29.2	70.8	0			25	0	75			0	86.4	13.6			0	0	0					
Total %	10	24.3	0		34.3	8.6	0	25.7		34.3	0	27.1	4.3		31.4	0	0	0		0	13.6	86.4	

	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	1	0	2	3	0	7	0	7	0	0	0	0	11
04:45 PM	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:00 PM	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
05:15 PM	1	1	0	2	0	0	2	2	0	1	0	1	0	0	0	0	5
Total Volume	2	5	0	7	1	0	4	5	0	9	1	10	0	0	0	0	22
% App. Total	28.6	71.4	0		20	0	80		0	90	10		0	0	0		
PHF	.500	.625	.000	.875	.250	.000	.500	.417	.000	.321	.250	.357	.000	.000	.000	.000	.500

City of Irwindale
N/S: Irwindale Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 14_IRW_Irwindale Ave_Gladstone PM
Site Code : 05117366
Start Date : 5/31/2017
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City of Irwindale
N/S: Irwindale Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 14_IRW_Irwindale Ave_Gladstone PM
Site Code : 05117366
Start Date : 5/31/2017
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	Irwindale Avenue Southbound				West Gladstone Street Westbound				Irwindale Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	0	1	1	0	2	3	0	7	0	7	0	0	0	0
+15 mins.	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	1	1	0	2	0	0	2	2	0	1	0	1	0	0	0	0
Total Volume	2	5	0	7	1	0	4	5	0	9	1	10	0	0	0	0
% App. Total	28.6	71.4	0		20	0	80		0	90	10		0	0	0	
PHF	.500	.625	.000	.875	.250	.000	.500	.417	.000	.321	.250	.357	.000	.000	.000	.000

Location: Irwindale
 N/S: Irwindale Avenue
 E/W: West Gladstone Street



Date: 5/31/2017
 Day: Wednesday

PEDESTRIANS

	North Leg Irwindale Avenue	East Leg West Gladstone Street	South Leg Irwindale Avenue	West Leg West Gladstone Street	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0
7:45 AM	1	1	0	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	2	0	1	4

	North Leg Irwindale Avenue	East Leg West Gladstone Street	South Leg Irwindale Avenue	West Leg West Gladstone Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	1	2
5:00 PM	0	1	0	1	2
5:15 PM	0	1	0	1	2
5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	2	3
TOTAL VOLUMES:	0	4	1	5	10

Location: Irwindale
 N/S: Irwindale Avenue
 E/W: West Gladstone Street



Date: 5/31/2017
 Day: Wednesday

BICYCLES

	North Leg Irwindale Avenue	East Leg West Gladstone Street	South Leg Irwindale Avenue	West Leg West Gladstone Street	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	3	4
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	1	1
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	0	1	1	4	6

	North Leg Irwindale Avenue	East Leg West Gladstone Street	South Leg Irwindale Avenue	West Leg West Gladstone Street	TOTAL
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	1	1
4:30 PM	2	0	2	2	6
4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1
5:30 PM	2	0	0	0	2
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	4	2	3	4	13

City of Irwindale
N/S: Irwindale Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy AM
Site Code : 05117366
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

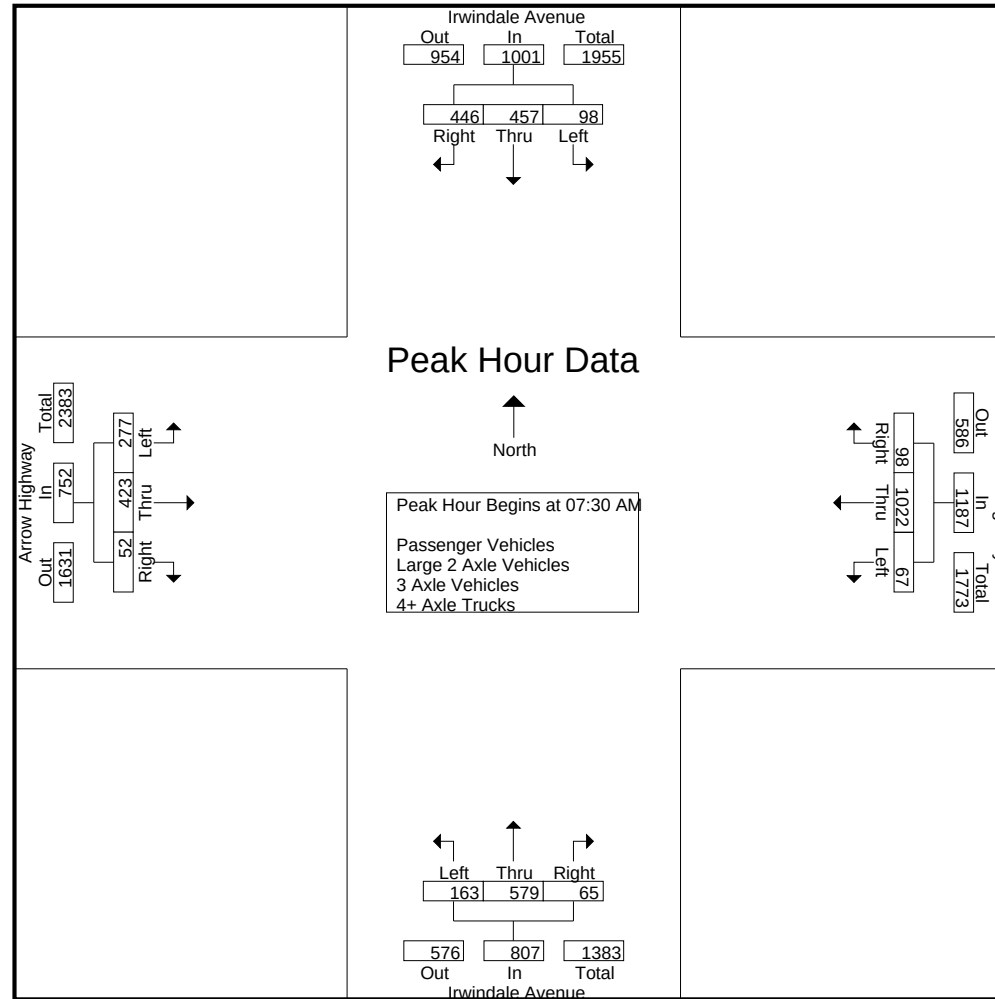
	Irwindale Avenue Southbound					Arrow Highway Westbound					Irwindale Avenue Northbound					Arrow Highway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	14	78	121	61	213	15	279	22	3	316	44	138	9	3	191	43	60	11	1	114	68	834	902
07:15 AM	15	102	111	60	228	6	255	21	5	282	40	110	11	0	161	49	73	10	2	132	67	803	870
07:30 AM	21	84	124	53	229	21	298	17	3	336	34	132	17	3	183	62	101	6	2	169	61	917	978
07:45 AM	28	134	126	55	288	16	261	24	4	301	45	149	14	4	208	78	104	20	7	202	70	999	1069
Total	78	398	482	229	958	58	1093	84	15	1235	163	529	51	10	743	232	338	47	12	617	266	3553	3819
08:00 AM	22	106	94	35	222	11	237	31	5	279	41	146	19	5	206	76	113	15	4	204	49	911	960
08:15 AM	27	133	102	31	262	19	226	26	6	271	43	152	15	3	210	61	105	11	2	177	42	920	962
08:30 AM	9	121	103	51	233	24	198	29	4	251	37	135	6	2	178	62	96	13	3	171	60	833	893
08:45 AM	19	119	87	24	225	20	176	32	9	228	31	118	16	2	165	50	87	19	5	156	40	774	814
Total	77	479	386	141	942	74	837	118	24	1029	152	551	56	12	759	249	401	58	14	708	191	3438	3629
Grand Total	155	877	868	370	1900	132	1930	202	39	2264	315	1080	107	22	1502	481	739	105	26	1325	457	6991	7448
Apprch %	8.2	46.2	45.7			5.8	85.2	8.9			21	71.9	7.1			36.3	55.8	7.9					
Total %	2.2	12.5	12.4		27.2	1.9	27.6	2.9		32.4	4.5	15.4	1.5		21.5	6.9	10.6	1.5		19	6.1	93.9	
Passenger Vehicles	134	835	768		2072	127	1826	187		2176	309	1046	94		1464	425	666	94		1210	0	0	6922
% Passenger Vehicles	86.5	95.2	88.5	90.5	91.3	96.2	94.6	92.6	92.3	94.5	98.1	96.9	87.9	68.2	96.1	88.4	90.1	89.5	96.2	89.6	0	0	92.9
Large 2 Axle Vehicles	6	28	52		104	4	77	10		93	5	23	8		39	36	47	9		93	0	0	329
% Large 2 Axle Vehicles	3.9	3.2	6	4.9	4.6	3	4	5	5.1	4	1.6	2.1	7.5	13.6	2.6	7.5	6.4	8.6	3.8	6.9	0	0	4.4
3 Axle Vehicles	7	4	10		24	0	13	1		14	1	3	2		8	10	12	0		22	0	0	68
% 3 Axle Vehicles	4.5	0.5	1.2	0.8	1.1	0	0.7	0.5	0	0.6	0.3	0.3	1.9	9.1	0.5	2.1	1.6	0	0	1.6	0	0	0.9
4+ Axle Trucks	8	10	38		70	1	14	4		20	0	8	3		13	10	14	2		26	0	0	129
% 4+ Axle Trucks	5.2	1.1	4.4	3.8	3.1	0.8	0.7	2	2.6	0.9	0	0.7	2.8	9.1	0.9	2.1	1.9	1.9	0	1.9	0	0	1.7

	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	21	84	124	229	21	298	17	336	34	132	17	183	62	101	6	169	917
07:45 AM	28	134	126	288	16	261	24	301	45	149	14	208	78	104	20	202	999
08:00 AM	22	106	94	222	11	237	31	279	41	146	19	206	76	113	15	204	911
08:15 AM	27	133	102	262	19	226	26	271	43	152	15	210	61	105	11	177	920
Total Volume	98	457	446	1001	67	1022	98	1187	163	579	65	807	277	423	52	752	3747
% App. Total	9.8	45.7	44.6		5.6	86.1	8.3		20.2	71.7	8.1		36.8	56.2	6.9		
PHF	.875	.853	.885	.869	.798	.857	.790	.883	.906	.952	.855	.961	.888	.936	.650	.922	.938

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City of Irwindale
N/S: Irwindale Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 2



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City of Irwindale
N/S: Irwindale Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 3

	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

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

Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:30 AM				07:45 AM			
+0 mins.	28	134	126	288	15	279	22	316	34	132	17	183	78	104	20	202
+15 mins.	22	106	94	222	6	255	21	282	45	149	14	208	76	113	15	204
+30 mins.	27	133	102	262	21	298	17	336	41	146	19	206	61	105	11	177
+45 mins.	9	121	103	233	16	261	24	301	43	152	15	210	62	96	13	171
Total Volume	86	494	425	1005	58	1093	84	1235	163	579	65	807	277	418	59	754
% App. Total	8.6	49.2	42.3		4.7	88.5	6.8		20.2	71.7	8.1		36.7	55.4	7.8	
PHF	.768	.922	.843	.872	.690	.917	.875	.919	.906	.952	.855	.961	.888	.925	.738	.924

City of Irwindale
N/S: Irwindale Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 1

Groups Printed- Passenger Vehicles

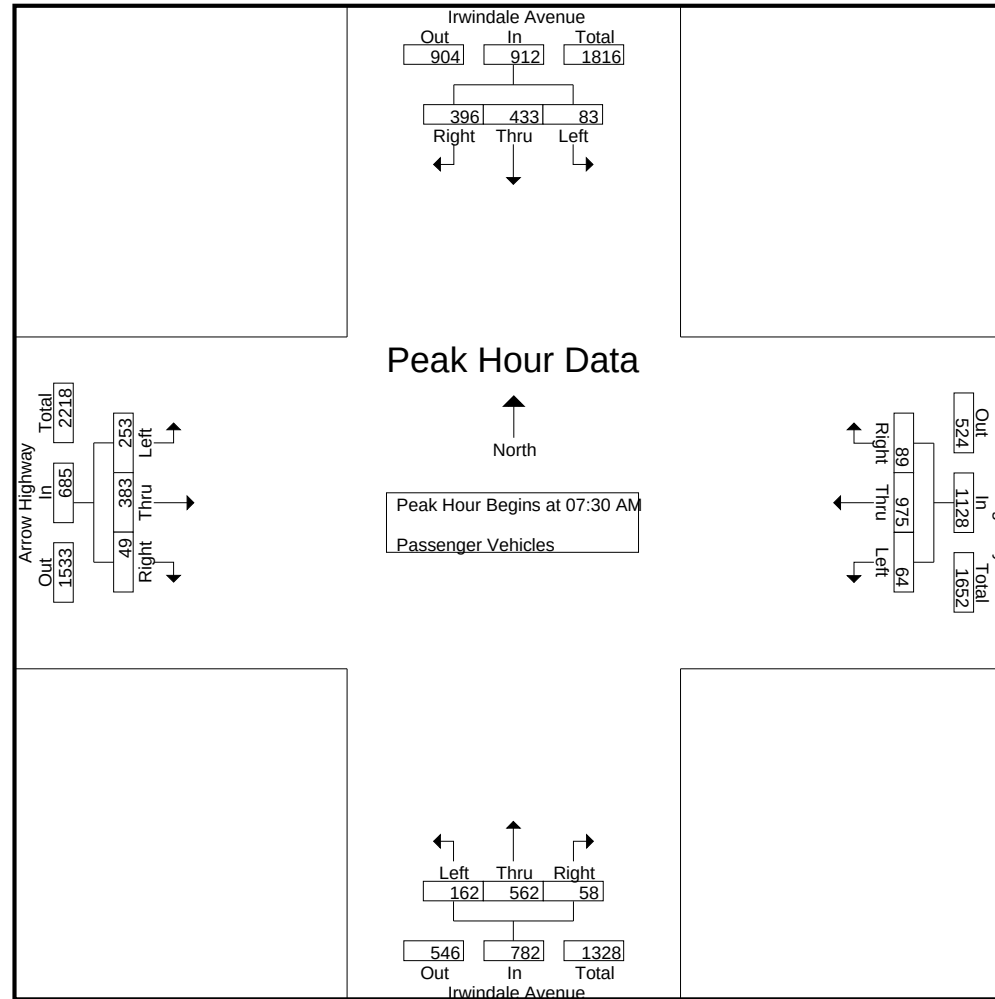
	Irwindale Avenue Southbound					Arrow Highway Westbound					Irwindale Avenue Northbound					Arrow Highway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	14	75	119	60	208	14	260	20	2	294	42	135	7	1	184	37	47	7	1	91	64	777	841
07:15 AM	13	95	99	55	207	5	245	19	5	269	39	105	9	0	153	38	65	10	2	113	62	742	804
07:30 AM	16	80	115	51	211	20	285	14	2	319	34	122	17	3	173	57	92	6	2	155	58	858	916
07:45 AM	23	128	112	47	263	16	255	22	4	293	44	147	12	3	203	71	97	18	7	186	61	945	1006
Total	66	378	445	213	889	55	1045	75	13	1175	159	509	45	7	713	203	301	41	12	545	245	3322	3567
08:00 AM	20	101	82	31	203	9	229	28	5	266	41	144	17	3	202	70	107	14	3	191	42	862	904
08:15 AM	24	124	87	29	235	19	206	25	5	250	43	149	12	2	204	55	87	11	2	153	38	842	880
08:30 AM	5	114	84	41	203	24	181	28	4	233	35	131	5	2	171	53	88	12	3	153	50	760	810
08:45 AM	19	118	70	21	207	20	165	31	9	216	31	113	15	1	159	44	83	16	5	143	36	725	761
Total	68	457	323	122	848	72	781	112	23	965	150	537	49	8	736	222	365	53	13	640	166	3189	3355
Grand Total	134	835	768	335	1737	127	1826	187	36	2140	309	1046	94	15	1449	425	666	94	25	1185	411	6511	6922
Apprch %	7.7	48.1	44.2			5.9	85.3	8.7			21.3	72.2	6.5			35.9	56.2	7.9					
Total %	2.1	12.8	11.8		26.7	2	28	2.9		32.9	4.7	16.1	1.4		22.3	6.5	10.2	1.4		18.2	5.9	94.1	

	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	16	80	115	211	20	285	14	319	34	122	17	173	57	92	6	155	858
07:45 AM	23	128	112	263	16	255	22	293	44	147	12	203	71	97	18	186	945
08:00 AM	20	101	82	203	9	229	28	266	41	144	17	202	70	107	14	191	862
08:15 AM	24	124	87	235	19	206	25	250	43	149	12	204	55	87	11	153	842
Total Volume	83	433	396	912	64	975	89	1128	162	562	58	782	253	383	49	685	3507
% App. Total	9.1	47.5	43.4		5.7	86.4	7.9		20.7	71.9	7.4		36.9	55.9	7.2		
PHF	.865	.846	.861	.867	.800	.855	.795	.884	.920	.943	.853	.958	.891	.895	.681	.897	.928

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City of Irwindale
N/S: Irwindale Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 2



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City of Irwindale
N/S: Irwindale Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 3

	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	16	80	115	211	20	285	14	319	34	122	17	173	57	92	6	155
+15 mins.	23	128	112	263	16	255	22	293	44	147	12	203	71	97	18	186
+30 mins.	20	101	82	203	9	229	28	266	41	144	17	202	70	107	14	191
+45 mins.	24	124	87	235	19	206	25	250	43	149	12	204	55	87	11	153
Total Volume	83	433	396	912	64	975	89	1128	162	562	58	782	253	383	49	685
% App. Total	9.1	47.5	43.4		5.7	86.4	7.9		20.7	71.9	7.4		36.9	55.9	7.2	
PHF	.865	.846	.861	.867	.800	.855	.795	.884	.920	.943	.853	.958	.891	.895	.681	.897

City of Irwindale
N/S: Irwindale Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 1

Groups Printed- Large 2 Axle Vehicles

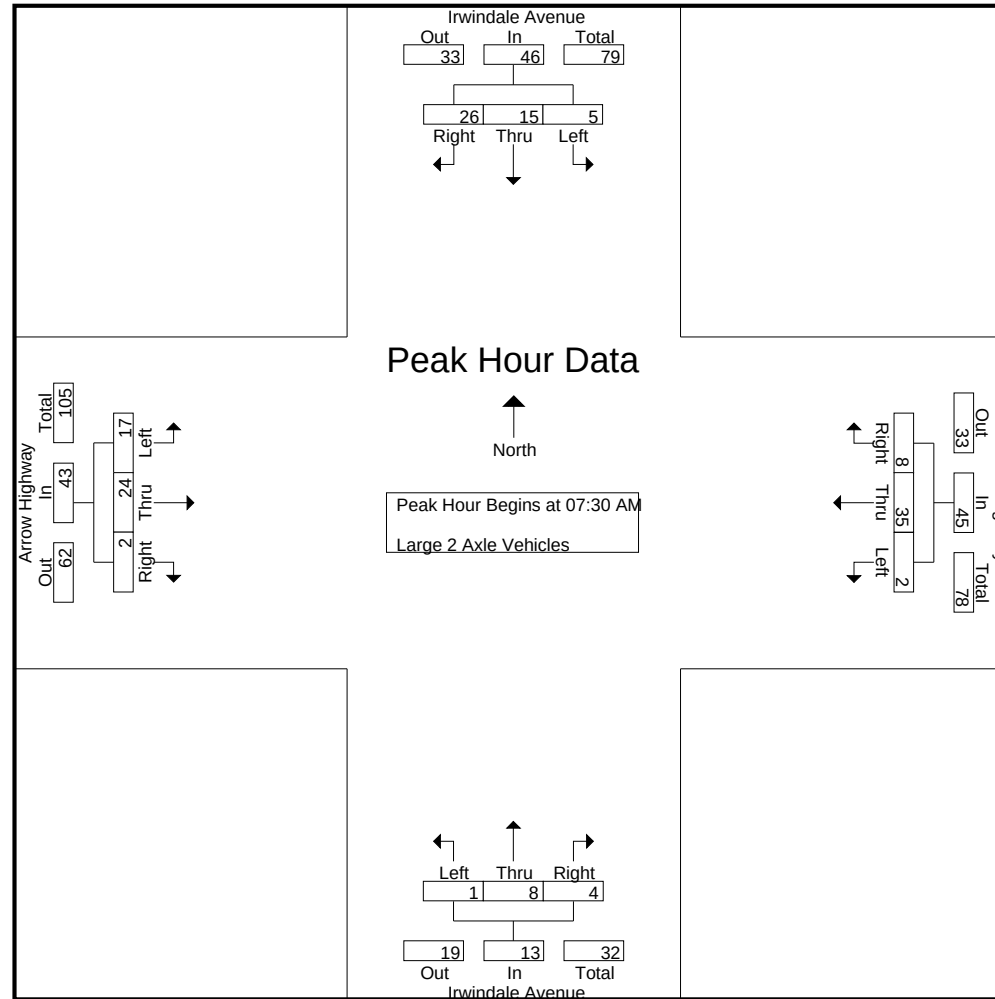
	Irwindale Avenue Southbound					Arrow Highway Westbound					Irwindale Avenue Northbound					Arrow Highway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	3	1	0	4	1	12	1	0	14	2	3	1	1	6	3	8	4	0	15	1	39	40
07:15 AM	0	5	6	3	11	1	7	0	0	8	1	5	2	0	8	5	8	0	0	13	3	40	43
07:30 AM	1	1	7	1	9	0	7	3	1	10	0	4	0	0	4	3	5	0	0	8	2	31	33
07:45 AM	2	4	7	5	13	0	5	2	0	7	1	2	2	1	5	6	5	1	0	12	6	37	43
Total	3	13	21	9	37	2	31	6	1	39	4	14	5	2	23	17	26	5	0	48	12	147	159
08:00 AM	1	3	6	2	10	2	7	2	0	11	0	0	1	1	1	4	2	1	1	7	4	29	33
08:15 AM	1	7	6	0	14	0	16	1	1	17	0	2	1	0	3	4	12	0	0	16	1	50	51
08:30 AM	1	4	11	6	16	0	15	0	0	15	1	2	1	0	4	7	5	0	0	12	6	47	53
08:45 AM	0	1	8	1	9	0	8	1	0	9	0	5	0	0	5	4	2	3	0	9	1	32	33
Total	3	15	31	9	49	2	46	4	1	52	1	9	3	1	13	19	21	4	1	44	12	158	170
Grand Total	6	28	52	18	86	4	77	10	2	91	5	23	8	3	36	36	47	9	1	92	24	305	329
Apprch %	7	32.6	60.5			4.4	84.6	11			13.9	63.9	22.2			39.1	51.1	9.8					
Total %	2	9.2	17		28.2	1.3	25.2	3.3		29.8	1.6	7.5	2.6		11.8	11.8	15.4	3		30.2	7.3	92.7	

	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	1	7	9	0	7	3	10	0	4	0	4	3	5	0	8	31
07:45 AM	2	4	7	13	0	5	2	7	1	2	2	5	6	5	1	12	37
08:00 AM	1	3	6	10	2	7	2	11	0	0	1	1	4	2	1	7	29
08:15 AM	1	7	6	14	0	16	1	17	0	2	1	3	4	12	0	16	50
Total Volume	5	15	26	46	2	35	8	45	1	8	4	13	17	24	2	43	147
% App. Total	10.9	32.6	56.5		4.4	77.8	17.8		7.7	61.5	30.8		39.5	55.8	4.7		
PHF	.625	.536	.929	.821	.250	.547	.667	.662	.250	.500	.500	.650	.708	.500	.500	.672	.735

Counts Unlimited
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City of Irwindale
N/S: Irwindale Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 2



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City of Irwindale
N/S: Irwindale Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 3

	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	1	1	7	9	0	7	3	10	0	4	0	4	3	5	0	8	
+15 mins.	2	4	7	13	0	5	2	7	1	2	2	5	6	5	1	12	
+30 mins.	1	3	6	10	2	7	2	11	0	0	1	1	4	2	1	7	
+45 mins.	1	7	6	14	0	16	1	17	0	2	1	3	4	12	0	16	
Total Volume	5	15	26	46	2	35	8	45	1	8	4	13	17	24	2	43	
% App. Total	10.9	32.6	56.5		4.4	77.8	17.8		7.7	61.5	30.8		39.5	55.8	4.7		
PHF	.625	.536	.929	.821	.250	.547	.667	.662	.250	.500	.500	.650	.708	.500	.500	.672	

City of Irwindale
N/S: Irwindale Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 1

Groups Printed- 3 Axle Vehicles

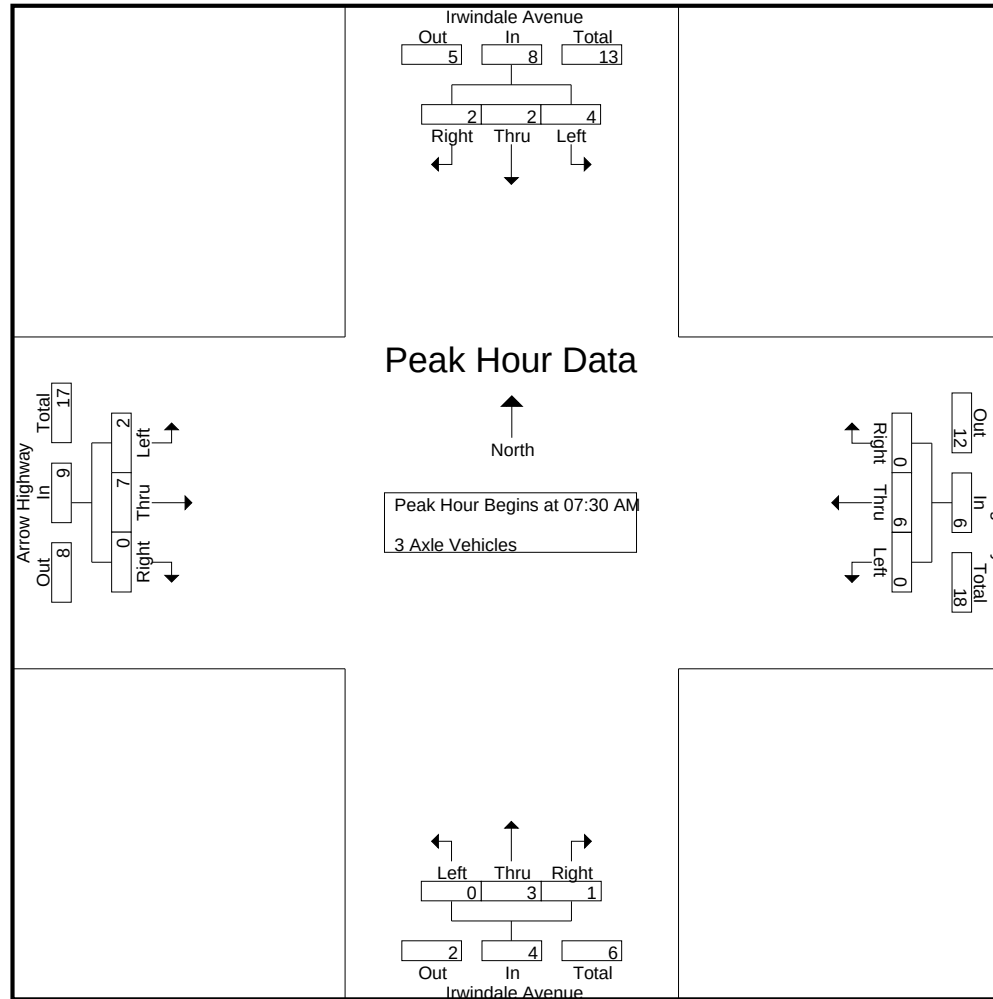
	Irwindale Avenue Southbound					Arrow Highway Westbound					Irwindale Avenue Northbound					Arrow Highway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	1	1	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	1	9	10
07:15 AM	1	1	1	1	3	0	1	1	0	2	0	0	0	0	0	3	0	0	0	3	1	8	9
07:30 AM	1	0	1	0	2	0	4	0	0	4	0	3	0	0	3	0	1	0	0	1	0	10	10
07:45 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	5	5
Total	4	2	3	2	9	0	9	1	0	10	0	3	0	0	3	5	5	0	0	10	2	32	34
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	2
08:15 AM	1	1	1	1	3	0	2	0	0	2	0	0	1	1	1	0	4	0	0	4	2	10	12
08:30 AM	2	1	3	0	6	0	0	0	0	0	1	0	0	0	1	2	1	0	0	3	0	10	10
08:45 AM	0	0	3	0	3	0	2	0	0	2	0	0	1	1	1	2	1	0	0	3	1	9	10
Total	3	2	7	1	12	0	4	0	0	4	1	0	2	2	3	5	7	0	0	12	3	31	34
Grand Total	7	4	10	3	21	0	13	1	0	14	1	3	2	2	6	10	12	0	0	22	5	63	68
Apprch %	33.3	19	47.6			0	92.9	7.1			16.7	50	33.3			45.5	54.5	0					
Total %	11.1	6.3	15.9		33.3	0	20.6	1.6		22.2	1.6	4.8	3.2		9.5	15.9	19	0	34.9	7.4	92.6		

	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	1	2	0	4	0	4	0	3	0	3	0	1	0	1	10
07:45 AM	2	1	0	3	0	0	0	0	0	0	0	0	1	1	0	2	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
08:15 AM	1	1	1	3	0	2	0	2	0	0	1	1	0	4	0	4	10
Total Volume	4	2	2	8	0	6	0	6	0	3	1	4	2	7	0	9	27
% App. Total	50	25	25		0	100	0		0	75	25		22.2	77.8	0		
PHF	.500	.500	.500	.667	.000	.375	.000	.375	.000	.250	.250	.333	.500	.438	.000	.563	.675

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City of Irwindale
N/S: Irwindale Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 2



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City of Irwindale
N/S: Irwindale Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 3

	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	1	0	1	2	0	4	0	4	0	3	0	3	0	1	0	1	
+15 mins.	2	1	0	3	0	0	0	0	0	0	0	0	1	1	0	2	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	
+45 mins.	1	1	1	3	0	2	0	2	0	0	1	1	0	4	0	4	
Total Volume	4	2	2	8	0	6	0	6	0	3	1	4	2	7	0	9	
% App. Total	50	25	25		0	100	0		0	75	25		22.2	77.8	0		
PHF	.500	.500	.500	.667	.000	.375	.000	.375	.000	.250	.250	.333	.500	.438	.000	.563	

City of Irwindale
N/S: Irwindale Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 1

Groups Printed- 4+ Axle Trucks

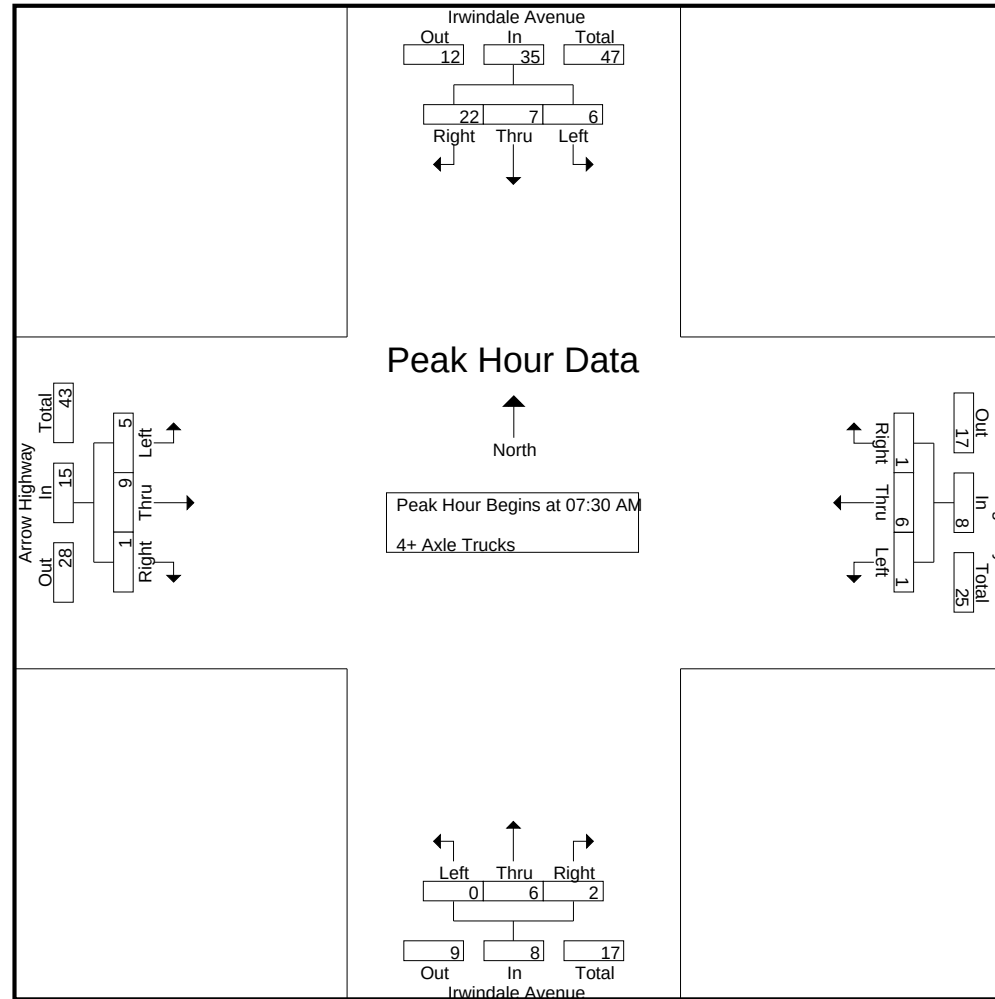
	Irwindale Avenue Southbound					Arrow Highway Westbound					Irwindale Avenue Northbound					Arrow Highway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	3	1	1	4	0	0	1	1	1	2	2	0	0	4	2	9	11
07:15 AM	1	1	5	1	7	0	2	1	0	3	0	0	0	0	0	3	0	0	0	3	1	13	14
07:30 AM	3	3	1	1	7	1	2	0	0	3	0	3	0	0	3	2	3	0	0	5	1	18	19
07:45 AM	1	1	7	3	9	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3	12	15
Total	5	5	13	5	23	1	8	2	1	11	0	3	1	1	4	7	6	1	0	14	7	52	59
08:00 AM	1	2	6	2	9	0	1	1	0	2	0	2	1	1	3	1	3	0	0	4	3	18	21
08:15 AM	1	1	8	1	10	0	2	0	0	2	0	1	1	0	2	2	2	0	0	4	1	18	19
08:30 AM	1	2	5	4	8	0	2	1	0	3	0	2	0	0	2	0	2	1	0	3	4	16	20
08:45 AM	0	0	6	2	6	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	8	10
Total	3	5	25	9	33	0	6	2	0	8	0	5	2	1	7	3	8	1	0	12	10	60	70
Grand Total	8	10	38	14	56	1	14	4	1	19	0	8	3	2	11	10	14	2	0	26	17	112	129
Apprch %	14.3	17.9	67.9			5.3	73.7	21.1			0	72.7	27.3			38.5	53.8	7.7					
Total %	7.1	8.9	33.9		50	0.9	12.5	3.6		17	0	7.1	2.7		9.8	8.9	12.5	1.8		23.2	13.2	86.8	

	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	3	1	7	1	2	0	3	0	3	0	3	2	3	0	5	18
07:45 AM	1	1	7	9	0	1	0	1	0	0	0	0	0	1	1	2	12
08:00 AM	1	2	6	9	0	1	1	2	0	2	1	3	1	3	0	4	18
08:15 AM	1	1	8	10	0	2	0	2	0	1	1	2	2	2	0	4	18
Total Volume	6	7	22	35	1	6	1	8	0	6	2	8	5	9	1	15	66
% App. Total	17.1	20	62.9		12.5	75	12.5		0	75	25		33.3	60	6.7		
PHF	.500	.583	.688	.875	.250	.750	.250	.667	.000	.500	.500	.667	.625	.750	.250	.750	.917

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City of Irwindale
N/S: Irwindale Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy AM
Site Code : 05117366
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City of Irwindale
N/S: Irwindale Avenue
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File Name : 15_IRW_Irwindale Ave_Arrow Hwy AM
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	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	3	3	1	7	1	2	0	3	0	3	0	3	2	3	0	5	
+15 mins.	1	1	7	9	0	1	0	1	0	0	0	0	0	1	1	2	
+30 mins.	1	2	6	9	0	1	1	2	0	2	1	3	1	3	0	4	
+45 mins.	1	1	8	10	0	2	0	2	0	1	1	2	2	2	0	4	
Total Volume	6	7	22	35	1	6	1	8	0	6	2	8	5	9	1	15	
% App. Total	17.1	20	62.9		12.5	75	12.5		0	75	25		33.3	60	6.7		
PHF	.500	.583	.688	.875	.250	.750	.250	.667	.000	.500	.500	.667	.625	.750	.250	.750	

City of Irwindale
N/S: Irwindale Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

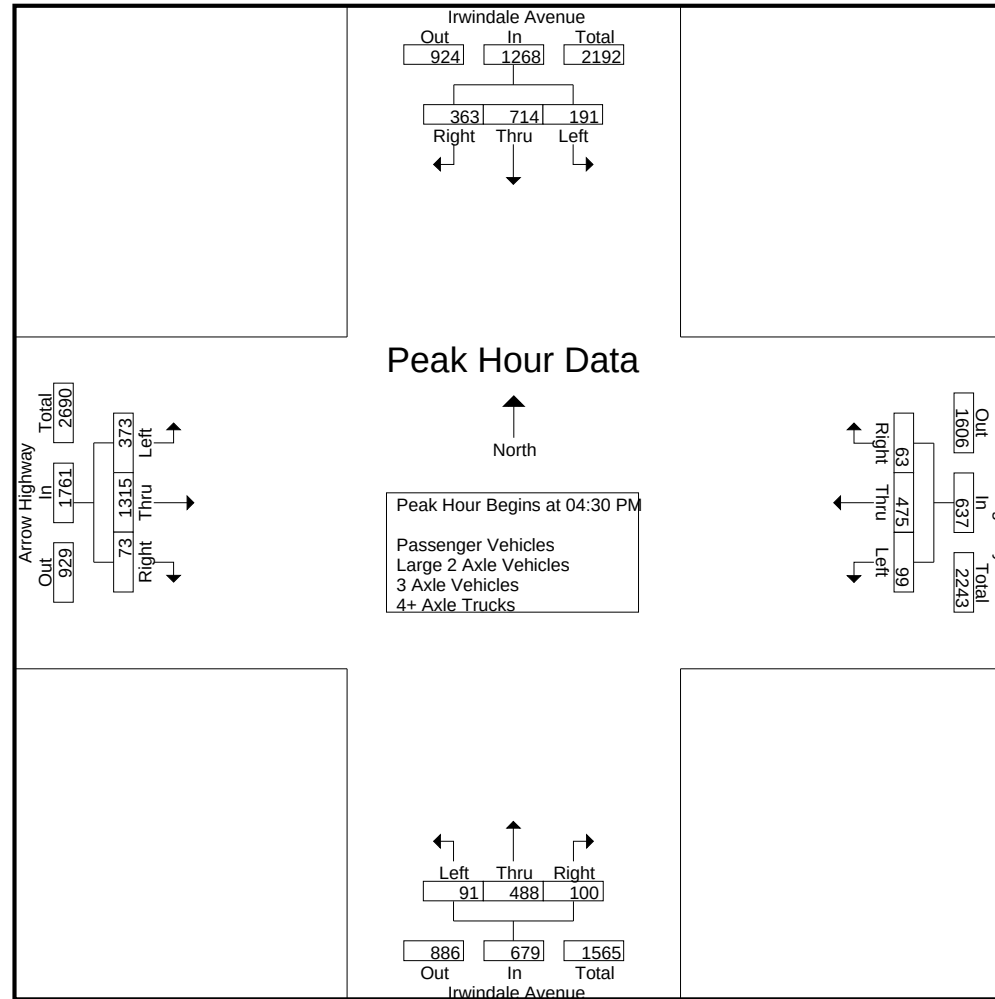
	Irwindale Avenue Southbound					Arrow Highway Westbound					Irwindale Avenue Northbound					Arrow Highway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	52	175	72	28	299	27	122	16	3	165	16	152	26	4	194	73	332	24	2	429	37	1087	1124
04:15 PM	46	159	74	32	279	21	134	12	2	167	23	114	21	5	158	93	327	20	4	440	43	1044	1087
04:30 PM	51	174	102	36	327	27	123	17	3	167	28	118	28	3	174	96	323	17	2	436	44	1104	1148
04:45 PM	51	159	77	34	287	27	116	15	2	158	14	111	22	5	147	106	338	19	1	463	42	1055	1097
Total	200	667	325	130	1192	102	495	60	10	657	81	495	97	17	673	368	1320	80	9	1768	166	4290	4456
05:00 PM	46	195	99	46	340	18	103	14	4	135	28	135	27	4	190	68	354	13	2	435	56	1100	1156
05:15 PM	43	186	85	35	314	27	133	17	2	177	21	124	23	4	168	103	300	24	2	427	43	1086	1129
05:30 PM	43	158	79	37	280	19	95	12	2	126	27	162	20	2	209	77	348	15	3	440	44	1055	1099
05:45 PM	31	162	66	33	259	21	126	6	1	153	19	95	14	2	128	101	343	17	3	461	39	1001	1040
Total	163	701	329	151	1193	85	457	49	9	591	95	516	84	12	695	349	1345	69	10	1763	182	4242	4424
Grand Total	363	1368	654	281	2385	187	952	109	19	1248	176	1011	181	29	1368	717	2665	149	19	3531	348	8532	8880
Apprch %	15.2	57.4	27.4			15	76.3	8.7			12.9	73.9	13.2			20.3	75.5	4.2					
Total %	4.3	16	7.7		28	2.2	11.2	1.3		14.6	2.1	11.8	2.1		16	8.4	31.2	1.7		41.4	3.9	96.1	
Passenger Vehicles	354	1329	600		2551	183	880	99		1178	169	984	176		1356	655	2587	140		3400	0	0	8485
% Passenger Vehicles	97.5	97.1	91.7	95.4	95.7	97.9	92.4	90.8	84.2	93	96	97.3	97.2	93.1	97.1	91.4	97.1	94	94.7	95.8	0	0	95.6
Large 2 Axle Vehicles	7	28	22		65	4	25	5		35	6	20	3		30	35	44	7		87	0	0	217
% Large 2 Axle Vehicles	1.9	2	3.4	2.8	2.4	2.1	2.6	4.6	5.3	2.8	3.4	2	1.7	3.4	2.1	4.9	1.7	4.7	5.3	2.5	0	0	2.4
3 Axle Vehicles	0	1	13		15	0	40	1		41	0	1	1		3	12	16	0		28	0	0	87
% 3 Axle Vehicles	0	0.1	2	0.4	0.6	0	4.2	0.9	0	3.2	0	0.1	0.6	3.4	0.2	1.7	0.6	0	0	0.8	0	0	1
4+ Axle Trucks	2	10	19		35	0	7	4		13	1	6	1		8	15	18	2		35	0	0	91
% 4+ Axle Trucks	0.6	0.7	2.9	1.4	1.3	0	0.7	3.7	10.5	1	0.6	0.6	0.6	0	0.6	2.1	0.7	1.3	0	1	0	0	1

	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	51	174	102	327	27	123	17	167	28	118	28	174	96	323	17	436	1104
04:45 PM	51	159	77	287	27	116	15	158	14	111	22	147	106	338	19	463	1055
05:00 PM	46	195	99	340	18	103	14	135	28	135	27	190	68	354	13	435	1100
05:15 PM	43	186	85	314	27	133	17	177	21	124	23	168	103	300	24	427	1086
Total Volume	191	714	363	1268	99	475	63	637	91	488	100	679	373	1315	73	1761	4345
% App. Total	15.1	56.3	28.6		15.5	74.6	9.9		13.4	71.9	14.7		21.2	74.7	4.1		
PHF	.936	.915	.890	.932	.917	.893	.926	.900	.813	.904	.893	.893	.880	.929	.760	.951	.984

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Weather: Clear

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	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:45 PM				04:15 PM			
+0 mins.	51	174	102	327	27	122	16	165	14	111	22	147	93	327	20	440
+15 mins.	51	159	77	287	21	134	12	167	28	135	27	190	96	323	17	436
+30 mins.	46	195	99	340	27	123	17	167	21	124	23	168	106	338	19	463
+45 mins.	43	186	85	314	27	116	15	158	27	162	20	209	68	354	13	435
Total Volume	191	714	363	1268	102	495	60	657	90	532	92	714	363	1342	69	1774
% App. Total	15.1	56.3	28.6		15.5	75.3	9.1		12.6	74.5	12.9		20.5	75.6	3.9	
PHF	.936	.915	.890	.932	.944	.924	.882	.984	.804	.821	.852	.854	.856	.948	.863	.958

City of Irwindale
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File Name : 15_IRW_Irwindale Ave_Arrow Hwy PM
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Groups Printed- Passenger Vehicles

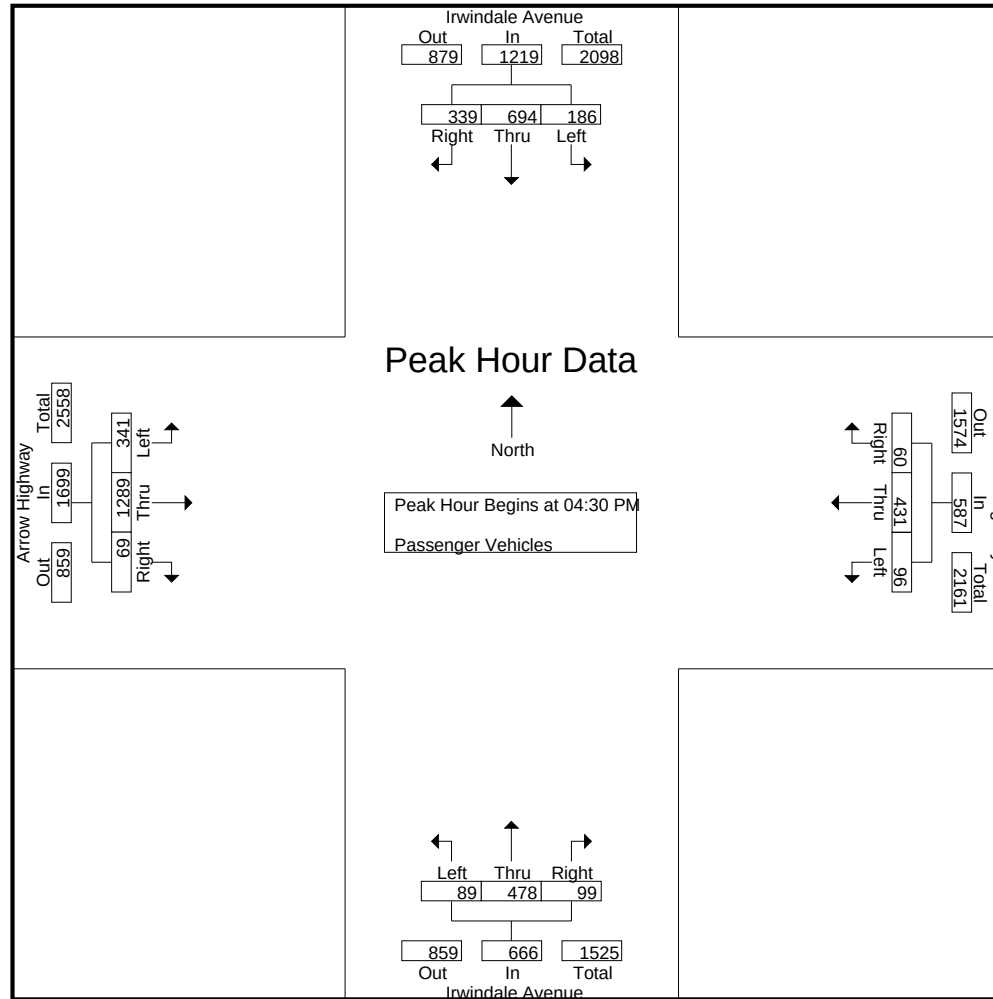
	Irwindale Avenue Southbound					Arrow Highway Westbound					Irwindale Avenue Northbound					Arrow Highway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	51	171	60	27	282	27	117	15	2	159	15	146	24	3	185	61	310	22	2	393	34	1019	1053
04:15 PM	43	154	65	31	262	20	124	8	1	152	21	109	20	4	150	83	312	18	3	413	39	977	1016
04:30 PM	48	167	97	36	312	26	106	15	3	147	27	115	28	3	170	91	318	15	2	424	44	1053	1097
04:45 PM	51	157	72	32	280	26	107	14	2	147	14	109	22	5	145	100	330	18	1	448	40	1020	1060
Total	193	649	294	126	1136	99	454	52	8	605	77	479	94	15	650	335	1270	73	8	1678	157	4069	4226
05:00 PM	44	188	93	44	325	18	93	14	4	125	27	132	26	4	185	53	344	13	2	410	54	1045	1099
05:15 PM	43	182	77	31	302	26	125	17	2	168	21	122	23	4	166	97	297	23	2	417	39	1053	1092
05:30 PM	43	151	75	36	269	19	88	10	1	117	25	158	19	2	202	72	345	15	3	432	42	1020	1062
05:45 PM	31	159	61	31	251	21	120	6	1	147	19	93	14	2	126	98	331	16	3	445	37	969	1006
Total	161	680	306	142	1147	84	426	47	8	557	92	505	82	12	679	320	1317	67	10	1704	172	4087	4259
Grand Total	354	1329	600	268	2283	183	880	99	16	1162	169	984	176	27	1329	655	2587	140	18	3382	329	8156	8485
Apprch %	15.5	58.2	26.3			15.7	75.7	8.5			12.7	74	13.2			19.4	76.5	4.1					
Total %	4.3	16.3	7.4		28	2.2	10.8	1.2		14.2	2.1	12.1	2.2		16.3	8	31.7	1.7		41.5	3.9	96.1	

	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	48	167	97	312	26	106	15	147	27	115	28	170	91	318	15	424	1053
04:45 PM	51	157	72	280	26	107	14	147	14	109	22	145	100	330	18	448	1020
05:00 PM	44	188	93	325	18	93	14	125	27	132	26	185	53	344	13	410	1045
05:15 PM	43	182	77	302	26	125	17	168	21	122	23	166	97	297	23	417	1053
Total Volume	186	694	339	1219	96	431	60	587	89	478	99	666	341	1289	69	1699	4171
% App. Total	15.3	56.9	27.8		16.4	73.4	10.2		13.4	71.8	14.9		20.1	75.9	4.1		
PHF	.912	.923	.874	.938	.923	.862	.882	.874	.824	.905	.884	.900	.853	.937	.750	.948	.990

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	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	48	167	97	312	26	106	15	147	27	115	28	170	91	318	15	424
+15 mins.	51	157	72	280	26	107	14	147	14	109	22	145	100	330	18	448
+30 mins.	44	188	93	325	18	93	14	125	27	132	26	185	53	344	13	410
+45 mins.	43	182	77	302	26	125	17	168	21	122	23	166	97	297	23	417
Total Volume	186	694	339	1219	96	431	60	587	89	478	99	666	341	1289	69	1699
% App. Total	15.3	56.9	27.8		16.4	73.4	10.2		13.4	71.8	14.9		20.1	75.9	4.1	
PHF	.912	.923	.874	.938	.923	.862	.882	.874	.824	.905	.884	.900	.853	.937	.750	.948

City of Irwindale
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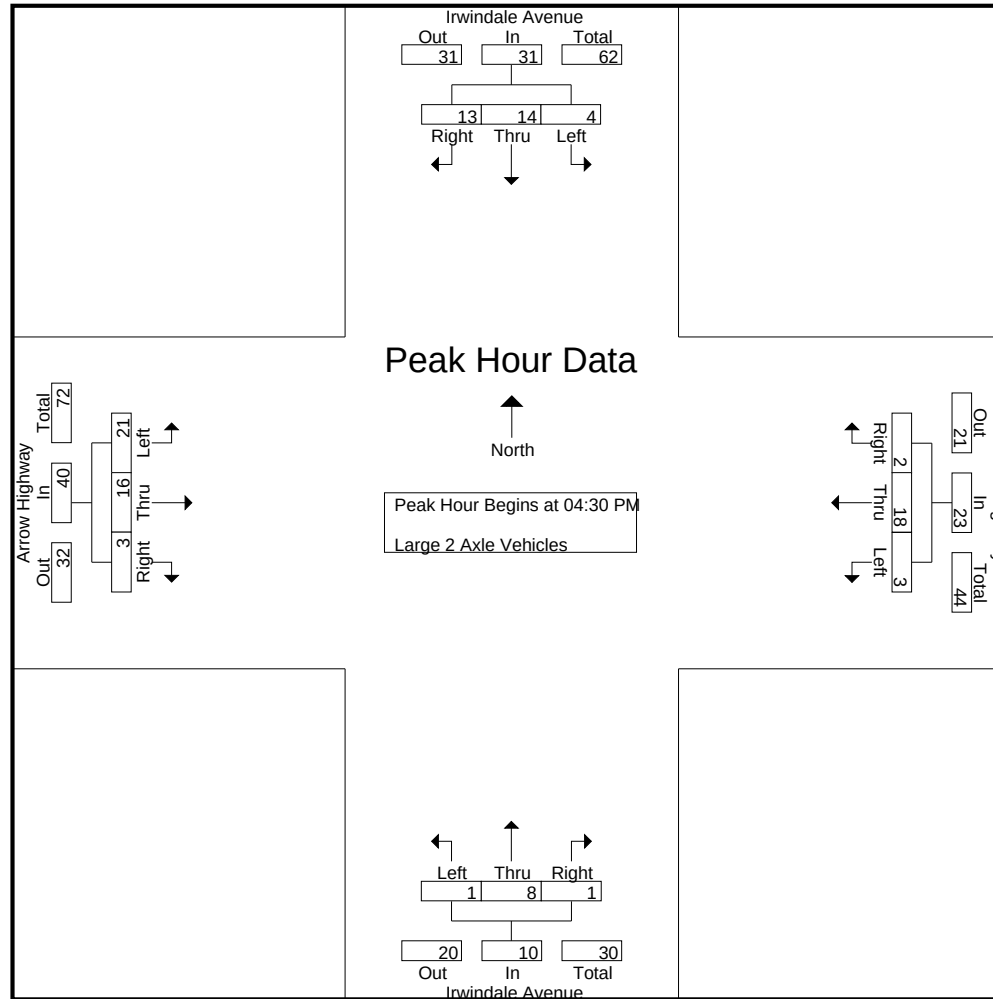
Groups Printed- Large 2 Axle Vehicles

	Irwindale Avenue Southbound					Arrow Highway Westbound					Irwindale Avenue Northbound					Arrow Highway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	2	4	1	7	0	1	1	1	2	1	4	1	0	6	6	11	1	0	18	2	33	35
04:15 PM	2	5	3	1	10	1	2	1	0	4	2	3	1	1	6	4	7	2	1	13	3	33	36
04:30 PM	3	4	1	0	8	1	9	2	0	12	0	3	0	0	3	3	4	2	0	9	0	32	32
04:45 PM	0	2	3	1	5	1	1	0	0	2	0	2	0	0	2	3	3	0	0	6	1	15	16
Total	6	13	11	3	30	3	13	4	1	20	3	12	2	1	17	16	25	5	1	46	6	113	119
05:00 PM	1	5	4	2	10	0	3	0	0	3	1	3	1	0	5	12	6	0	0	18	2	36	38
05:15 PM	0	3	5	2	8	1	5	0	0	6	0	0	0	0	0	3	3	1	0	7	2	21	23
05:30 PM	0	4	0	0	4	0	1	1	0	2	2	4	0	0	6	3	0	0	0	3	0	15	15
05:45 PM	0	3	2	1	5	0	3	0	0	3	0	1	0	0	1	1	10	1	0	12	1	21	22
Total	1	15	11	5	27	1	12	1	0	14	3	8	1	0	12	19	19	2	0	40	5	93	98
Grand Total	7	28	22	8	57	4	25	5	1	34	6	20	3	1	29	35	44	7	1	86	11	206	217
Apprch %	12.3	49.1	38.6			11.8	73.5	14.7			20.7	69	10.3			40.7	51.2	8.1					
Total %	3.4	13.6	10.7		27.7	1.9	12.1	2.4		16.5	2.9	9.7	1.5		14.1	17	21.4	3.4		41.7	5.1	94.9	

	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	3	4	1	8	1	9	2	12	0	3	0	3	3	4	2	9	32
04:45 PM	0	2	3	5	1	1	0	2	0	2	0	2	3	3	0	6	15
05:00 PM	1	5	4	10	0	3	0	3	1	3	1	5	12	6	0	18	36
05:15 PM	0	3	5	8	1	5	0	6	0	0	0	0	3	3	1	7	21
Total Volume	4	14	13	31	3	18	2	23	1	8	1	10	21	16	3	40	104
% App. Total	12.9	45.2	41.9		13	78.3	8.7		10	80	10		52.5	40	7.5		
PHF	.333	.700	.650	.775	.750	.500	.250	.479	.250	.667	.250	.500	.438	.667	.375	.556	.722

City of Irwindale
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	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	3	4	1	8	1	9	2	12	0	3	0	3	3	4	2	9
+15 mins.	0	2	3	5	1	1	0	2	0	2	0	2	3	3	0	6
+30 mins.	1	5	4	10	0	3	0	3	1	3	1	5	12	6	0	18
+45 mins.	0	3	5	8	1	5	0	6	0	0	0	0	3	3	1	7
Total Volume	4	14	13	31	3	18	2	23	1	8	1	10	21	16	3	40
% App. Total	12.9	45.2	41.9		13	78.3	8.7		10	80	10		52.5	40	7.5	
PHF	.333	.700	.650	.775	.750	.500	.250	.479	.250	.667	.250	.500	.438	.667	.375	.556

City of Irwindale
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Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy PM
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Groups Printed- 3 Axle Vehicles

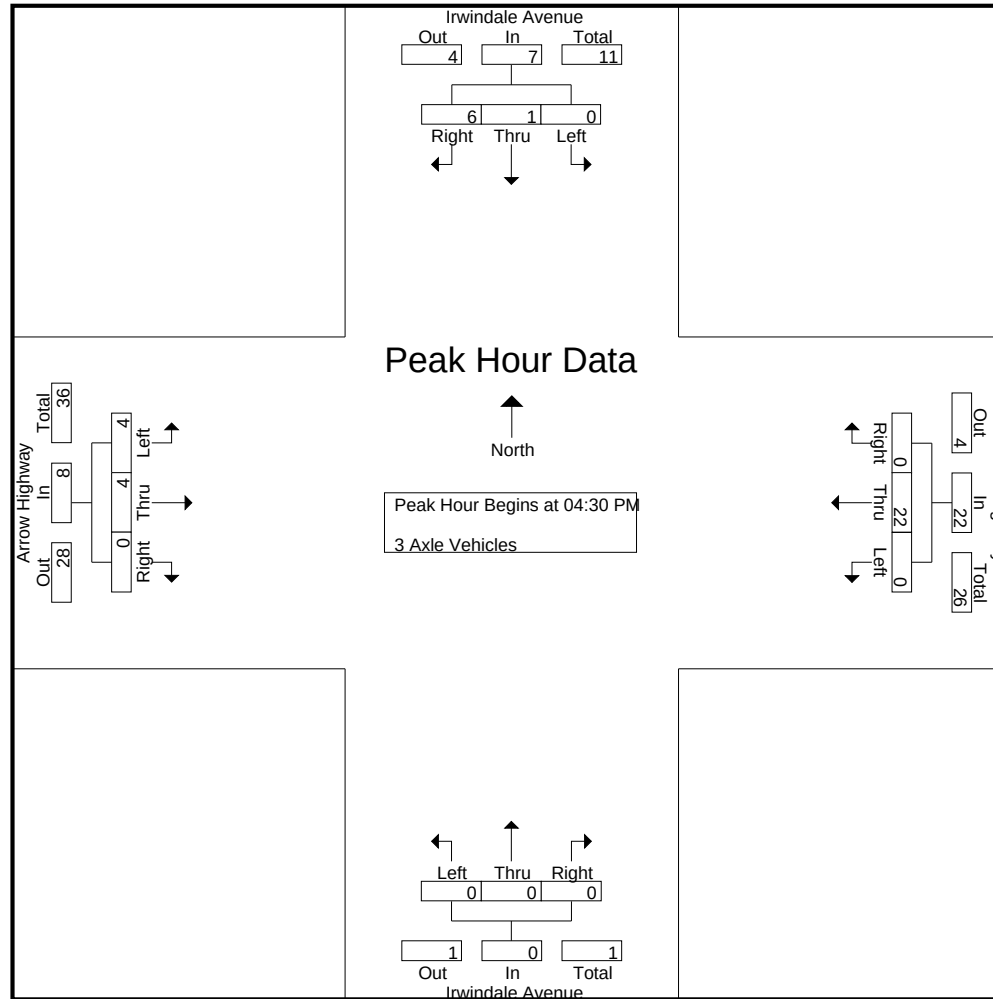
	Irwindale Avenue Southbound					Arrow Highway Westbound					Irwindale Avenue Northbound					Arrow Highway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	4	0	4	0	2	0	0	2	0	0	1	1	1	4	5	0	0	9	1	16	17
04:15 PM	0	0	2	0	2	0	7	1	0	8	0	1	0	0	1	3	4	0	0	7	0	18	18
04:30 PM	0	1	3	0	4	0	6	0	0	6	0	0	0	0	0	1	0	0	0	1	0	11	11
04:45 PM	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	1	2	0	0	3	0	12	12
Total	0	1	10	0	11	0	23	1	0	24	0	1	1	1	2	9	11	0	0	20	1	57	58
05:00 PM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	1	2	0	0	3	0	9	9
05:15 PM	0	0	1	1	1	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	1	5	6
05:30 PM	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	8	8
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	6	6
Total	0	0	3	1	3	0	17	0	0	17	0	0	0	0	0	3	5	0	0	8	1	28	29
Grand Total	0	1	13	1	14	0	40	1	0	41	0	1	1	1	2	12	16	0	0	28	2	85	87
Apprch %	0	7.1	92.9			0	97.6	2.4			0	50	50			42.9	57.1	0					
Total %	0	1.2	15.3		16.5	0	47.1	1.2		48.2	0	1.2	1.2		2.4	14.1	18.8	0		32.9	2.3	97.7	

	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	3	4	0	6	0	6	0	0	0	0	1	0	0	1	11
04:45 PM	0	0	1	1	0	8	0	8	0	0	0	0	1	2	0	3	12
05:00 PM	0	0	1	1	0	5	0	5	0	0	0	0	1	2	0	3	9
05:15 PM	0	0	1	1	0	3	0	3	0	0	0	0	1	0	0	1	5
Total Volume	0	1	6	7	0	22	0	22	0	0	0	0	4	4	0	8	37
% App. Total	0	14.3	85.7		0	100	0		0	0	0		50	50	0		
PHF	.000	.250	.500	.438	.000	.688	.000	.688	.000	.000	.000	.000	1.00	.500	.000	.667	.771

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City of Irwindale
N/S: Irwindale Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy PM
Site Code : 05117366
Start Date : 5/31/2017
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City of Irwindale
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	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	3	4	0	6	0	6	0	0	0	0	1	0	0	1
+15 mins.	0	0	1	1	0	8	0	8	0	0	0	0	1	2	0	3
+30 mins.	0	0	1	1	0	5	0	5	0	0	0	0	1	2	0	3
+45 mins.	0	0	1	1	0	3	0	3	0	0	0	0	1	0	0	1
Total Volume	0	1	6	7	0	22	0	22	0	0	0	0	4	4	0	8
% App. Total	0	14.3	85.7		0	100	0		0	0	0		50	50	0	
PHF	.000	.250	.500	.438	.000	.688	.000	.688	.000	.000	.000	.000	1.000	.500	.000	.667

City of Irwindale
N/S: Irwindale Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy PM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 1

Groups Printed- 4+ Axle Trucks

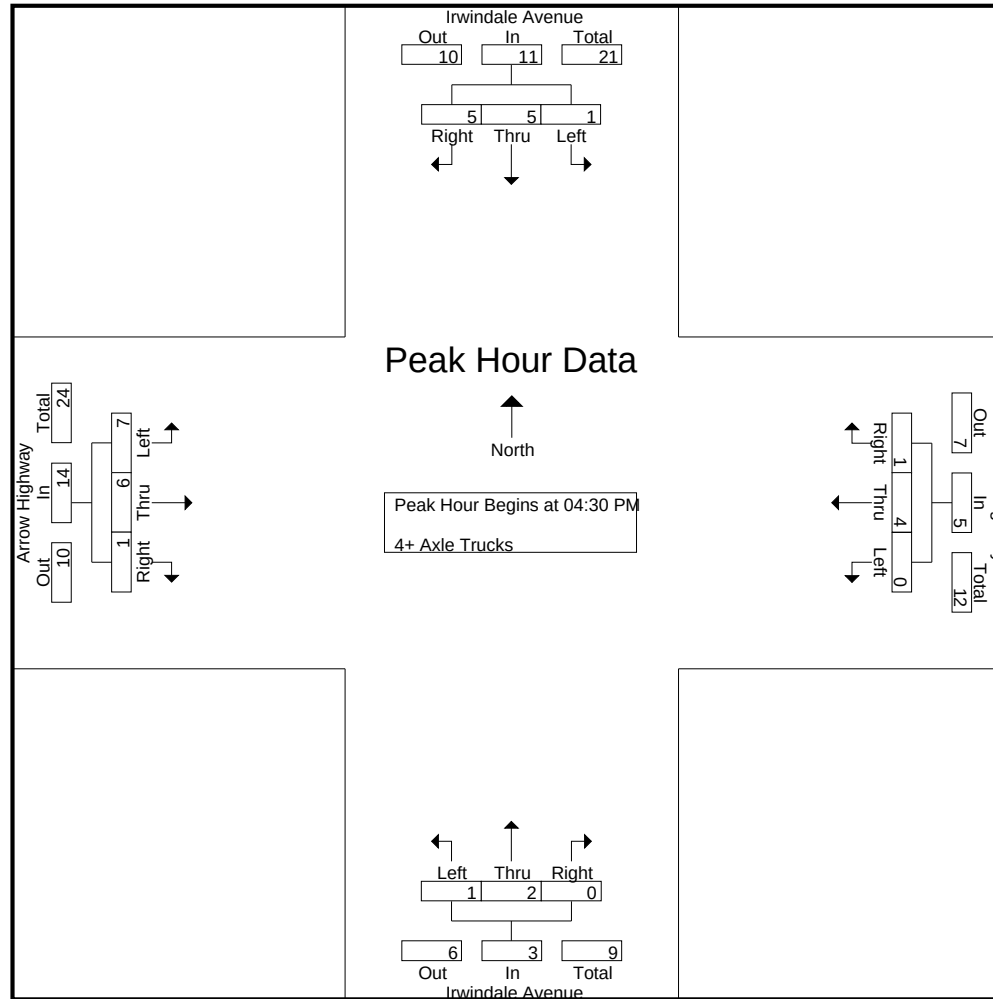
	Irwindale Avenue Southbound					Arrow Highway Westbound					Irwindale Avenue Northbound					Arrow Highway Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	2	4	0	6	0	2	0	0	2	0	2	0	0	2	2	6	1	0	9	0	19	19
04:15 PM	1	0	4	0	5	0	1	2	1	3	0	1	0	0	1	3	4	0	0	7	1	16	17
04:30 PM	0	2	1	0	3	0	2	0	0	2	1	0	0	0	1	1	1	0	0	2	0	8	8
04:45 PM	0	0	1	1	1	0	0	1	0	1	0	0	0	0	0	2	3	1	0	6	1	8	9
Total	1	4	10	1	15	0	5	3	1	8	1	3	0	0	4	8	14	2	0	24	2	51	53
05:00 PM	1	2	1	0	4	0	2	0	0	2	0	0	0	0	0	2	2	0	0	4	0	10	10
05:15 PM	0	1	2	1	3	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	1	7	8
05:30 PM	0	3	3	1	6	0	0	1	1	1	0	0	1	0	1	2	2	0	0	4	2	12	14
05:45 PM	0	0	3	1	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	5	6
Total	1	6	9	3	16	0	2	1	1	3	0	3	1	0	4	7	4	0	0	11	4	34	38
Grand Total	2	10	19	4	31	0	7	4	2	11	1	6	1	0	8	15	18	2	0	35	6	85	91
Apprch %	6.5	32.3	61.3			0	63.6	36.4			12.5	75	12.5			42.9	51.4	5.7					
Total %	2.4	11.8	22.4		36.5	0	8.2	4.7		12.9	1.2	7.1	1.2		9.4	17.6	21.2	2.4		41.2	6.6	93.4	

	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	2	1	3	0	2	0	2	1	0	0	1	1	1	0	2	8
04:45 PM	0	0	1	1	0	0	1	1	0	0	0	0	2	3	1	6	8
05:00 PM	1	2	1	4	0	2	0	2	0	0	0	0	2	2	0	4	10
05:15 PM	0	1	2	3	0	0	0	0	0	2	0	2	2	0	0	2	7
Total Volume	1	5	5	11	0	4	1	5	1	2	0	3	7	6	1	14	33
% App. Total	9.1	45.5	45.5		0	80	20		33.3	66.7	0		50	42.9	7.1		
PHF	.250	.625	.625	.688	.000	.500	.250	.625	.250	.250	.000	.375	.875	.500	.250	.583	.825

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City of Irwindale
N/S: Irwindale Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 15_IRW_Irwindale Ave_Arrow Hwy PM
Site Code : 05117366
Start Date : 5/31/2017
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City of Irwindale
N/S: Irwindale Avenue
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Site Code : 05117366
Start Date : 5/31/2017
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	Irwindale Avenue Southbound				Arrow Highway Westbound				Irwindale Avenue Northbound				Arrow Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	2	1	3	0	2	0	2	1	0	0	1	1	1	0	2	
+15 mins.	0	0	1	1	0	0	1	1	0	0	0	0	2	3	1	6	
+30 mins.	1	2	1	4	0	2	0	2	0	0	0	0	2	2	0	4	
+45 mins.	0	1	2	3	0	0	0	0	0	2	0	2	2	0	0	2	
Total Volume	1	5	5	11	0	4	1	5	1	2	0	3	7	6	1	14	
% App. Total	9.1	45.5	45.5		0	80	20		33.3	66.7	0		50	42.9	7.1		
PHF	.250	.625	.625	.688	.000	.500	.250	.625	.250	.250	.000	.375	.875	.500	.250	.583	

Location: Irwindale
 N/S: Irwindale Avenue
 E/W: Arrow Highway



Date: 5/31/2017
 Day: Wednesday

PEDESTRIANS

	North Leg Irwindale Avenue	East Leg Arrow Highway	South Leg Irwindale Avenue	West Leg Arrow Highway	TOTAL
7:00 AM	1	2	0	0	3
7:15 AM	3	0	1	2	6
7:30 AM	2	9	0	0	11
7:45 AM	3	0	2	1	6
8:00 AM	6	5	1	0	12
8:15 AM	2	1	1	1	5
8:30 AM	0	0	4	1	5
8:45 AM	3	0	2	2	7
TOTAL VOLUMES:	20	17	11	7	55

	North Leg Irwindale Avenue	East Leg Arrow Highway	South Leg Irwindale Avenue	West Leg Arrow Highway	TOTAL
4:00 PM	2	1	0	0	3
4:15 PM	2	2	2	1	7
4:30 PM	3	1	1	0	5
4:45 PM	2	2	3	5	12
5:00 PM	2	5	2	1	10
5:15 PM	2	2	1	6	11
5:30 PM	0	0	0	2	2
5:45 PM	5	3	2	1	11
TOTAL VOLUMES:	18	16	11	16	61

Location: Irwindale
 N/S: Irwindale Avenue
 E/W: Arrow Highway



Date: 5/31/2017
 Day: Wednesday

BICYCLES

	North Leg Irwindale Avenue	East Leg Arrow Highway	South Leg Irwindale Avenue	West Leg Arrow Highway	TOTAL
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	1	1
8:15 AM	1	0	0	0	1
8:30 AM	1	1	1	1	4
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	2	3	1	3	9

	North Leg Irwindale Avenue	East Leg Arrow Highway	South Leg Irwindale Avenue	West Leg Arrow Highway	TOTAL
4:00 PM	0	1	0	0	1
4:15 PM	0	0	1	0	1
4:30 PM	1	1	0	1	3
4:45 PM	1	0	2	0	3
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	1	0	0	2
TOTAL VOLUMES:	3	3	3	1	10

City of Azusa
N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

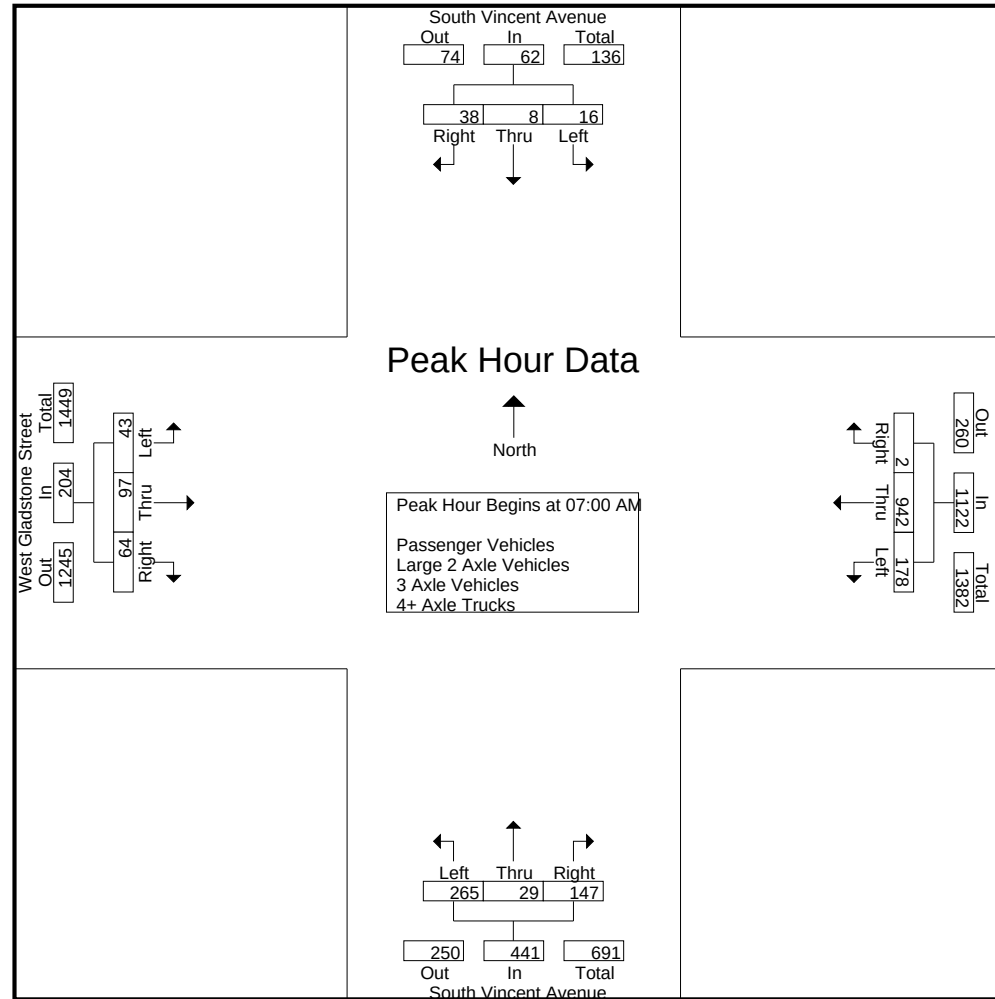
	South Vincent Avenue Southbound					West Gladstone Street Westbound					South Vincent Avenue Northbound					West Gladstone Street Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	2	3	5	2	10	32	310	0	0	342	79	7	25	9	111	12	22	20	1	54	12	517	529
07:15 AM	8	2	11	2	21	42	233	0	0	275	60	6	33	15	99	10	15	9	1	34	18	429	447
07:30 AM	4	2	15	2	21	56	202	2	0	260	67	3	27	19	97	5	19	19	7	43	28	421	449
07:45 AM	2	1	7	2	10	48	197	0	0	245	59	13	62	21	134	16	41	16	0	73	23	462	485
Total	16	8	38	8	62	178	942	2	0	1122	265	29	147	64	441	43	97	64	9	204	81	1829	1910
08:00 AM	3	2	18	0	23	49	172	0	0	221	53	2	41	17	96	20	38	20	1	78	18	418	436
08:15 AM	9	2	12	0	23	26	153	4	0	183	38	7	43	24	88	19	26	23	4	68	28	362	390
08:30 AM	12	2	19	0	33	36	123	1	0	160	46	14	33	11	93	17	28	16	2	61	13	347	360
08:45 AM	10	3	11	0	24	31	93	4	0	128	30	6	32	13	68	13	23	19	4	55	17	275	292
Total	34	9	60	0	103	142	541	9	0	692	167	29	149	65	345	69	115	78	11	262	76	1402	1478
Grand Total	50	17	98	8	165	320	1483	11	0	1814	432	58	296	129	786	112	212	142	20	466	157	3231	3388
Apprch %	30.3	10.3	59.4			17.6	81.8	0.6			55	7.4	37.7			24	45.5	30.5					
Total %	1.5	0.5	3		5.1	9.9	45.9	0.3		56.1	13.4	1.8	9.2		24.3	3.5	6.6	4.4		14.4	4.6	95.4	
Passenger Vehicles	5	6	7		20	300	1448	4		1752	358	22	276		779	11	192	101		319	0	0	2870
% Passenger Vehicles	10	35.3	7.1	25	11.6	93.8	97.6	36.4	0	96.6	82.9	37.9	93.2	95.3	85.1	9.8	90.6	71.1	75	65.6	0	0	84.7
Large 2 Axle Vehicles	0	1	3		4	10	24	1		35	15	2	14		35	3	8	6		18	0	0	92
% Large 2 Axle Vehicles	0	5.9	3.1	0	2.3	3.1	1.6	9.1	0	1.9	3.5	3.4	4.7	3.1	3.8	2.7	3.8	4.2	5	3.7	0	0	2.7
3 Axle Vehicles	30	9	39		78	4	6	5		15	15	20	2		37	52	4	11		67	0	0	197
% 3 Axle Vehicles	60	52.9	39.8	0	45.1	1.2	0.4	45.5	0	0.8	3.5	34.5	0.7	0	4	46.4	1.9	7.7	0	13.8	0	0	5.8
4+ Axle Trucks	15	1	49		71	6	5	1		12	44	14	4		64	46	8	24		82	0	0	229
% 4+ Axle Trucks	30	5.9	50	75	41	1.9	0.3	9.1	0	0.7	10.2	24.1	1.4	1.6	7	41.1	3.8	16.9	20	16.9	0	0	6.8

	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	3	5	10	32	310	0	342	79	7	25	111	12	22	20	54	517
07:15 AM	8	2	11	21	42	233	0	275	60	6	33	99	10	15	9	34	429
07:30 AM	4	2	15	21	56	202	2	260	67	3	27	97	5	19	19	43	421
07:45 AM	2	1	7	10	48	197	0	245	59	13	62	134	16	41	16	73	462
Total Volume	16	8	38	62	178	942	2	1122	265	29	147	441	43	97	64	204	1829
% App. Total	25.8	12.9	61.3		15.9	84	0.2		60.1	6.6	33.3		21.1	47.5	31.4		
PHF	.500	.667	.633	.738	.795	.760	.250	.820	.839	.558	.593	.823	.672	.591	.800	.699	.884

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City of Azusa
N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone AM
Site Code : 05117366
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	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				07:00 AM				07:00 AM				07:45 AM				
+0 mins.	3	2	18	23	32	310	0	342	79	7	25	111	16	41	16	73	
+15 mins.	9	2	12	23	42	233	0	275	60	6	33	99	20	38	20	78	
+30 mins.	12	2	19	33	56	202	2	260	67	3	27	97	19	26	23	68	
+45 mins.	10	3	11	24	48	197	0	245	59	13	62	134	17	28	16	61	
Total Volume	34	9	60	103	178	942	2	1122	265	29	147	441	72	133	75	280	
% App. Total	33	8.7	58.3		15.9	84	0.2		60.1	6.6	33.3		25.7	47.5	26.8		
PHF	.708	.750	.789	.780	.795	.760	.250	.820	.839	.558	.593	.823	.900	.811	.815	.897	

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Page No : 1

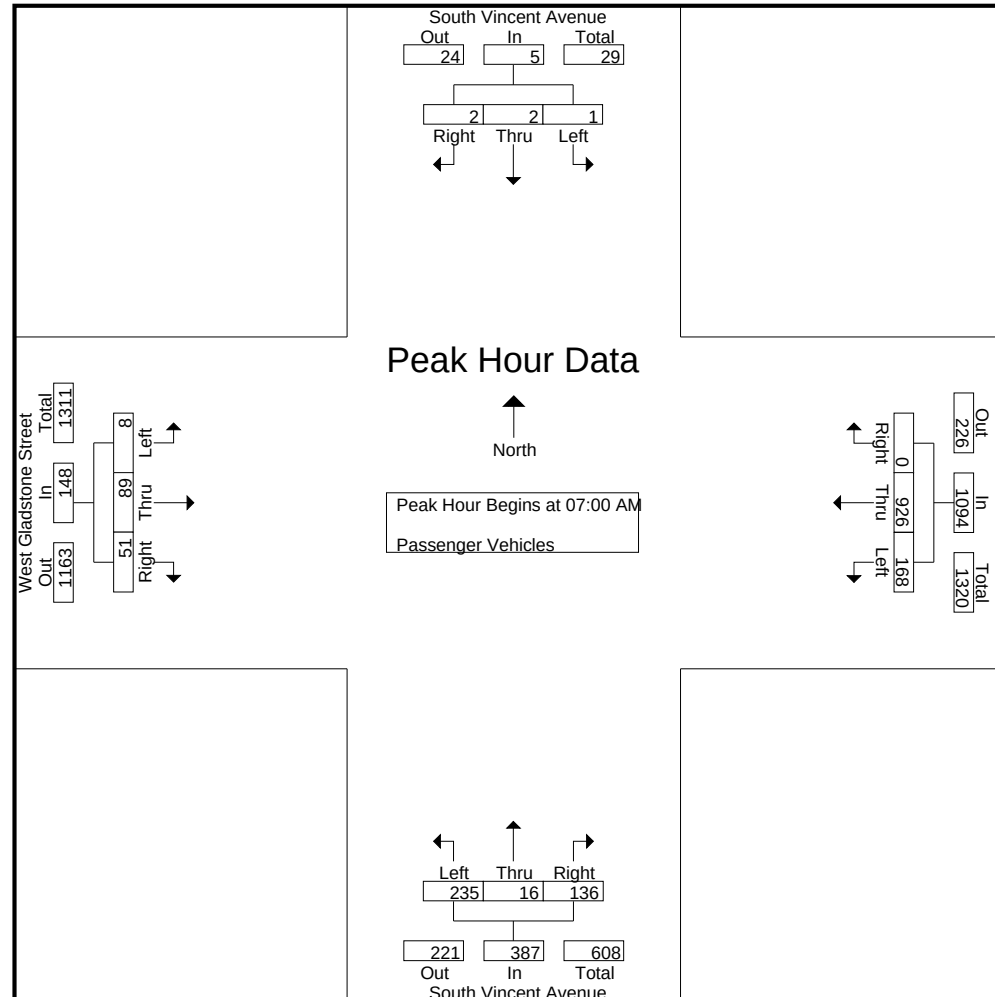
Groups Printed- Passenger Vehicles

	South Vincent Avenue Southbound					West Gladstone Street Westbound					South Vincent Avenue Northbound					West Gladstone Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	28	305	0	0	333	71	2	23	9	96	2	20	19	1	41	10	471	481
07:15 AM	1	0	0	0	1	38	229	0	0	267	55	3	29	15	87	2	13	7	1	22	16	377	393
07:30 AM	0	0	1	1	1	54	199	0	0	253	54	2	26	19	82	1	18	12	5	31	25	367	392
07:45 AM	0	1	1	1	2	48	193	0	0	241	55	9	58	20	122	3	38	13	0	54	21	419	440
Total	1	2	2	2	5	168	926	0	0	1094	235	16	136	63	387	8	89	51	7	148	72	1634	1706
08:00 AM	0	1	0	0	1	44	169	0	0	213	44	0	38	14	82	1	35	13	1	49	15	345	360
08:15 AM	1	0	1	0	2	25	143	2	0	170	23	1	40	22	64	0	25	11	1	36	23	272	295
08:30 AM	1	2	1	0	4	33	119	1	0	153	31	5	33	11	69	1	24	12	2	37	13	263	276
08:45 AM	2	1	3	0	6	30	91	1	0	122	25	0	29	13	54	1	19	14	4	34	17	216	233
Total	4	4	5	0	13	132	522	4	0	658	123	6	140	60	269	3	103	50	8	156	68	1096	1164
Grand Total	5	6	7	2	18	300	1448	4	0	1752	358	22	276	123	656	11	192	101	15	304	140	2730	2870
Apprch %	27.8	33.3	38.9			17.1	82.6	0.2			54.6	3.4	42.1			3.6	63.2	33.2					
Total %	0.2	0.2	0.3		0.7	11	53	0.1		64.2	13.1	0.8	10.1		24	0.4	7	3.7		11.1	4.9	95.1	

	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	28	305	0	333	71	2	23	96	2	20	19	41	471
07:15 AM	1	0	0	1	38	229	0	267	55	3	29	87	2	13	7	22	377
07:30 AM	0	0	1	1	54	199	0	253	54	2	26	82	1	18	12	31	367
07:45 AM	0	1	1	2	48	193	0	241	55	9	58	122	3	38	13	54	419
Total Volume	1	2	2	5	168	926	0	1094	235	16	136	387	8	89	51	148	1634
% App. Total	20	40	40		15.4	84.6	0		60.7	4.1	35.1		5.4	60.1	34.5		
PHF	.250	.500	.500	.625	.778	.759	.000	.821	.827	.444	.586	.793	.667	.586	.671	.685	.867

City of Azusa
N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone AM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 2



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City of Azusa
N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone AM
Site Code : 05117366
Start Date : 5/31/2017
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	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	1	0	1	28	305	0	333	71	2	23	96	2	20	19	41	
+15 mins.	1	0	0	1	38	229	0	267	55	3	29	87	2	13	7	22	
+30 mins.	0	0	1	1	54	199	0	253	54	2	26	82	1	18	12	31	
+45 mins.	0	1	1	2	48	193	0	241	55	9	58	122	3	38	13	54	
Total Volume	1	2	2	5	168	926	0	1094	235	16	136	387	8	89	51	148	
% App. Total	20	40	40		15.4	84.6	0		60.7	4.1	35.1		5.4	60.1	34.5		
PHF	.250	.500	.500	.625	.778	.759	.000	.821	.827	.444	.586	.793	.667	.586	.671	.685	

City of Azusa
N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone AM
Site Code : 05117366
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Page No : 1

Groups Printed- Large 2 Axle Vehicles

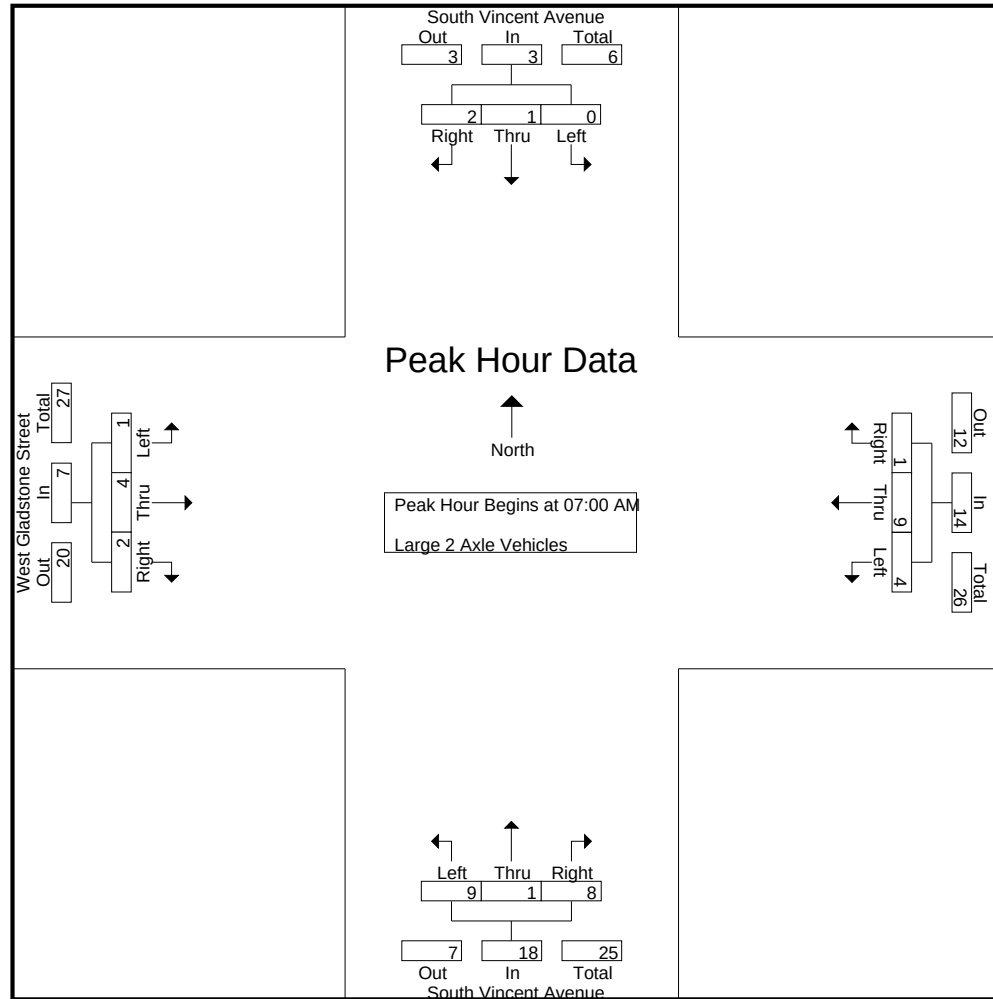
	South Vincent Avenue Southbound					West Gladstone Street Westbound					South Vincent Avenue Northbound					West Gladstone Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	3	0	0	3	3	0	1	0	4	0	1	1	0	2	0	9	9
07:15 AM	0	0	1	0	1	2	3	0	0	5	2	1	4	0	7	1	0	0	0	1	0	14	14
07:30 AM	0	1	1	0	2	2	1	1	0	4	3	0	0	0	3	0	1	1	1	2	1	11	12
07:45 AM	0	0	0	0	0	0	2	0	0	2	1	0	3	1	4	0	2	0	0	2	1	8	9
Total	0	1	2	0	3	4	9	1	0	14	9	1	8	1	18	1	4	2	1	7	2	42	44
08:00 AM	0	0	0	0	0	4	2	0	0	6	0	1	1	1	2	1	1	0	0	2	1	10	11
08:15 AM	0	0	0	0	0	1	8	0	0	9	0	0	2	2	2	1	0	2	0	3	2	14	16
08:30 AM	0	0	1	0	1	1	4	0	0	5	4	0	0	0	4	0	2	0	0	2	0	12	12
08:45 AM	0	0	0	0	0	0	1	0	0	1	2	0	3	0	5	0	1	2	0	3	0	9	9
Total	0	0	1	0	1	6	15	0	0	21	6	1	6	3	13	2	4	4	0	10	3	45	48
Grand Total	0	1	3	0	4	10	24	1	0	35	15	2	14	4	31	3	8	6	1	17	5	87	92
Apprch %	0	25	75			28.6	68.6	2.9			48.4	6.5	45.2			17.6	47.1	35.3					
Total %	0	1.1	3.4		4.6	11.5	27.6	1.1		40.2	17.2	2.3	16.1		35.6	3.4	9.2	6.9		19.5	5.4	94.6	

	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	3	0	3	3	0	1	4	0	1	1	2	9
07:15 AM	0	0	1	1	2	3	0	5	2	1	4	7	1	0	0	1	14
07:30 AM	0	1	1	2	2	1	1	4	3	0	0	3	0	1	1	2	11
07:45 AM	0	0	0	0	0	2	0	2	1	0	3	4	0	2	0	2	8
Total Volume	0	1	2	3	4	9	1	14	9	1	8	18	1	4	2	7	42
% App. Total	0	33.3	66.7		28.6	64.3	7.1		50	5.6	44.4		14.3	57.1	28.6		
PHF	.000	.250	.500	.375	.500	.750	.250	.700	.750	.250	.500	.643	.250	.500	.500	.875	.750

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City of Azusa
N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone AM
Site Code : 05117366
Start Date : 5/31/2017
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City of Azusa
N/S: South Vincent Avenue
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File Name : 17_AZU_Vincent_Gladstone AM
Site Code : 05117366
Start Date : 5/31/2017
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	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	3	0	3	3	0	1	4	0	1	1	2	
+15 mins.	0	0	1	1	2	3	0	5	2	1	4	7	1	0	0	1	
+30 mins.	0	1	1	2	2	1	1	4	3	0	0	3	0	1	1	2	
+45 mins.	0	0	0	0	0	2	0	2	1	0	3	4	0	2	0	2	
Total Volume	0	1	2	3	4	9	1	14	9	1	8	18	1	4	2	7	
% App. Total	0	33.3	66.7		28.6	64.3	7.1		50	5.6	44.4		14.3	57.1	28.6		
PHF	.000	.250	.500	.375	.500	.750	.250	.700	.750	.250	.500	.643	.250	.500	.500	.875	

City of Azusa
N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone AM
Site Code : 05117366
Start Date : 5/31/2017
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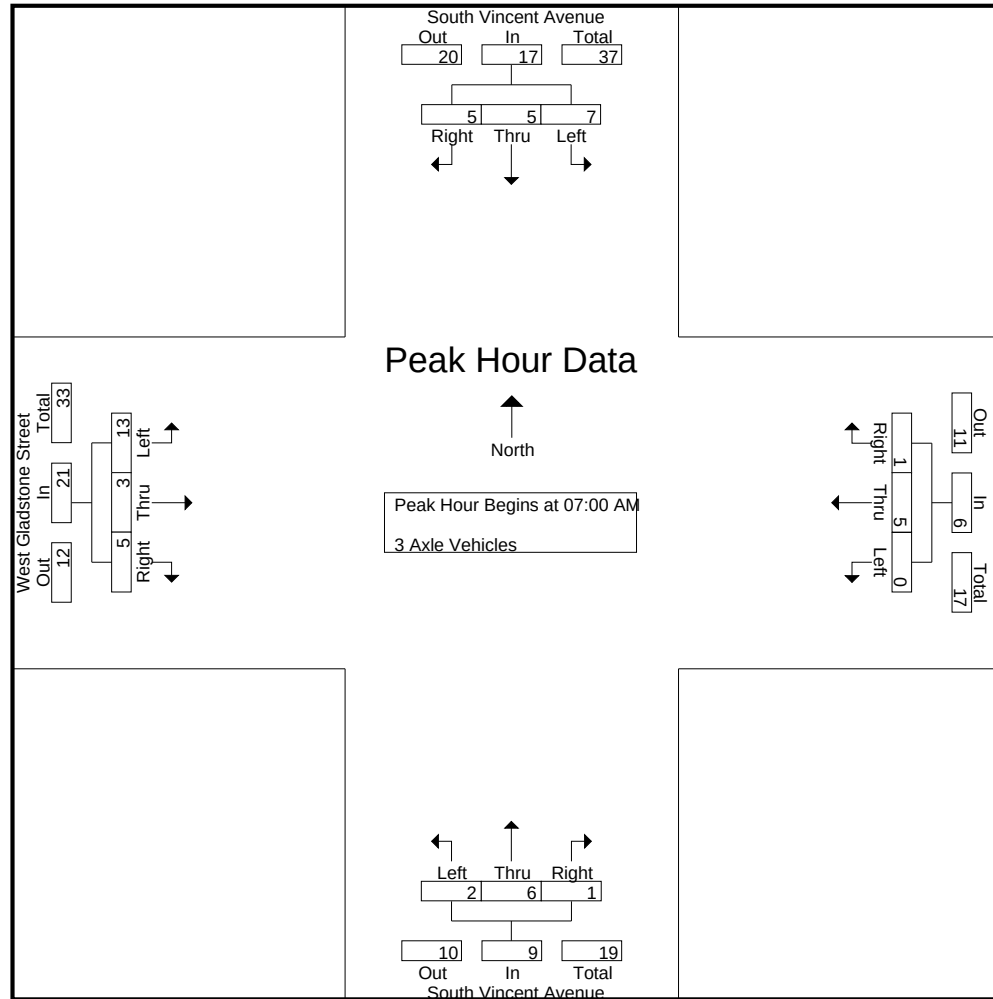
Groups Printed- 3 Axle Vehicles

	South Vincent Avenue Southbound					West Gladstone Street Westbound					South Vincent Avenue Northbound					West Gladstone Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	2	1	0	4	0	2	0	0	2	0	2	0	0	2	2	1	0	0	3	0	11	11
07:15 AM	3	2	2	0	7	0	1	0	0	1	0	0	0	0	0	2	1	2	0	5	0	13	13
07:30 AM	2	1	0	0	3	0	1	1	0	2	2	0	1	0	3	1	0	2	0	3	0	11	11
07:45 AM	1	0	2	0	3	0	1	0	0	1	0	4	0	0	4	8	1	1	0	10	0	18	18
Total	7	5	5	0	17	0	5	1	0	6	2	6	1	0	9	13	3	5	0	21	0	53	53
08:00 AM	3	1	12	0	16	1	0	0	0	1	3	1	0	0	4	10	0	2	0	12	0	33	33
08:15 AM	7	1	6	0	14	0	1	1	0	2	7	6	1	0	14	10	1	2	0	13	0	43	43
08:30 AM	9	0	10	0	19	2	0	0	0	2	2	5	0	0	7	13	0	2	0	15	0	43	43
08:45 AM	4	2	6	0	12	1	0	3	0	4	1	2	0	0	3	6	0	0	0	6	0	25	25
Total	23	4	34	0	61	4	1	4	0	9	13	14	1	0	28	39	1	6	0	46	0	144	144
Grand Total	30	9	39	0	78	4	6	5	0	15	15	20	2	0	37	52	4	11	0	67	0	197	197
Apprch %	38.5	11.5	50			26.7	40	33.3			40.5	54.1	5.4			77.6	6	16.4					
Total %	15.2	4.6	19.8		39.6	2	3	2.5		7.6	7.6	10.2	1		18.8	26.4	2	5.6		34	0	100	

	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	2	1	4	0	2	0	2	0	2	0	2	2	1	0	3	11
07:15 AM	3	2	2	7	0	1	0	1	0	0	0	0	2	1	2	5	13
07:30 AM	2	1	0	3	0	1	1	2	2	0	1	3	1	0	2	3	11
07:45 AM	1	0	2	3	0	1	0	1	0	4	0	4	8	1	1	10	18
Total Volume	7	5	5	17	0	5	1	6	2	6	1	9	13	3	5	21	53
% App. Total	41.2	29.4	29.4		0	83.3	16.7		22.2	66.7	11.1		61.9	14.3	23.8		
PHF	.583	.625	.625	.607	.000	.625	.250	.750	.250	.375	.250	.563	.406	.750	.625	.525	.736

City of Azusa
N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone AM
Site Code : 05117366
Start Date : 5/31/2017
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City of Azusa
N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone AM
Site Code : 05117366
Start Date : 5/31/2017
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	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	1	2	1	4	0	2	0	2	0	2	0	2	2	1	0	3	
+15 mins.	3	2	2	7	0	1	0	1	0	0	0	0	2	1	2	5	
+30 mins.	2	1	0	3	0	1	1	2	2	0	1	3	1	0	2	3	
+45 mins.	1	0	2	3	0	1	0	1	0	4	0	4	8	1	1	10	
Total Volume	7	5	5	17	0	5	1	6	2	6	1	9	13	3	5	21	
% App. Total	41.2	29.4	29.4		0	83.3	16.7		22.2	66.7	11.1		61.9	14.3	23.8		
PHF	.583	.625	.625	.607	.000	.625	.250	.750	.250	.375	.250	.563	.406	.750	.625	.525	

City of Azusa
N/S: South Vincent Avenue
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Weather: Clear

File Name : 17_AZU_Vincent_Gladstone AM
Site Code : 05117366
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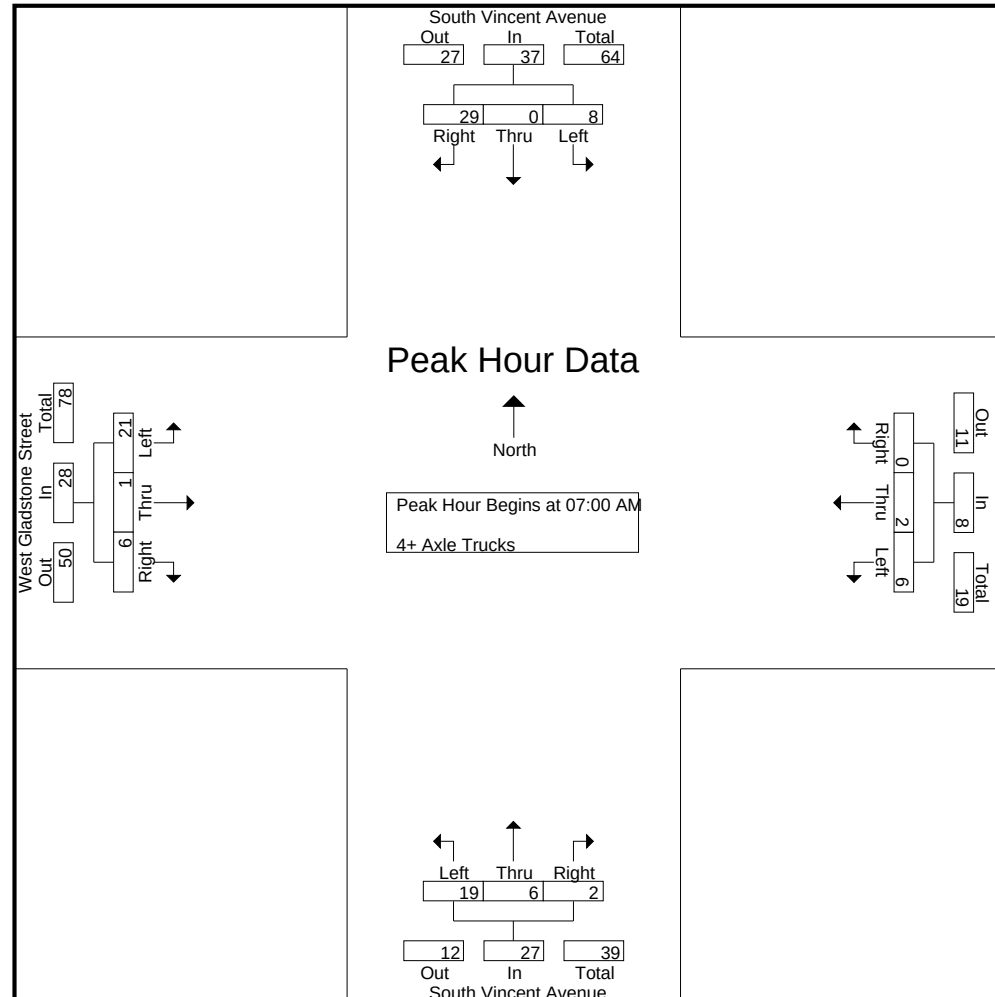
Groups Printed- 4+ Axle Trucks

	South Vincent Avenue Southbound					West Gladstone Street Westbound					South Vincent Avenue Northbound					West Gladstone Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	4	2	5	4	0	0	0	4	5	3	1	0	9	8	0	0	0	8	2	26	28
07:15 AM	4	0	8	2	12	2	0	0	0	2	3	2	0	0	5	5	1	0	0	6	2	25	27
07:30 AM	2	0	13	1	15	0	1	0	0	1	8	1	0	0	9	3	0	4	1	7	2	32	34
07:45 AM	1	0	4	1	5	0	1	0	0	1	3	0	1	0	4	5	0	2	0	7	1	17	18
Total	8	0	29	6	37	6	2	0	0	8	19	6	2	0	27	21	1	6	1	28	7	100	107
08:00 AM	0	0	6	0	6	0	1	0	0	1	6	0	2	2	8	8	2	5	0	15	2	30	32
08:15 AM	1	1	5	0	7	0	1	1	0	2	8	0	0	0	8	8	0	8	3	16	3	33	36
08:30 AM	2	0	7	0	9	0	0	0	0	0	9	4	0	0	13	3	2	2	0	7	0	29	29
08:45 AM	4	0	2	0	6	0	1	0	0	1	2	4	0	0	6	6	3	3	0	12	0	25	25
Total	7	1	20	0	28	0	3	1	0	4	25	8	2	2	35	25	7	18	3	50	5	117	122
Grand Total	15	1	49	6	65	6	5	1	0	12	44	14	4	2	62	46	8	24	4	78	12	217	229
Apprch %	23.1	1.5	75.4			50	41.7	8.3			71	22.6	6.5			59	10.3	30.8					
Total %	6.9	0.5	22.6		30	2.8	2.3	0.5		5.5	20.3	6.5	1.8		28.6	21.2	3.7	11.1		35.9	5.2	94.8	

	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	0	4	5	4	0	0	4	5	3	1	9	8	0	0	8	26
07:15 AM	4	0	8	12	2	0	0	2	3	2	0	5	5	1	0	6	25
07:30 AM	2	0	13	15	0	1	0	1	8	1	0	9	3	0	4	7	32
07:45 AM	1	0	4	5	0	1	0	1	3	0	1	4	5	0	2	7	17
Total Volume	8	0	29	37	6	2	0	8	19	6	2	27	21	1	6	28	100
% App. Total	21.6	0	78.4		75	25	0		70.4	22.2	7.4		75	3.6	21.4		
PHF	.500	.000	.558	.617	.375	.500	.000	.500	.594	.500	.500	.750	.656	.250	.375	.875	.781

City of Azusa
N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone AM
Site Code : 05117366
Start Date : 5/31/2017
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City of Azusa
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Weather: Clear

File Name : 17_AZU_Vincent_Gladstone AM
Site Code : 05117366
Start Date : 5/31/2017
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	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	0	4	5	4	0	0	4	5	3	1	9	8	0	0	8
+15 mins.	4	0	8	12	2	0	0	2	3	2	0	5	5	1	0	6
+30 mins.	2	0	13	15	0	1	0	1	8	1	0	9	3	0	4	7
+45 mins.	1	0	4	5	0	1	0	1	3	0	1	4	5	0	2	7
Total Volume	8	0	29	37	6	2	0	8	19	6	2	27	21	1	6	28
% App. Total	21.6	0	78.4		75	25	0		70.4	22.2	7.4		75	3.6	21.4	
PHF	.500	.000	.558	.617	.375	.500	.000	.500	.594	.500	.500	.750	.656	.250	.375	.875

City of Azusa
N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone PM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

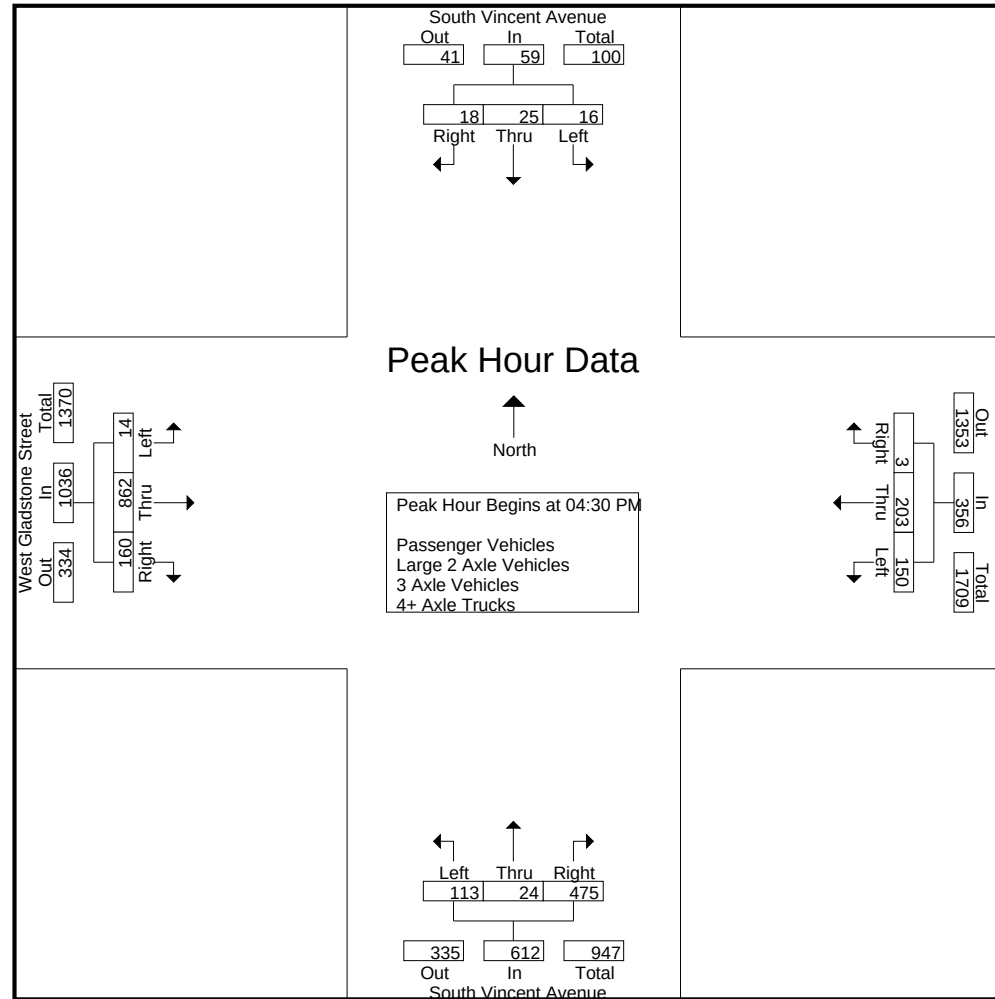
	South Vincent Avenue Southbound					West Gladstone Street Westbound					South Vincent Avenue Northbound					West Gladstone Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	8	10	5	2	23	31	40	0	0	71	24	10	123	54	157	8	200	44	3	252	59	503	562
04:15 PM	7	7	6	1	20	39	46	0	0	85	37	13	126	39	176	6	198	36	1	240	41	521	562
04:30 PM	5	11	7	0	23	38	56	0	0	94	23	6	112	45	141	7	215	33	1	255	46	513	559
04:45 PM	4	4	3	0	11	44	46	2	0	92	33	10	111	35	154	4	210	34	3	248	38	505	543
Total	24	32	21	3	77	152	188	2	0	342	117	39	472	173	628	25	823	147	8	995	184	2042	2226
05:00 PM	4	3	4	3	11	35	55	1	0	91	28	5	102	47	135	0	224	53	3	277	53	514	567
05:15 PM	3	7	4	0	14	33	46	0	0	79	29	3	150	58	182	3	213	40	1	256	59	531	590
05:30 PM	1	8	0	0	9	34	32	1	0	67	30	4	127	62	161	3	176	35	2	214	64	451	515
05:45 PM	0	2	4	3	6	37	41	1	0	79	19	3	75	51	97	3	175	39	1	217	55	399	454
Total	8	20	12	6	40	139	174	3	0	316	106	15	454	218	575	9	788	167	7	964	231	1895	2126
Grand Total	32	52	33	9	117	291	362	5	0	658	223	54	926	391	1203	34	1611	314	15	1959	415	3937	4352
Apprch %	27.4	44.4	28.2			44.2	55	0.8			18.5	4.5	77			1.7	82.2	16					
Total %	0.8	1.3	0.8		3	7.4	9.2	0.1		16.7	5.7	1.4	23.5		30.6	0.9	40.9	8		49.8	9.5	90.5	
Passenger Vehicles	7	8	13		34	262	346	3		611	206	19	902		1509	4	1583	294		1895	0	0	4049
% Passenger Vehicles	21.9	15.4	39.4	66.7	27	90	95.6	60	0	92.9	92.4	35.2	97.4	97.7	94.7	11.8	98.3	93.6	93.3	96	0	0	93
Large 2 Axle Vehicles	0	4	1		5	22	7	0		29	5	1	17		31	6	20	14		40	0	0	105
% Large 2 Axle Vehicles	0	7.7	3	0	4	7.6	1.9	0	0	4.4	2.2	1.9	1.8	2	1.9	17.6	1.2	4.5	0	2	0	0	2.4
3 Axle Vehicles	18	38	11		67	7	4	1		12	2	29	3		34	18	4	1		23	0	0	136
% 3 Axle Vehicles	56.2	73.1	33.3	0	53.2	2.4	1.1	20	0	1.8	0.9	53.7	0.3	0	2.1	52.9	0.2	0.3	0	1.2	0	0	3.1
4+ Axle Trucks	7	2	8		20	0	5	1		6	10	5	4		20	6	4	5		16	0	0	62
% 4+ Axle Trucks	21.9	3.8	24.2	33.3	15.9	0	1.4	20	0	0.9	4.5	9.3	0.4	0.3	1.3	17.6	0.2	1.6	6.7	0.8	0	0	1.4

	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	11	7	23	38	56	0	94	23	6	112	141	7	215	33	255	513
04:45 PM	4	4	3	11	44	46	2	92	33	10	111	154	4	210	34	248	505
05:00 PM	4	3	4	11	35	55	1	91	28	5	102	135	0	224	53	277	514
05:15 PM	3	7	4	14	33	46	0	79	29	3	150	182	3	213	40	256	531
Total Volume	16	25	18	59	150	203	3	356	113	24	475	612	14	862	160	1036	2063
% App. Total	27.1	42.4	30.5		42.1	57	0.8		18.5	3.9	77.6		1.4	83.2	15.4		
PHF	.800	.568	.643	.641	.852	.906	.375	.947	.856	.600	.792	.841	.500	.962	.755	.935	.971

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City of Azusa
N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone PM
Site Code : 05117366
Start Date : 5/31/2017
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City of Azusa
N/S: South Vincent Avenue
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	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:45 PM				04:30 PM			
+0 mins.	8	10	5	23	39	46	0	85	33	10	111	154	7	215	33	255
+15 mins.	7	7	6	20	38	56	0	94	28	5	102	135	4	210	34	248
+30 mins.	5	11	7	23	44	46	2	92	29	3	150	182	0	224	53	277
+45 mins.	4	4	3	11	35	55	1	91	30	4	127	161	3	213	40	256
Total Volume	24	32	21	77	156	203	3	362	120	22	490	632	14	862	160	1036
% App. Total	31.2	41.6	27.3		43.1	56.1	0.8		19	3.5	77.5		1.4	83.2	15.4	
PHF	.750	.727	.750	.837	.886	.906	.375	.963	.909	.550	.817	.868	.500	.962	.755	.935

City of Azusa
N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone PM
Site Code : 05117366
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Groups Printed- Passenger Vehicles

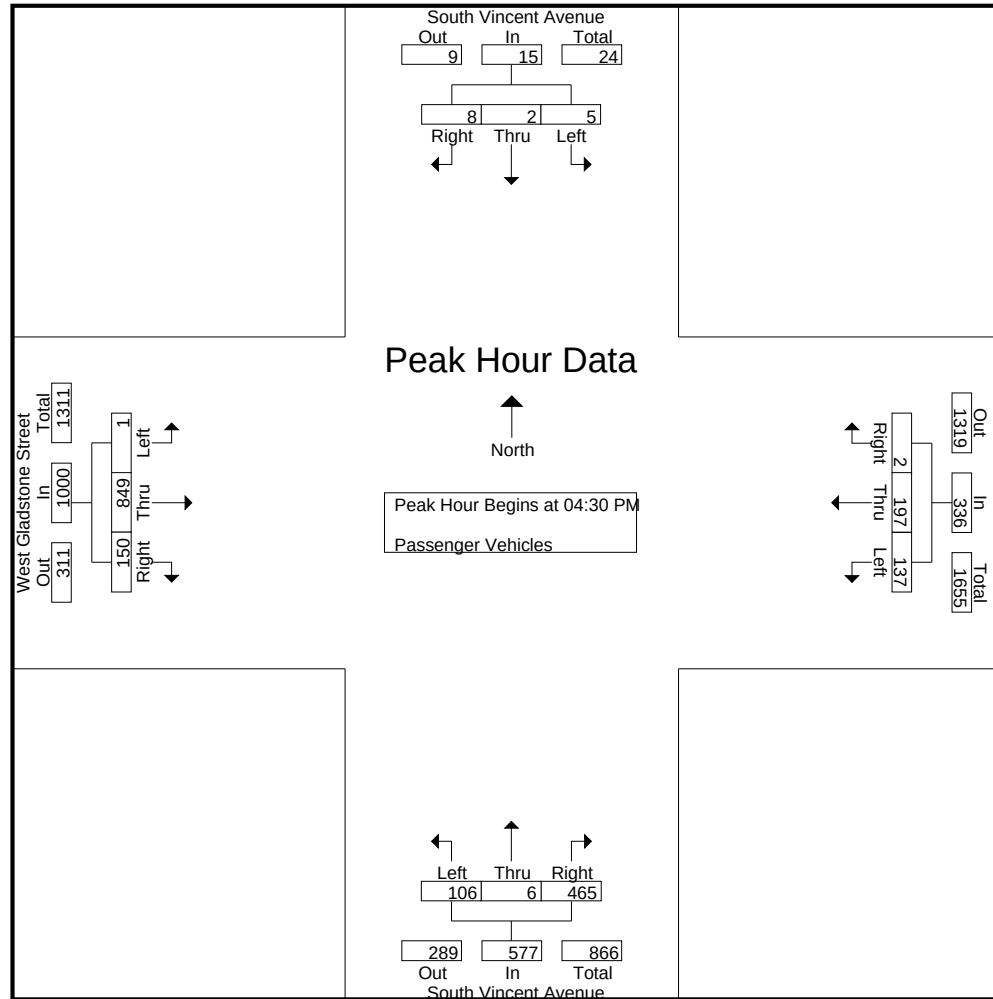
	South Vincent Avenue Southbound					West Gladstone Street Westbound					South Vincent Avenue Northbound					West Gladstone Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	4	0	0	4	27	35	0	0	62	18	5	120	54	143	0	196	38	3	234	57	443	500
04:15 PM	2	1	3	1	6	33	45	0	0	78	34	5	117	37	156	1	194	34	1	229	39	469	508
04:30 PM	4	1	1	0	6	35	53	0	0	88	20	4	105	40	129	1	210	31	1	242	41	465	506
04:45 PM	1	0	3	0	4	38	45	1	0	84	31	1	110	34	142	0	207	31	3	238	37	468	505
Total	7	6	7	1	20	133	178	1	0	312	103	15	452	165	570	2	807	134	8	943	174	1845	2019
05:00 PM	0	0	4	3	4	33	53	1	0	87	27	0	102	47	129	0	221	48	2	269	52	489	541
05:15 PM	0	1	0	0	1	31	46	0	0	77	28	1	148	58	177	0	211	40	1	251	59	506	565
05:30 PM	0	0	0	0	0	31	30	1	0	62	30	1	127	62	158	2	171	35	2	208	64	428	492
05:45 PM	0	1	2	2	3	34	39	0	0	73	18	2	73	50	93	0	173	37	1	210	53	379	432
Total	0	2	6	5	8	129	168	2	0	299	103	4	450	217	557	2	776	160	6	938	228	1802	2030
Grand Total	7	8	13	6	28	262	346	3	0	611	206	19	902	382	1127	4	1583	294	14	1881	402	3647	4049
Apprch %	25	28.6	46.4			42.9	56.6	0.5			18.3	1.7	80			0.2	84.2	15.6					
Total %	0.2	0.2	0.4		0.8	7.2	9.5	0.1		16.8	5.6	0.5	24.7		30.9	0.1	43.4	8.1		51.6	9.9	90.1	

	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	1	1	6	35	53	0	88	20	4	105	129	1	210	31	242	465
04:45 PM	1	0	3	4	38	45	1	84	31	1	110	142	0	207	31	238	468
05:00 PM	0	0	4	4	33	53	1	87	27	0	102	129	0	221	48	269	489
05:15 PM	0	1	0	1	31	46	0	77	28	1	148	177	0	211	40	251	506
Total Volume	5	2	8	15	137	197	2	336	106	6	465	577	1	849	150	1000	1928
% App. Total	33.3	13.3	53.3		40.8	58.6	0.6		18.4	1	80.6		0.1	84.9	15		
PHF	.313	.500	.500	.625	.901	.929	.500	.955	.855	.375	.785	.815	.250	.960	.781	.929	.953

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N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone PM
Site Code : 05117366
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City of Azusa
N/S: South Vincent Avenue
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File Name : 17_AZU_Vincent_Gladstone PM
Site Code : 05117366
Start Date : 5/31/2017
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	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	4	1	1	6	35	53	0	88	20	4	105	129	1	210	31	242
+15 mins.	1	0	3	4	38	45	1	84	31	1	110	142	0	207	31	238
+30 mins.	0	0	4	4	33	53	1	87	27	0	102	129	0	221	48	269
+45 mins.	0	1	0	1	31	46	0	77	28	1	148	177	0	211	40	251
Total Volume	5	2	8	15	137	197	2	336	106	6	465	577	1	849	150	1000
% App. Total	33.3	13.3	53.3		40.8	58.6	0.6		18.4	1	80.6		0.1	84.9	15	
PHF	.313	.500	.500	.625	.901	.929	.500	.955	.855	.375	.785	.815	.250	.960	.781	.929

City of Azusa
N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone PM
Site Code : 05117366
Start Date : 5/31/2017
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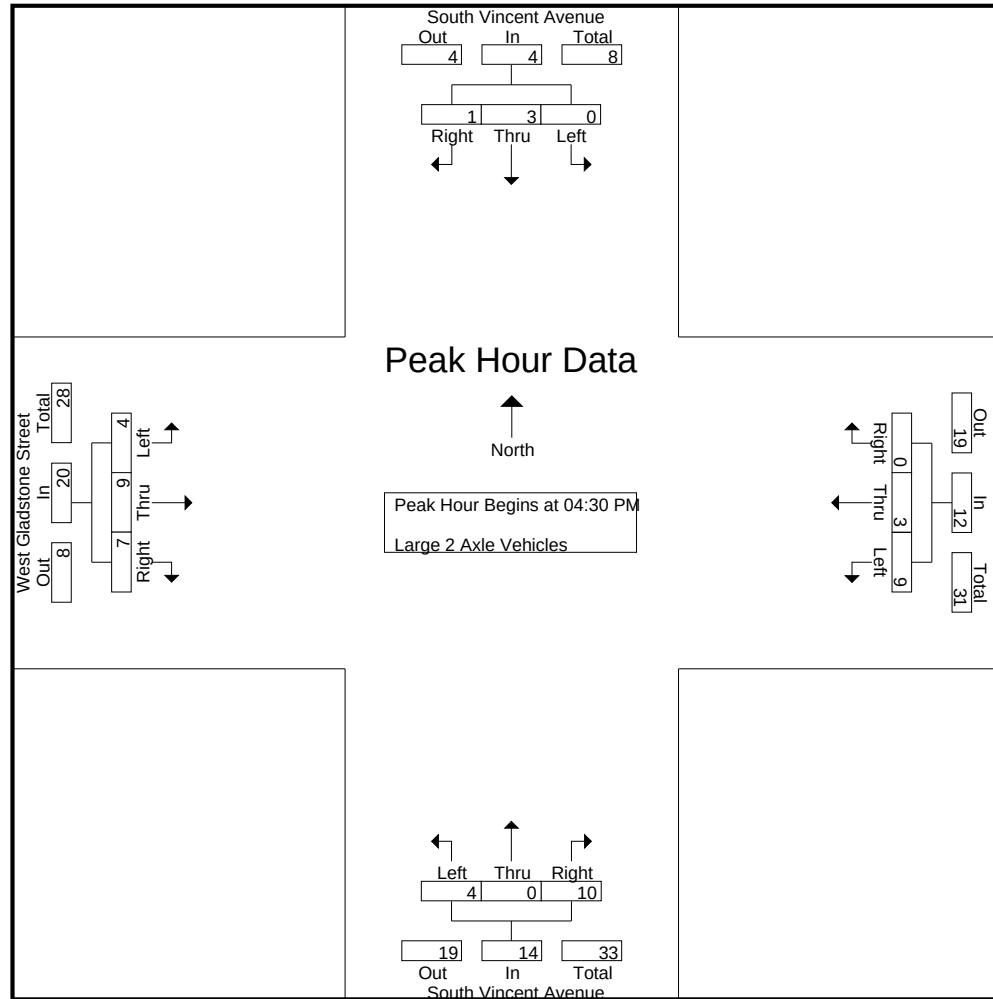
Groups Printed- Large 2 Axle Vehicles

	South Vincent Avenue Southbound					West Gladstone Street Westbound					South Vincent Avenue Northbound					West Gladstone Street Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	3	1	0	0	4	0	0	1	0	1	1	3	4	0	8	0	13	13
04:15 PM	0	1	0	0	1	6	1	0	0	7	0	1	4	1	5	0	3	2	0	5	1	18	19
04:30 PM	0	1	0	0	1	0	1	0	0	1	1	0	7	5	8	2	3	2	0	7	5	17	22
04:45 PM	0	1	0	0	1	5	1	0	0	6	2	0	1	1	3	1	2	2	0	5	1	15	16
Total	0	3	0	0	3	14	4	0	0	18	3	1	13	7	17	4	11	10	0	25	7	63	70
05:00 PM	0	0	0	0	0	2	1	0	0	3	1	0	0	0	1	0	3	3	0	6	0	10	10
05:15 PM	0	1	1	0	2	2	0	0	0	2	0	0	2	0	2	1	1	0	0	2	0	8	8
05:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4	0	0	4	0	6	6
05:45 PM	0	0	0	0	0	2	2	0	0	4	1	0	2	1	3	1	1	1	0	3	1	10	11
Total	0	1	1	0	2	8	3	0	0	11	2	0	4	1	6	2	9	4	0	15	1	34	35
Grand Total	0	4	1	0	5	22	7	0	0	29	5	1	17	8	23	6	20	14	0	40	8	97	105
Apprch %	0	80	20			75.9	24.1	0			21.7	4.3	73.9			15	50	35					
Total %	0	4.1	1		5.2	22.7	7.2	0		29.9	5.2	1	17.5		23.7	6.2	20.6	14.4		41.2	7.6	92.4	

	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	1	0	1	1	0	7	8	2	3	2	7	17
04:45 PM	0	1	0	1	5	1	0	6	2	0	1	3	1	2	2	5	15
05:00 PM	0	0	0	0	2	1	0	3	1	0	0	1	0	3	3	6	10
05:15 PM	0	1	1	2	2	0	0	2	0	0	2	2	1	1	0	2	8
Total Volume	0	3	1	4	9	3	0	12	4	0	10	14	4	9	7	20	50
% App. Total	0	75	25		75	25	0		28.6	0	71.4		20	45	35		
PHF	.000	.750	.250	.500	.450	.750	.000	.500	.500	.000	.357	.438	.500	.750	.583	.714	.735

City of Azusa
N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone PM
Site Code : 05117366
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File Name : 17_AZU_Vincent_Gladstone PM
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	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	0	1	0	1	0	1	1	0	7	8	2	3	2	7
+15 mins.	0	1	0	1	5	1	0	6	2	0	1	3	1	2	2	5
+30 mins.	0	0	0	0	2	1	0	3	1	0	0	1	0	3	3	6
+45 mins.	0	1	1	2	2	0	0	2	0	0	2	2	1	1	0	2
Total Volume	0	3	1	4	9	3	0	12	4	0	10	14	4	9	7	20
% App. Total	0	75	25		75	25	0		28.6	0	71.4		20	45	35	
PHF	.000	.750	.250	.500	.450	.750	.000	.500	.500	.000	.357	.438	.500	.750	.583	.714

City of Azusa
N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone PM
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Page No : 1

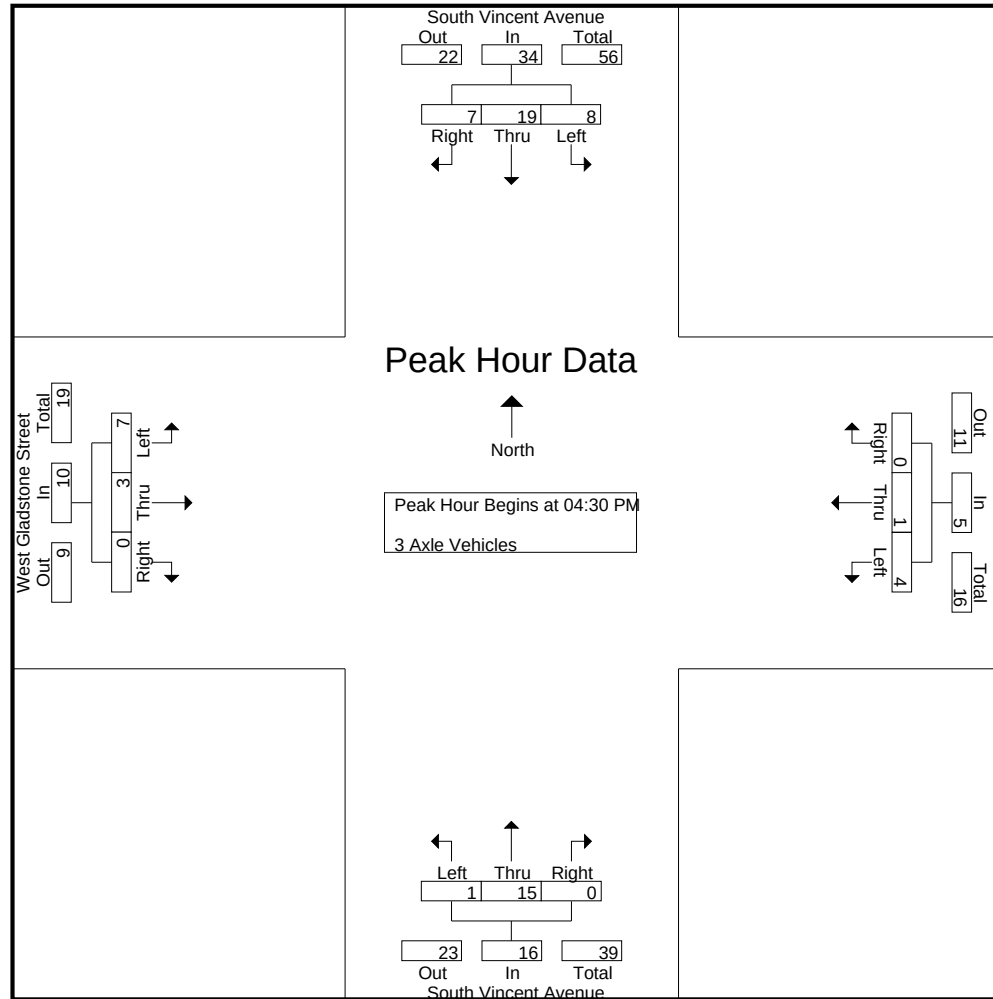
Groups Printed- 3 Axle Vehicles

	South Vincent Avenue Southbound					West Gladstone Street Westbound					South Vincent Avenue Northbound					West Gladstone Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	5	5	2	0	12	1	2	0	0	3	1	5	0	0	6	5	1	1	0	7	0	28	28
04:15 PM	4	5	2	0	11	0	0	0	0	0	0	7	3	0	10	4	0	0	0	4	0	25	25
04:30 PM	1	8	5	0	14	3	0	0	0	3	1	2	0	0	3	4	2	0	0	6	0	26	26
04:45 PM	2	3	0	0	5	1	0	0	0	1	0	7	0	0	7	2	1	0	0	3	0	16	16
Total	12	21	9	0	42	5	2	0	0	7	2	21	3	0	26	15	4	1	0	20	0	95	95
05:00 PM	4	3	0	0	7	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	12	12
05:15 PM	1	5	2	0	8	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	11	11
05:30 PM	1	8	0	0	9	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1	0	13	13
05:45 PM	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	1	0	0	0	1	0	5	5
Total	6	17	2	0	25	2	2	1	0	5	0	8	0	0	8	3	0	0	0	3	0	41	41
Grand Total	18	38	11	0	67	7	4	1	0	12	2	29	3	0	34	18	4	1	0	23	0	136	136
Apprch %	26.9	56.7	16.4			58.3	33.3	8.3			5.9	85.3	8.8			78.3	17.4	4.3					
Total %	13.2	27.9	8.1		49.3	5.1	2.9	0.7		8.8	1.5	21.3	2.2		25	13.2	2.9	0.7		16.9	0	100	

	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	8	5	14	3	0	0	3	1	2	0	3	4	2	0	6	26
04:45 PM	2	3	0	5	1	0	0	1	0	7	0	7	2	1	0	3	16
05:00 PM	4	3	0	7	0	1	0	1	0	4	0	4	0	0	0	0	12
05:15 PM	1	5	2	8	0	0	0	0	0	2	0	2	1	0	0	1	11
Total Volume	8	19	7	34	4	1	0	5	1	15	0	16	7	3	0	10	65
% App. Total	23.5	55.9	20.6		80	20	0		6.2	93.8	0		70	30	0		
PHF	.500	.594	.350	.607	.333	.250	.000	.417	.250	.536	.000	.571	.438	.375	.000	.417	.625

City of Azusa
N/S: South Vincent Avenue
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Weather: Clear

File Name : 17_AZU_Vincent_Gladstone PM
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	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	8	5	14	3	0	0	3	1	2	0	3	4	2	0	6
+15 mins.	2	3	0	5	1	0	0	1	0	7	0	7	2	1	0	3
+30 mins.	4	3	0	7	0	1	0	1	0	4	0	4	0	0	0	0
+45 mins.	1	5	2	8	0	0	0	0	0	2	0	2	1	0	0	1
Total Volume	8	19	7	34	4	1	0	5	1	15	0	16	7	3	0	10
% App. Total	23.5	55.9	20.6		80	20	0		6.2	93.8	0		70	30	0	
PHF	.500	.594	.350	.607	.333	.250	.000	.417	.250	.536	.000	.571	.438	.375	.000	.417

City of Azusa
N/S: South Vincent Avenue
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File Name : 17_AZU_Vincent_Gladstone PM
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Page No : 1

Groups Printed- 4+ Axle Trucks

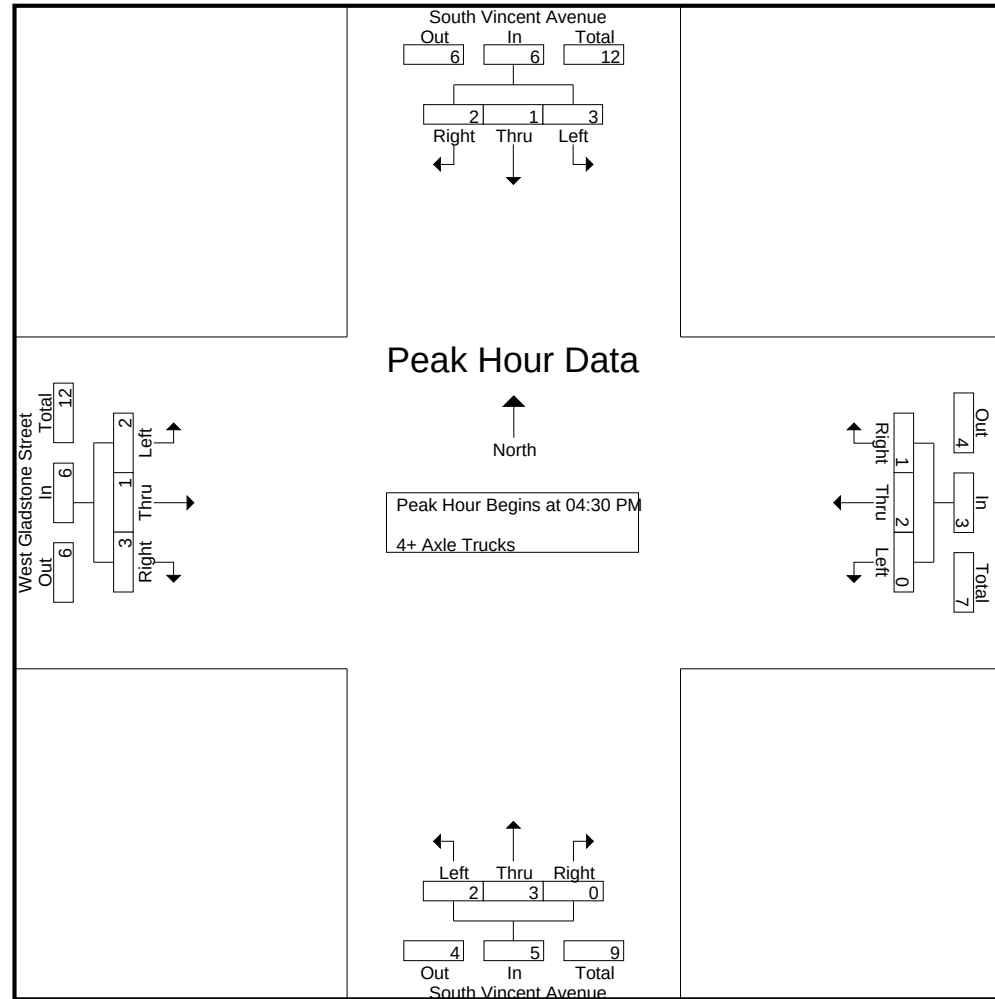
	South Vincent Avenue Southbound					West Gladstone Street Westbound					South Vincent Avenue Northbound					West Gladstone Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	1	3	2	7	0	2	0	0	2	5	0	2	0	7	2	0	1	0	3	2	19	21
04:15 PM	1	0	1	0	2	0	0	0	0	0	3	0	2	1	5	1	1	0	0	2	1	9	10
04:30 PM	0	1	1	0	2	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	5	5
04:45 PM	1	0	0	0	1	0	0	1	0	1	0	2	0	0	2	1	0	1	0	2	0	6	6
Total	5	2	5	2	12	0	4	1	0	5	9	2	4	1	15	4	1	2	0	7	3	39	42
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	1	2	1	3	4
05:15 PM	2	0	1	0	3	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	6	6
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	4	4
05:45 PM	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	1	5	6
Total	2	0	3	1	5	0	1	0	0	1	1	3	0	0	4	2	3	3	1	8	2	18	20
Grand Total	7	2	8	3	17	0	5	1	0	6	10	5	4	1	19	6	4	5	1	15	5	57	62
Apprch %	41.2	11.8	47.1			0	83.3	16.7			52.6	26.3	21.1			40	26.7	33.3					
Total %	12.3	3.5	14		29.8	0	8.8	1.8		10.5	17.5	8.8	7		33.3	10.5	7	8.8		26.3	8.1	91.9	

	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	1	2	0	2	0	2	1	0	0	1	0	0	0	0	5
04:45 PM	1	0	0	1	0	0	1	1	0	2	0	2	1	0	1	2	6
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
05:15 PM	2	0	1	3	0	0	0	0	1	0	0	1	1	1	0	2	6
Total Volume	3	1	2	6	0	2	1	3	2	3	0	5	2	1	3	6	20
% App. Total	50	16.7	33.3		0	66.7	33.3		40	60	0		33.3	16.7	50		
PHF	.375	.250	.500	.500	.000	.250	.250	.375	.500	.375	.000	.625	.500	.250	.375	.750	.833

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

City of Azusa
N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone PM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 2



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

City of Azusa
N/S: South Vincent Avenue
E/W: West Gladstone Street
Weather: Clear

File Name : 17_AZU_Vincent_Gladstone PM
Site Code : 05117366
Start Date : 5/31/2017
Page No : 3

	South Vincent Avenue Southbound				West Gladstone Street Westbound				South Vincent Avenue Northbound				West Gladstone Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	1	2	0	2	0	2	1	0	0	1	0	0	0	0
+15 mins.	1	0	0	1	0	0	1	1	0	2	0	2	1	0	1	2
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2
+45 mins.	2	0	1	3	0	0	0	0	1	0	0	1	1	1	0	2
Total Volume	3	1	2	6	0	2	1	3	2	3	0	5	2	1	3	6
% App. Total	50	16.7	33.3		0	66.7	33.3		40	60	0		33.3	16.7	50	
PHF	.375	.250	.500	.500	.000	.250	.250	.375	.500	.375	.000	.625	.500	.250	.375	.750

Location: Azusa
 N/S: South Vincent Avenue
 E/W: West Gladstone Street



Date: 5/31/2017
 Day: Wednesday

PEDESTRIANS

	North Leg South Vincent Avenue	East Leg West Gladstone Street	South Leg South Vincent Avenue	West Leg West Gladstone Street	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

	North Leg South Vincent Avenue	East Leg West Gladstone Street	South Leg South Vincent Avenue	West Leg West Gladstone Street	TOTAL
4:00 PM	0	0	1	0	1
4:15 PM	0	0	1	0	1
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	3	0	3

Location: Azusa
 N/S: South Vincent Avenue
 E/W: West Gladstone Street



Date: 5/31/2017
 Day: Wednesday

BICYCLES

	North Leg South Vincent Avenue	East Leg West Gladstone Street	South Leg South Vincent Avenue	West Leg West Gladstone Street	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	1	0	2	0	3
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	3	0	4

	North Leg South Vincent Avenue	East Leg West Gladstone Street	South Leg South Vincent Avenue	West Leg West Gladstone Street	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	3	0	1	1	5
4:45 PM	1	0	2	0	3
5:00 PM	0	0	0	0	0
5:15 PM	1	0	1	0	2
5:30 PM	2	0	0	0	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	7	0	4	1	12

DATE:
Tue, Jun 12, 18

LOCATION: Irwindale
NORTH & SOUTH: Vincent
EAST & WEST: Arrow

PROJECT #: SC1780
LOCATION #: 17
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Vincent			Vincent			Arrow			Arrow			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL

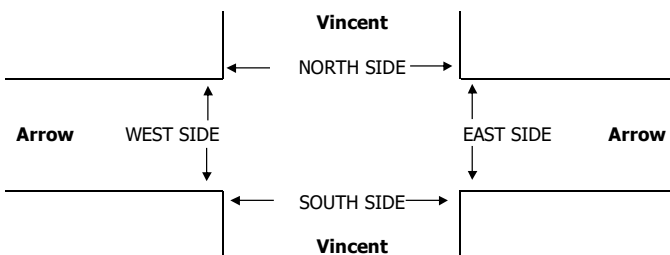
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

7:00 AM	25	47	10	2	31	12	15	67	13	23	298	27	570
7:15 AM	37	60	10	4	45	15	9	82	14	31	319	12	638
7:30 AM	49	90	19	6	48	15	16	113	24	46	300	18	744
7:45 AM	43	90	42	5	62	18	23	99	18	33	273	29	735
8:00 AM	32	45	17	7	34	17	10	84	32	28	258	30	594
8:15 AM	51	93	19	6	30	16	16	78	20	29	228	11	597
8:30 AM	28	55	15	4	28	15	11	109	28	33	213	11	550
8:45 AM	30	59	24	4	29	13	15	79	23	32	201	13	522
VOLUMES	295	539	156	38	307	121	115	711	172	255	2,090	151	4,950
APPROACH %	30%	54%	16%	8%	66%	26%	12%	71%	17%	10%	84%	6%	
APP/DEPART	990	/	803	466	/	731	998	/	908	2,496	/	2,508	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	161	285	88	22	189	65	58	378	88	138	1,150	89	2,711
APPROACH %	30%	53%	16%	8%	68%	24%	11%	72%	17%	10%	84%	6%	
PEAK HR FACTOR	0.763			0.812			0.856			0.946			0.911
APP/DEPART	534	/	430	276	/	412	524	/	491	1,377	/	1,378	0

0	0	0	0	0
0	0	0	0	0
0	0	2	1	3
0	0	0	1	1
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	3	5

4:00 PM	15	75	31	10	88	29	61	350	36	34	119	9	857
4:15 PM	19	72	22	11	51	25	58	326	28	19	117	18	766
4:30 PM	20	59	36	16	71	30	53	345	36	29	128	17	840
4:45 PM	15	58	25	8	44	31	66	334	28	17	113	14	753
5:00 PM	20	85	24	8	98	35	56	356	42	14	125	4	867
5:15 PM	17	68	27	6	70	22	52	366	32	33	121	10	824
5:30 PM	20	83	53	8	71	17	66	354	48	24	115	12	871
5:45 PM	21	78	39	16	37	10	54	341	49	35	124	14	818
VOLUMES	147	578	257	83	530	199	466	2,772	299	205	962	98	6,596
APPROACH %	15%	59%	26%	10%	65%	25%	13%	78%	8%	16%	76%	8%	
APP/DEPART	982	/	1,141	812	/	1,030	3,537	/	3,116	1,265	/	1,309	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	78	314	143	38	276	84	228	1,417	171	106	485	40	3,380
APPROACH %	15%	59%	27%	10%	69%	21%	13%	78%	9%	17%	77%	6%	
PEAK HR FACTOR	0.857			0.706			0.970			0.912			0.970
APP/DEPART	535	/	582	398	/	551	1,816	/	1,600	631	/	647	0

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0	0	1	0	1
0	0	0	0	0
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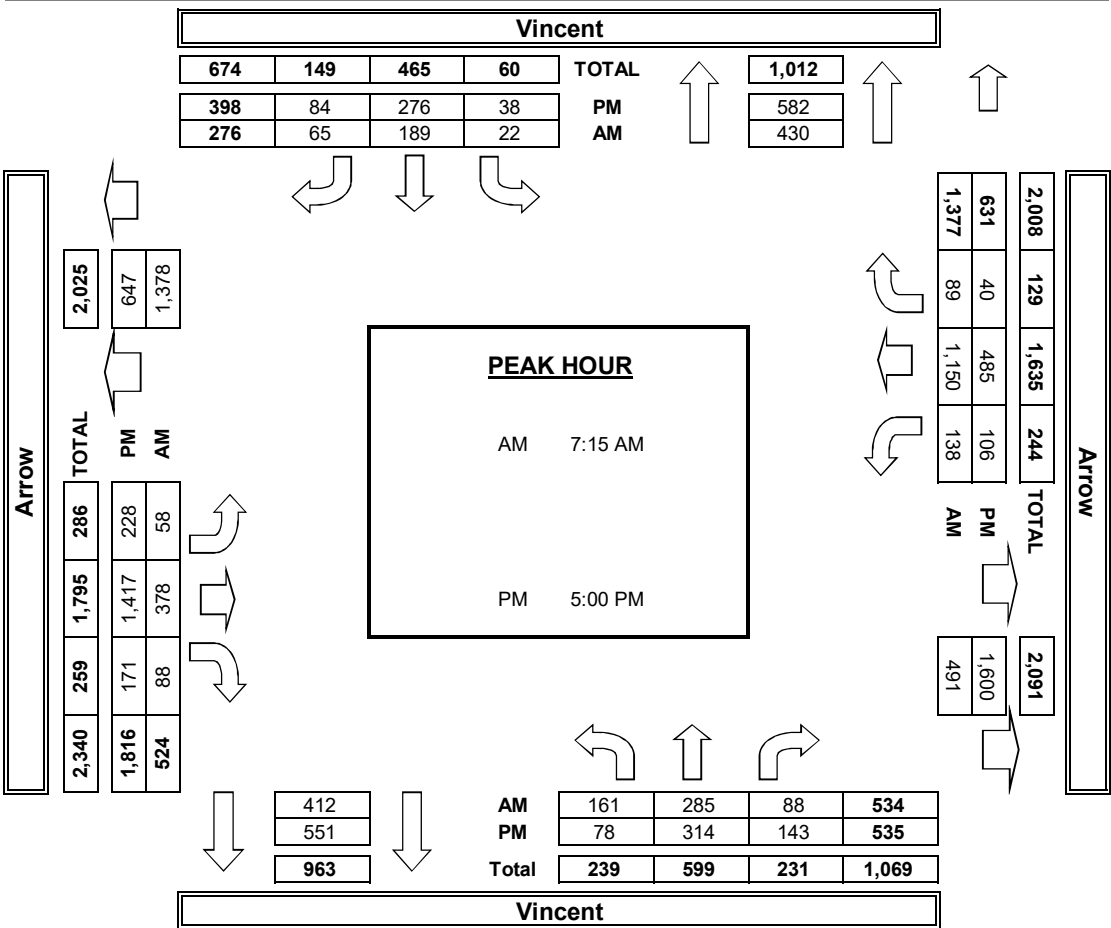
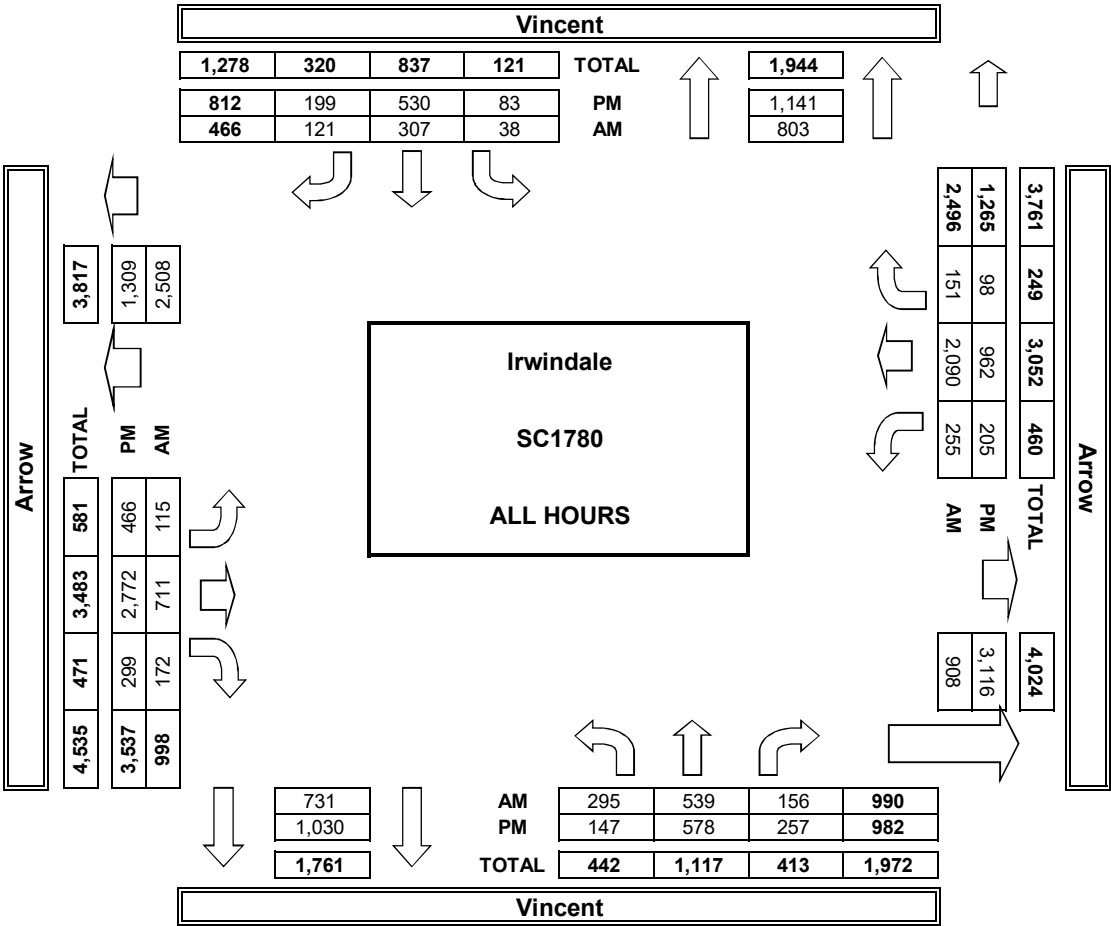


	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
AM BEGIN PEAK HR	
	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL
PM BEGIN PEAK HR	

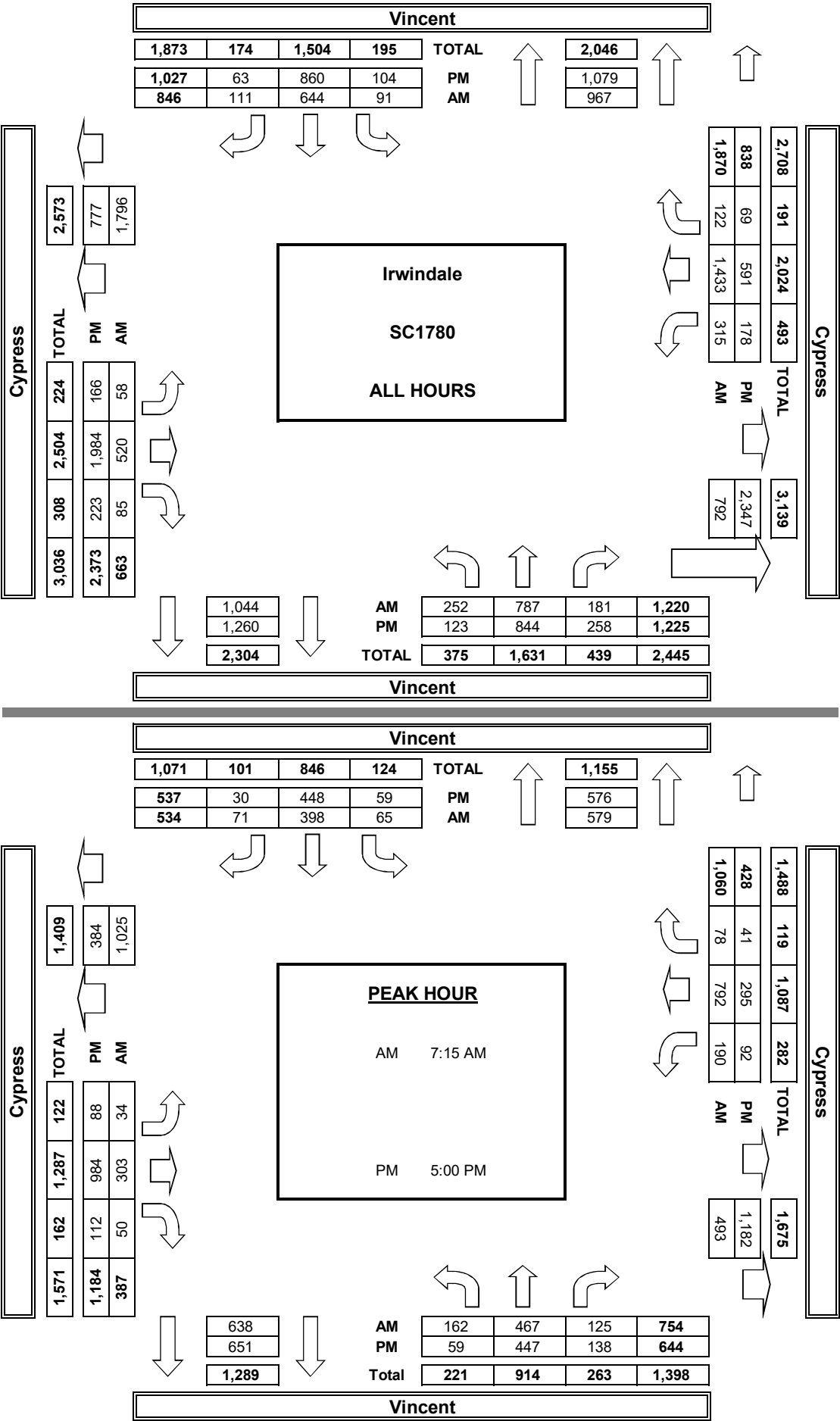
PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
7:15 AM				
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
5:00 PM				

[illegible][illegible]

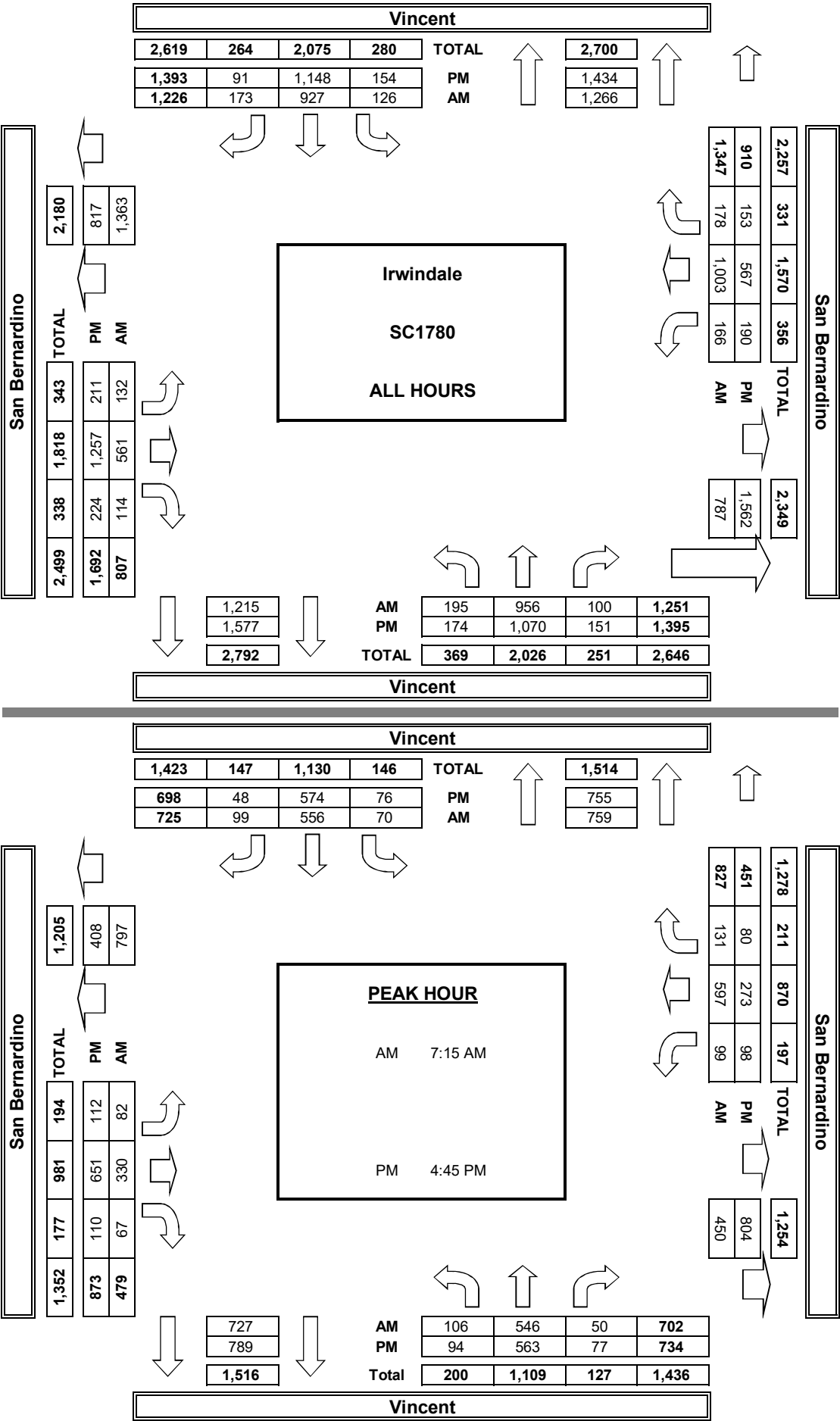
AimTD LLC
TURNING MOVEMENT COUNTS



AimTD LLC
TURNING MOVEMENT COUNTS



AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

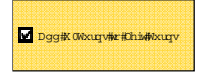
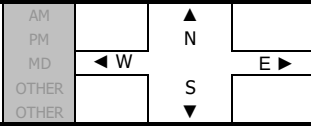
T218

DATE:
Tue, Jun 5, 18

LOCATION:
NORTH & SOUTH: Irwindale
EAST & WEST: Vincent
Badillo

PROJECT #: SC1780
LOCATION #: 20
CONTROL: SIGNAL

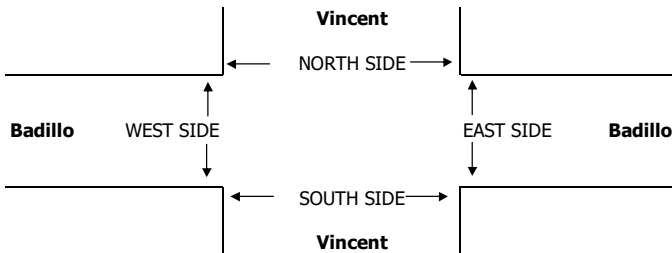
NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Vincent			Vincent			Badillo			Badillo			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 3	SR 0	EL 1	ET 3	ER 0	WL 1	WT 2	WR 0	TOTAL
7:00 AM	13	91	20	3	85	23	5	49	14	19	233	11	566
7:15 AM	18	131	21	7	138	39	7	104	18	21	194	27	725
7:30 AM	29	152	50	10	148	26	6	138	30	29	190	25	833
7:45 AM	32	201	52	16	151	28	11	145	36	30	211	11	924
8:00 AM	26	145	54	9	143	28	7	119	29	30	175	25	790
8:15 AM	25	131	23	7	108	18	6	92	18	35	173	15	651
8:30 AM	15	124	26	4	89	21	4	81	21	26	136	9	556
8:45 AM	13	133	29	7	98	15	5	96	16	23	99	12	546
VOLUMES	171	1,108	275	63	960	198	51	824	182	213	1,411	135	5,591
APPROACH %	11%	71%	18%	5%	79%	16%	5%	78%	17%	12%	80%	8%	
APP/DEPART	1,554	/	1,296	1,221	/	1,360	1,057	/	1,157	1,759	/	1,778	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	105	629	177	42	580	121	31	506	113	110	770	88	3,272
APPROACH %	12%	69%	19%	6%	78%	16%	5%	78%	17%	11%	80%	9%	
PEAK HR FACTOR	0.799			0.953			0.846			0.960			0.885
APP/DEPART	911	/	749	743	/	803	650	/	721	968	/	999	0
4:00 PM	26	139	28	9	153	12	16	192	24	31	85	9	724
4:15 PM	18	160	30	12	187	9	13	238	36	23	94	15	835
4:30 PM	28	143	45	21	178	14	12	214	36	33	116	12	852
4:45 PM	15	151	28	13	150	10	16	234	47	31	114	18	827
5:00 PM	20	158	38	17	176	15	13	232	53	29	98	13	862
5:15 PM	21	119	34	25	167	12	18	264	43	34	138	13	888
5:30 PM	23	161	48	10	170	9	13	224	34	37	90	9	828
5:45 PM	29	146	24	10	189	17	21	233	42	30	95	21	857
VOLUMES	180	1,177	275	117	1,370	98	122	1,831	315	248	830	110	6,673
APPROACH %	11%	72%	17%	7%	86%	6%	5%	81%	14%	21%	70%	9%	
APP/DEPART	1,632	/	1,403	1,585	/	1,932	2,268	/	2,218	1,188	/	1,120	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	93	584	144	62	702	53	65	953	172	130	421	56	3,435
APPROACH %	11%	71%	18%	8%	86%	6%	5%	80%	14%	21%	69%	9%	
PEAK HR FACTOR	0.885			0.946			0.915			0.820			0.967
APP/DEPART	821	/	702	817	/	1,003	1,190	/	1,156	607	/	574	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	
2	1	2	0	4
0	2	1	0	3
1	1	2	2	6
1	3	1	1	6
2	0	0	0	2
2	1	0	0	3
0	1	1	0	2
9	9	7	4	29

0	0	1	1	2
2	1	3	0	6
0	2	2	1	5
0	1	1	0	2
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0	2	2	2	6
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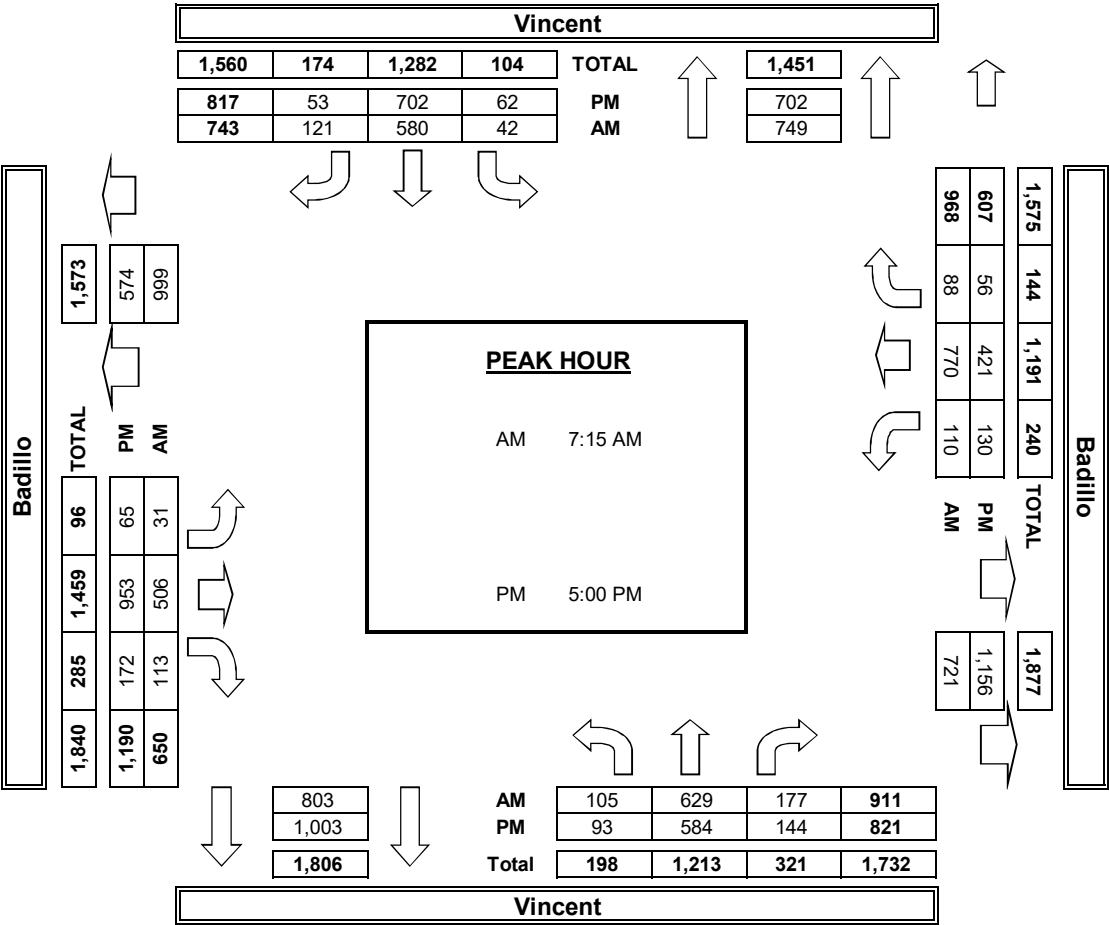
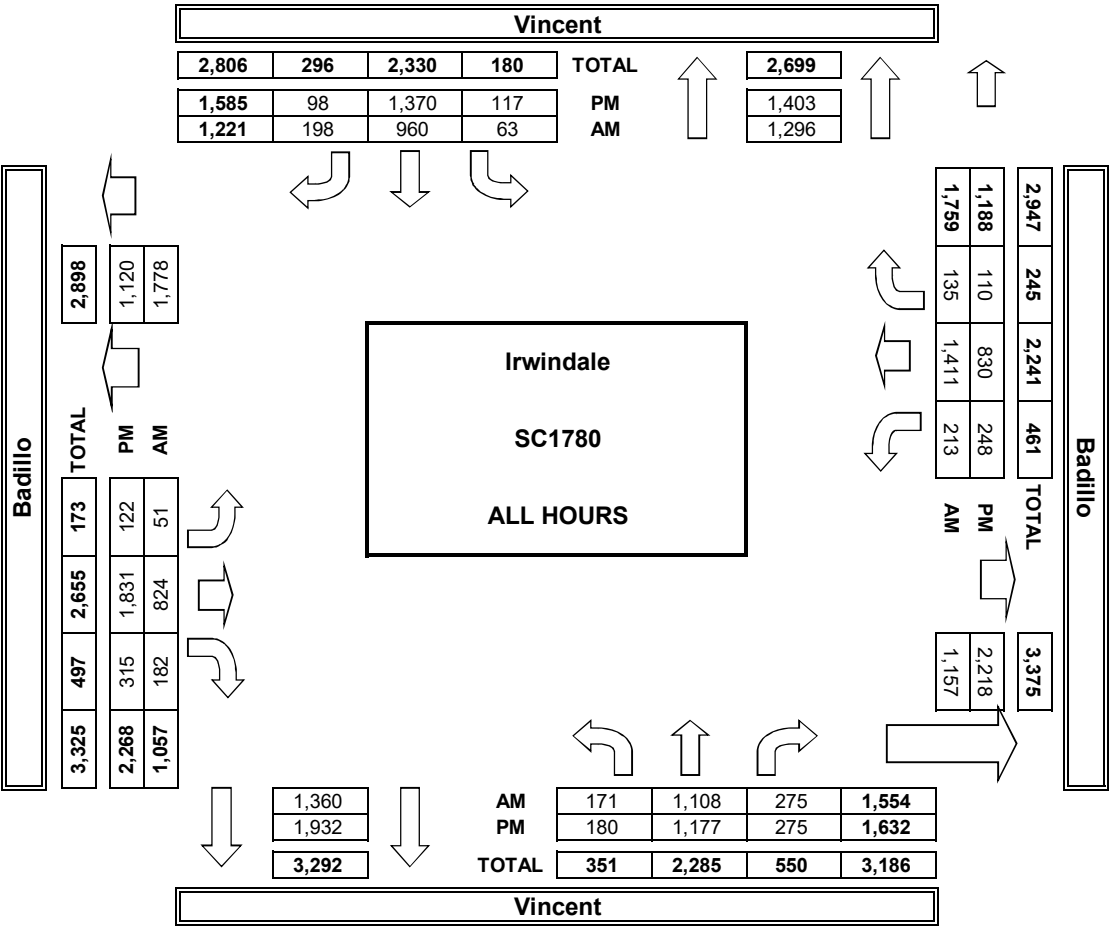
AM	7:00 AM	
	7:15 AM	
	7:30 AM	
	7:45 AM	
	8:00 AM	
	8:15 AM	
	8:30 AM	
	8:45 AM	
	TOTAL	
	AM BEGIN PEAK HR	
PM	4:00 PM	
	4:15 PM	
	4:30 PM	
	4:45 PM	
	5:00 PM	
	5:15 PM	
	5:30 PM	
	5:45 PM	
	TOTAL	
	PM BEGIN PEAK HR	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
7:15 AM				
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
5:00 PM				
0	0	0	0	0

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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AimTD LLC
TURNING MOVEMENT COUNTS



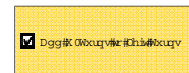
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Jun 5, 18

LOCATION: Irwindale
NORTH & SOUTH: Vincent
EAST & WEST: Puente

PROJECT #: SC1780
LOCATION #: 21
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Vincent			Vincent			Puente			Puente			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL

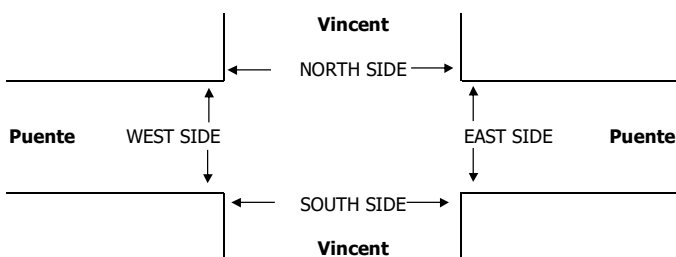
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

7:00 AM	17	94	3	4	111	12	9	24	13	9	112	11	419
7:15 AM	15	127	2	13	143	17	11	76	20	15	143	10	592
7:30 AM	18	166	6	11	172	17	7	118	20	25	148	24	732
7:45 AM	19	242	13	17	185	10	6	84	19	22	139	32	788
8:00 AM	15	152	10	16	160	25	18	71	7	12	133	30	649
8:15 AM	18	151	7	10	134	11	7	41	13	12	91	19	514
8:30 AM	11	129	7	4	141	10	12	27	15	10	60	12	438
8:45 AM	18	135	5	4	116	15	12	42	9	10	56	4	426
VOLUMES	131	1,196	53	79	1,162	117	82	483	116	115	882	142	4,558
APPROACH %	9%	87%	4%	6%	86%	9%	12%	71%	17%	10%	77%	12%	
APP/DEPART	1,380	/	1,421	1,358	/	1,394	681	/	614	1,139	/	1,129	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	67	687	31	57	660	69	42	349	66	74	563	96	2,761
APPROACH %	9%	88%	4%	7%	84%	9%	9%	76%	14%	10%	77%	13%	
PEAK HR FACTOR		0.716			0.927			0.788			0.930		0.876
APP/DEPART	785	/	826	786	/	800	457	/	436	733	/	699	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	1	0	0	2

4:00 PM	18	154	19	5	184	14	22	109	14	10	42	10	601
4:15 PM	21	178	21	15	182	17	18	105	14	6	54	9	640
4:30 PM	14	182	18	6	233	14	20	123	16	9	57	8	700
4:45 PM	18	163	17	21	205	7	23	141	17	9	57	13	691
5:00 PM	14	184	19	17	202	15	23	140	11	17	66	7	715
5:15 PM	18	176	15	21	203	15	18	132	21	10	71	11	711
5:30 PM	19	197	21	12	209	13	18	144	15	7	77	10	742
5:45 PM	22	170	23	13	218	17	16	124	20	14	51	9	697
VOLUMES	144	1,404	153	110	1,636	112	158	1,018	128	82	475	77	5,497
APPROACH %	8%	83%	9%	6%	88%	6%	12%	78%	10%	13%	75%	12%	
APP/DEPART	1,701	/	1,643	1,858	/	1,852	1,304	/	1,277	634	/	725	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	73	727	78	63	832	60	75	540	67	48	265	37	2,865
APPROACH %	8%	83%	9%	7%	87%	6%	11%	79%	10%	14%	76%	11%	
PEAK HR FACTOR		0.926			0.963			0.963			0.931		0.965
APP/DEPART	878	/	842	955	/	949	682	/	678	350	/	396	0

2	0	0	0	2
2	1	0	0	3
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	1	0	0	1
0	0	0	0	0
2	0	0	0	2
6	4	0	0	10

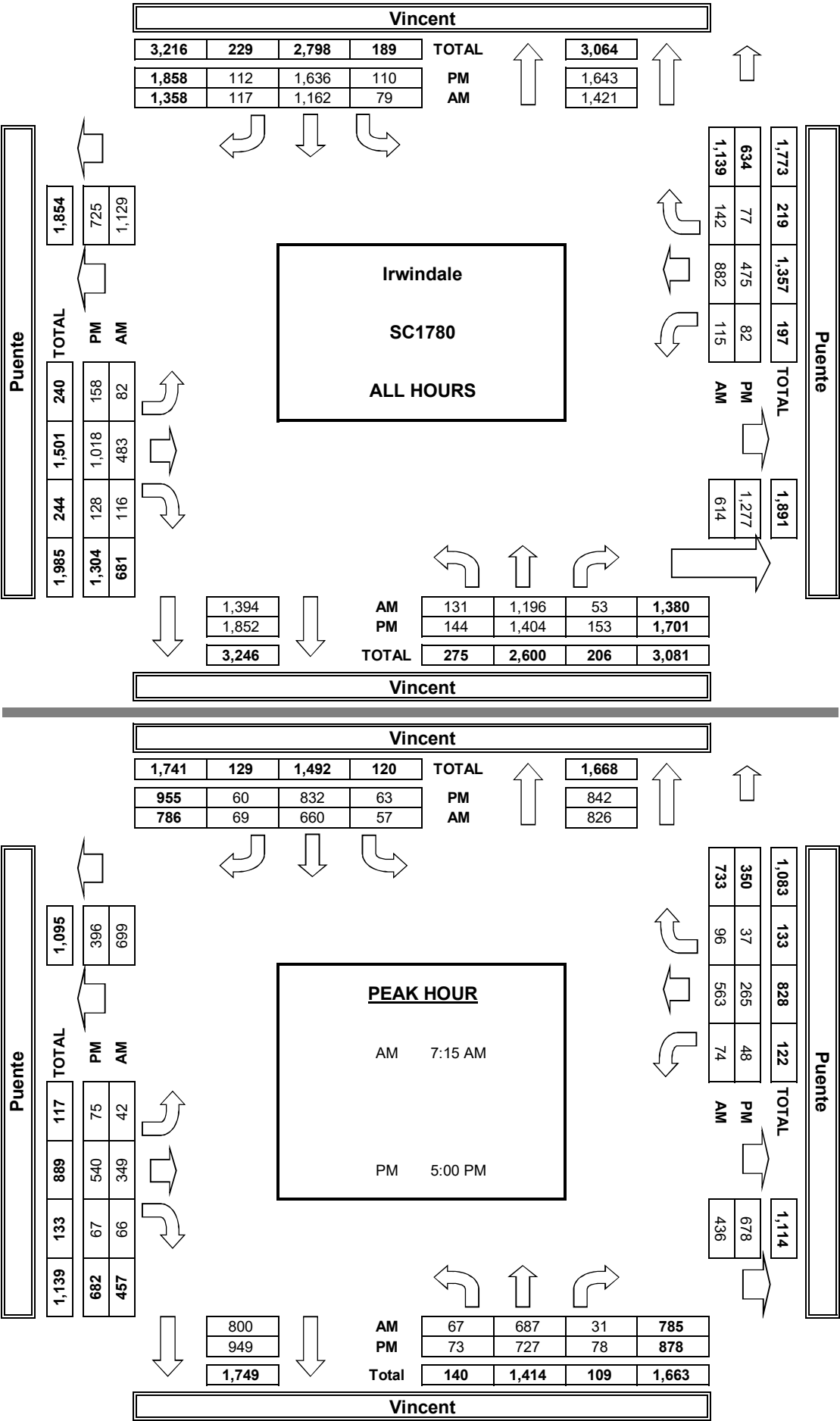


	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
AM BEGIN PEAK HR	
	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL
PM BEGIN PEAK HR	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
7:15 AM				
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
5:00 PM				
0	0	0	0	0

[illegible][illegible]

AimTD LLC
TURNING MOVEMENT COUNTS



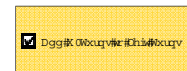
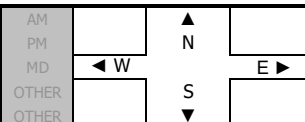
PREPARED BY: AimTD LLC, tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Jun 5, 18

LOCATION: Irwindale
NORTH & SOUTH: Vincent
EAST & WEST: Rowland

PROJECT #: SC1780
LOCATION #: 22
CONTROL: SIGNAL

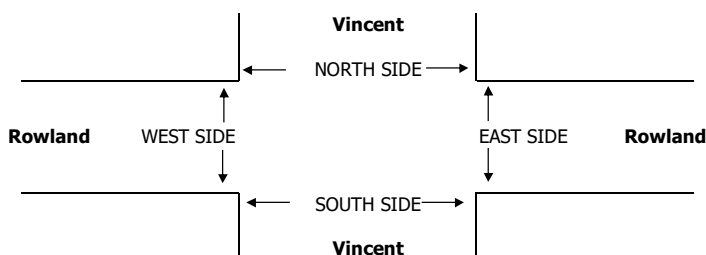
NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Vincent			Vincent			Rowland			Rowland			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
7:00 AM	9	107	3	1	131	0	1	14	9	34	27	8	344
7:15 AM	9	117	7	7	168	3	3	30	12	28	42	13	439
7:30 AM	7	166	19	14	199	3	6	42	10	39	36	13	554
7:45 AM	11	229	15	10	225	3	16	42	7	33	34	23	648
8:00 AM	4	150	11	8	179	1	5	27	15	23	26	15	464
8:15 AM	12	167	10	4	153	5	5	22	9	24	35	11	457
8:30 AM	9	131	10	5	150	6	2	16	7	13	17	13	379
8:45 AM	4	154	14	7	127	3	2	23	7	22	23	5	391
VOLUMES	65	1,221	89	56	1,332	24	40	216	76	216	240	101	3,676
APPROACH %	5%	89%	6%	4%	94%	2%	12%	65%	23%	39%	43%	18%	
APP/DEPART	1,375	/	1,366	1,412	/	1,639	332	/	357	557	/	314	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	34	712	55	36	756	12	32	133	41	119	131	62	2,123
APPROACH %	4%	89%	7%	4%	94%	1%	16%	65%	20%	38%	42%	20%	
PEAK HR FACTOR	0.785			0.845			0.792			0.867			0.819
APP/DEPART	801	/	808	804	/	925	206	/	222	312	/	168	0
4:00 PM	11	171	28	19	181	7	3	44	16	15	19	6	520
4:15 PM	11	203	18	28	167	9	4	44	17	18	22	13	554
4:30 PM	11	211	22	18	220	6	2	51	6	24	25	9	605
4:45 PM	6	189	26	27	202	7	2	51	8	15	24	7	564
5:00 PM	6	214	31	24	203	5	5	51	14	20	22	7	602
5:15 PM	8	195	27	23	198	3	2	56	10	14	19	7	562
5:30 PM	8	232	21	20	204	7	4	47	15	21	33	12	624
5:45 PM	11	199	34	31	244	3	3	52	10	14	19	5	625
VOLUMES	72	1,614	207	190	1,619	47	25	396	96	141	183	66	4,656
APPROACH %	4%	85%	11%	10%	87%	3%	5%	77%	19%	36%	47%	17%	
APP/DEPART	1,893	/	1,706	1,856	/	1,862	517	/	792	390	/	296	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	33	840	113	98	849	18	14	206	49	69	93	31	2,413
APPROACH %	3%	85%	11%	10%	88%	2%	5%	77%	18%	36%	48%	16%	
PEAK HR FACTOR	0.944			0.868			0.961			0.731			0.965
APP/DEPART	986	/	886	965	/	970	269	/	416	193	/	141	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
3	1	0	0	4
2	0	0	0	2
1	0	0	0	1
2	1	0	0	3
4	1	0	0	5
3	1	0	0	4
0	0	0	0	0
15	4	0	0	19

0	0	0	0	0
1	0	0	0	1
2	0	0	0	2
0	0	0	0	0
0	0	0	0	0
2	1	0	0	3
0	0	0	0	0
1	0	0	0	1
6	1	0	0	7

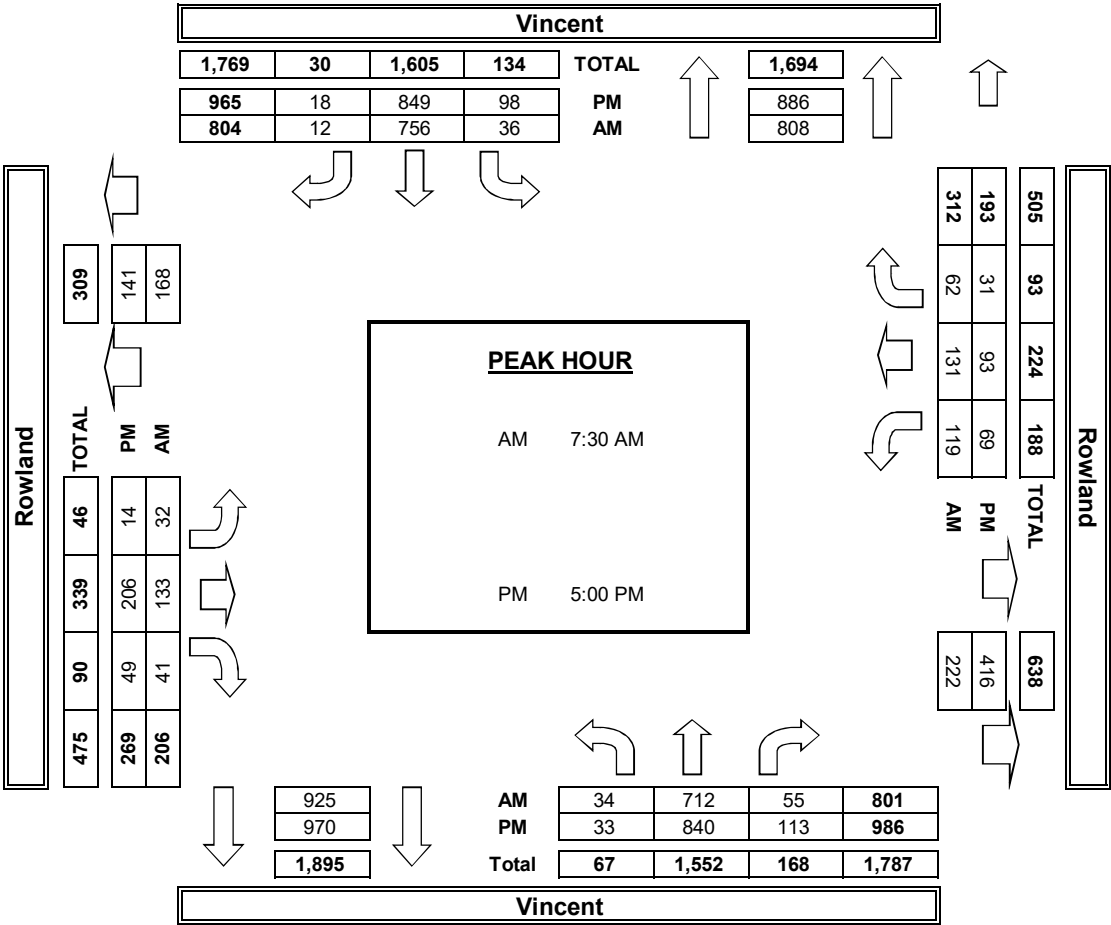
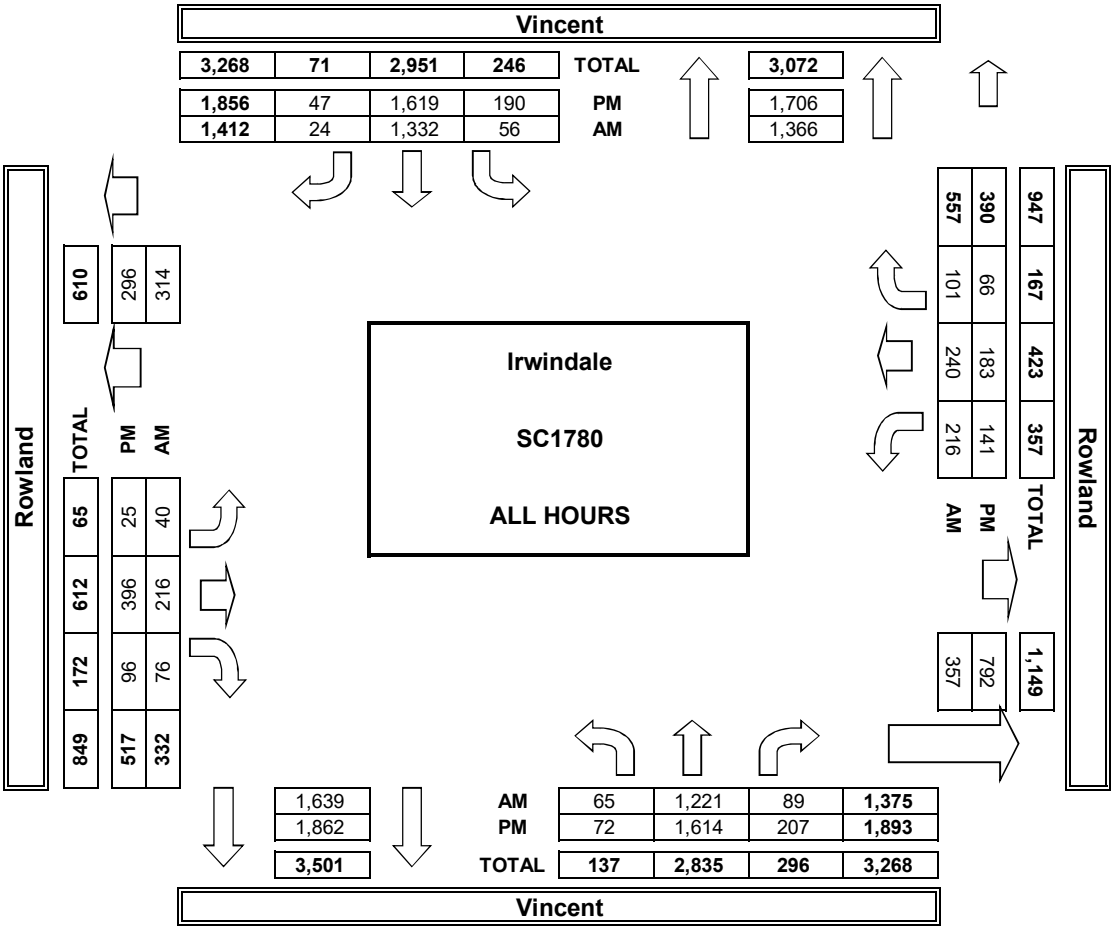


	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
AM BEGIN PEAK HR	
	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL
PM BEGIN PEAK HR	

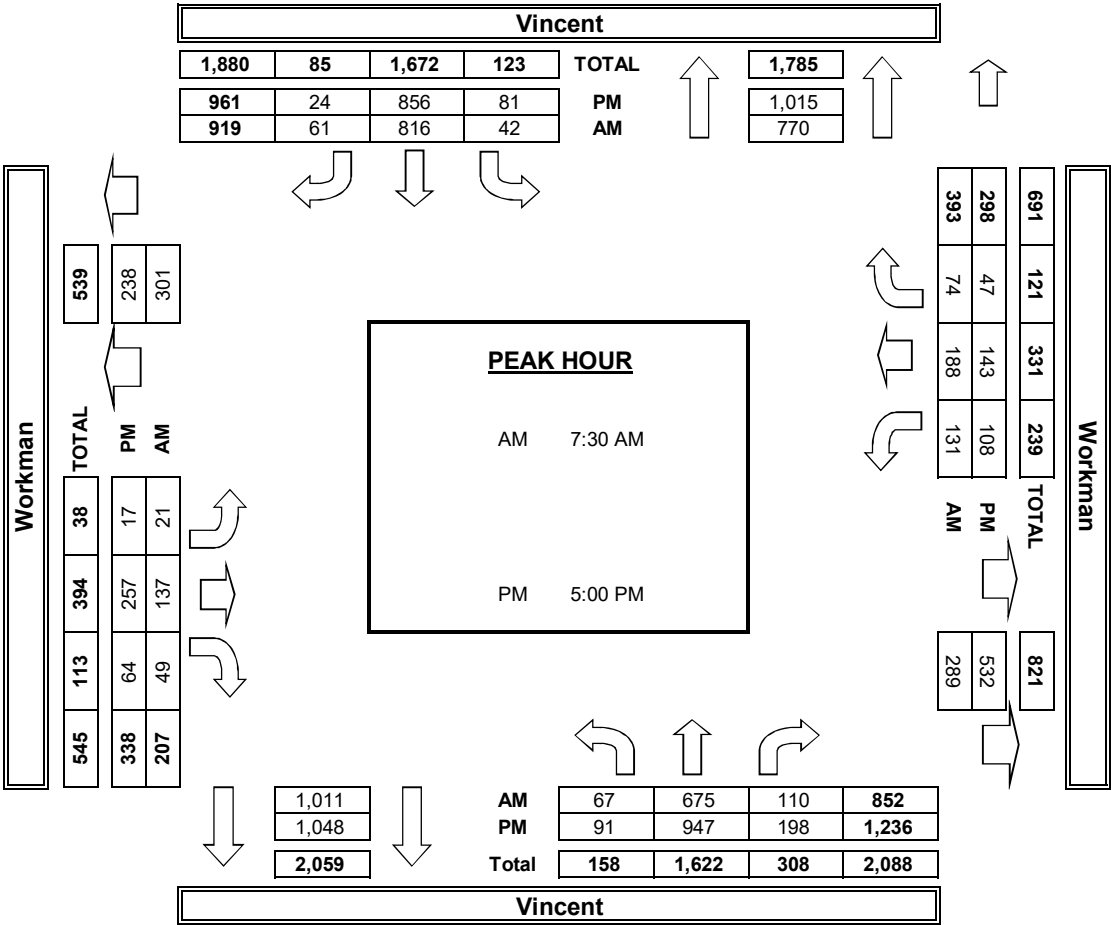
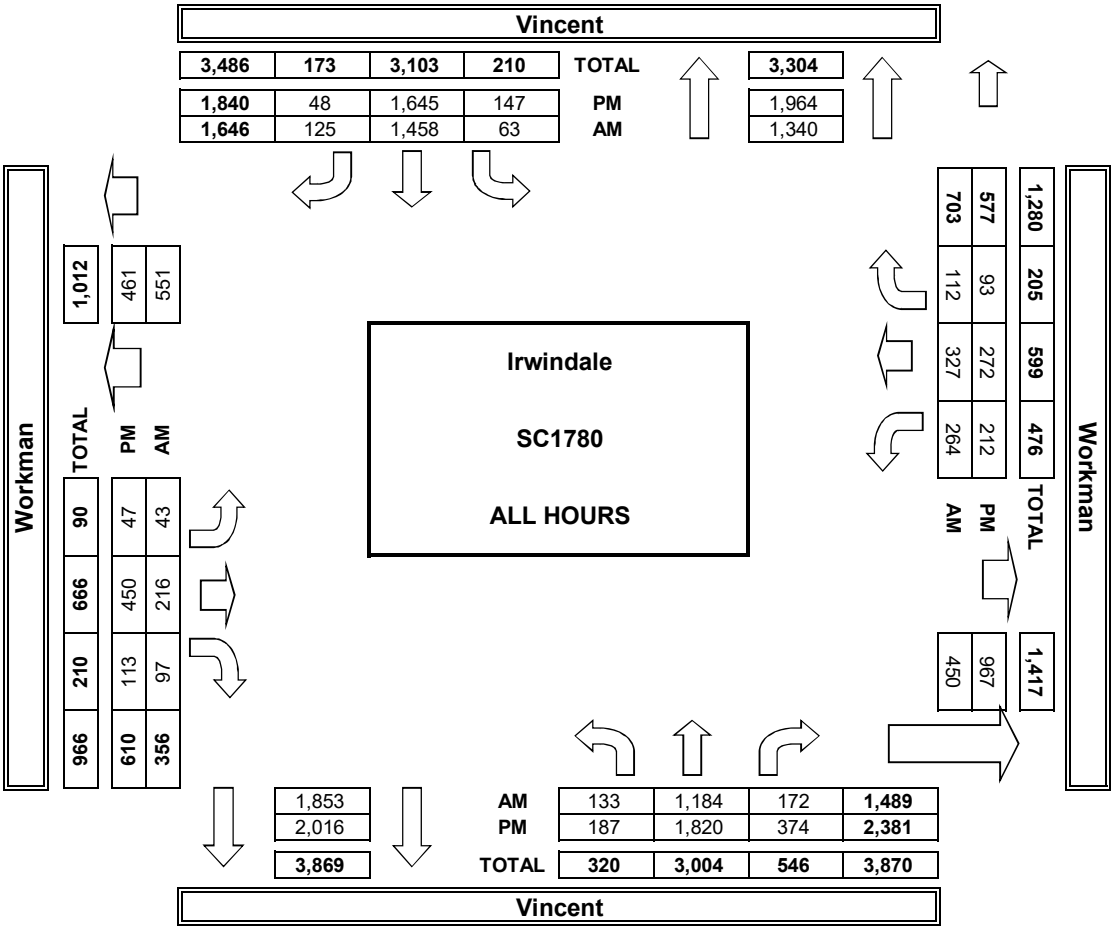
PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
7:30 AM				
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
5:00 PM				

[illegible][illegible]

AimTD LLC
TURNING MOVEMENT COUNTS



AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

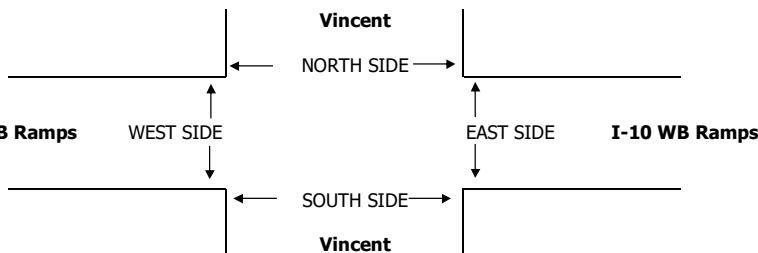
T218

DATE: Tue, Jun 5, 18	LOCATION: NORTH & SOUTH: EAST & WEST:	Irwindale Vincent I-10 WB Ramps	PROJECT #: LOCATION #: CONTROL:	SC1780 24 SIGNAL
NOTES:			AM PM MD OTHER OTHER ▲ N ◀ W S ▶ E ▼	☒ DgggK 000uywK #Chh#00uyv

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Vincent			Vincent			I-10 WB Ramps			I-10 WB Ramps			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	3	X	X	3	X	X	X	X	2	X	1	
7:00 AM	0	128	0	0	186	0	0	0	0	67	0	16	397
7:15 AM	0	150	0	0	190	0	0	0	0	97	0	41	478
7:30 AM	0	213	0	0	276	0	0	0	0	88	0	49	626
7:45 AM	0	215	0	0	302	0	0	0	0	90	0	51	658
8:00 AM	0	163	0	0	243	0	0	0	0	118	0	53	577
8:15 AM	0	150	0	0	189	0	0	0	0	83	0	55	477
8:30 AM	0	119	0	0	165	0	0	0	0	121	0	67	472
8:45 AM	0	157	0	0	193	0	0	0	0	98	0	79	527
VOLUMES	0	1,295	0	0	1,744	0	0	0	0	762	0	411	4,212
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	65%	0%	35%	
APP/DEPART	1,295	/	1,706	1,744	/	2,506	0	/	0	1,173	/	0	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	741	0	0	1,011	0	0	0	0	393	0	194	2,339
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	67%	0%	33%	
PEAK HR FACTOR	0.862			0.837			0.000			0.858			0.889
APP/DEPART	741	/	935	1,011	/	1,404	0	/	0	587	/	0	0
4:00 PM	0	198	0	0	232	0	0	0	0	117	0	71	618
4:15 PM	0	232	0	0	257	0	0	0	0	166	0	80	735
4:30 PM	0	228	0	0	242	0	0	0	0	175	0	70	715
4:45 PM	0	261	0	0	278	0	0	0	0	148	0	75	762
5:00 PM	0	244	0	0	290	0	0	0	0	166	0	58	758
5:15 PM	0	256	0	0	264	0	0	0	0	159	0	69	748
5:30 PM	0	299	0	0	243	0	0	0	0	177	0	59	778
5:45 PM	0	263	0	0	255	0	0	0	0	159	0	84	761
VOLUMES	0	1,981	0	0	2,061	0	0	0	0	1,267	0	566	5,875
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	69%	0%	31%	
APP/DEPART	1,981	/	2,547	2,061	/	3,328	0	/	0	1,833	/	0	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	0	1,060	0	0	1,075	0	0	0	0	650	0	261	3,046
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	71%	0%	29%	
PEAK HR FACTOR	0.886			0.927			0.000			0.965			0.979
APP/DEPART	1,060	/	1,321	1,075	/	1,725	0	/	0	911	/	0	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



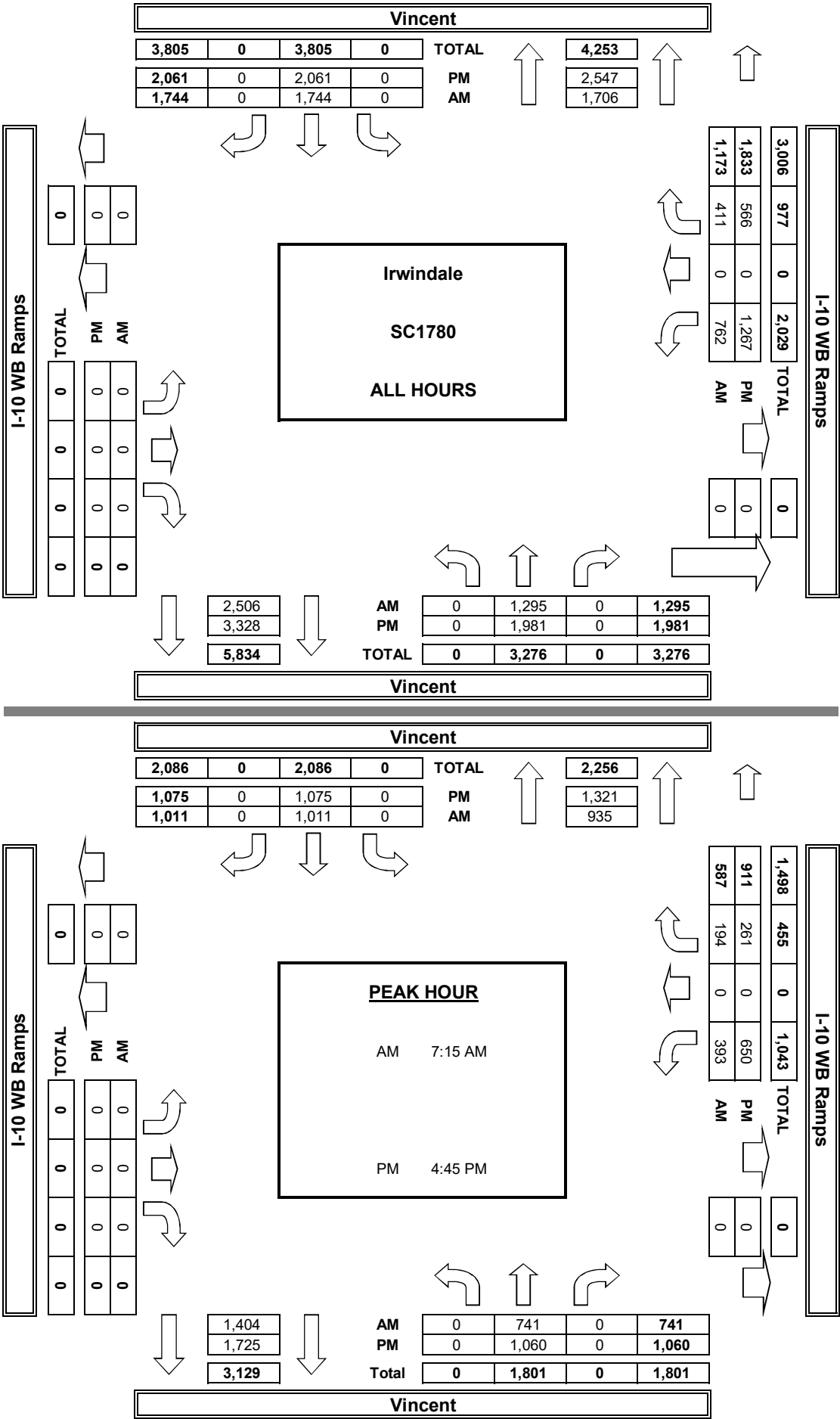
AM	7:00 AM	0	0	0	0
	7:15 AM	0	0	2	0
	7:30 AM	1	0	3	7
	7:45 AM	0	0	3	6
	8:00 AM	0	0	2	2
	8:15 AM	0	0	3	0
	8:30 AM	0	0	0	0
	8:45 AM	0	0	4	4
PM	TOTAL	1	0	17	24
	AM BEGIN PEAK HR				
	4:00 PM	0	0	1	0
	4:15 PM	0	0	2	0
	4:30 PM	0	0	1	0
	4:45 PM	0	0	2	4
	5:00 PM	0	0	4	1
	5:15 PM	0	0	2	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	1	0
	TOTAL	0	0	13	3
	PM BEGIN PEAK HR				

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	2	0	2
1	0	3	3	7
0	0	3	3	6
0	0	2	0	2
0	0	3	0	3
0	0	0	0	0
0	0	4	0	4
1	0	17	6	24
7:15 AM				
0	0	1	0	1
0	0	2	0	2
0	0	1	0	1
0	0	2	2	4
0	0	4	1	5
0	0	2	0	2
0	0	0	0	0
0	0	1	0	1
0	0	13	3	16
4:45 PM				

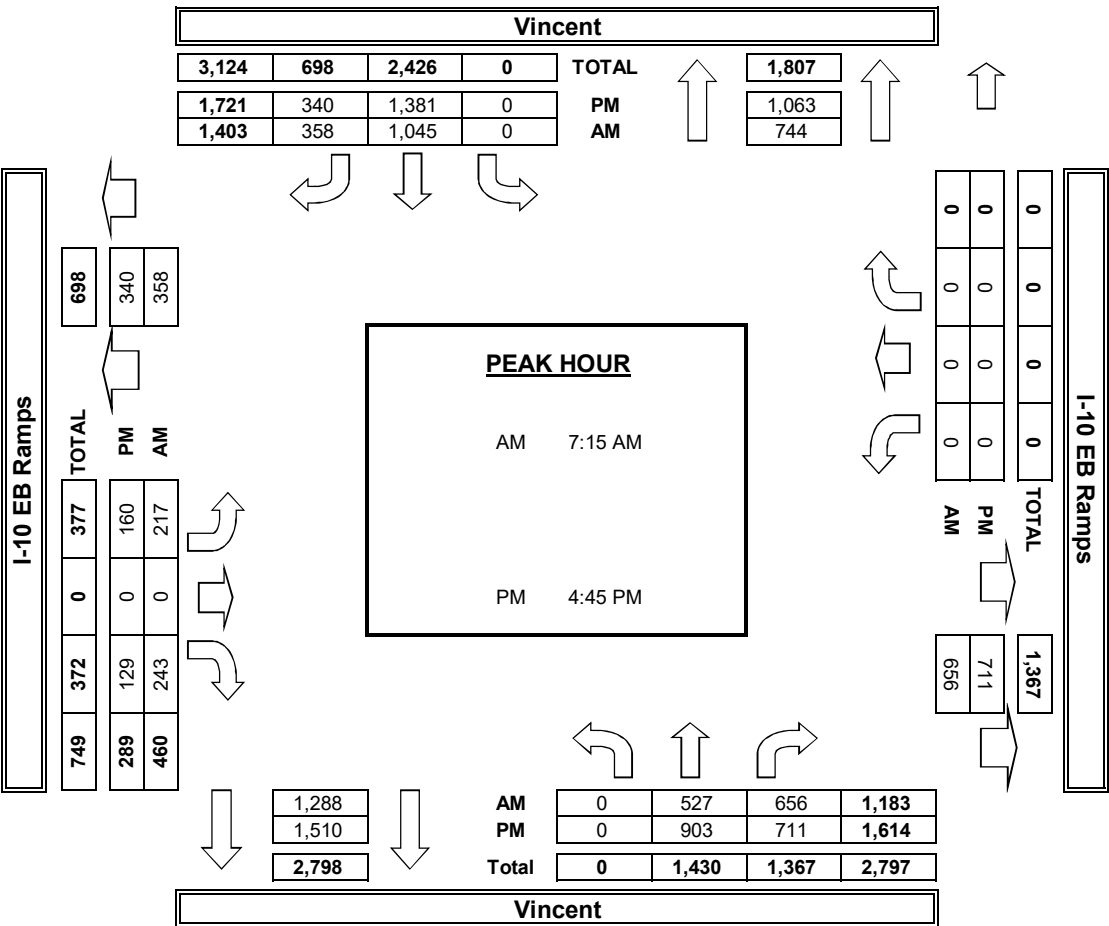
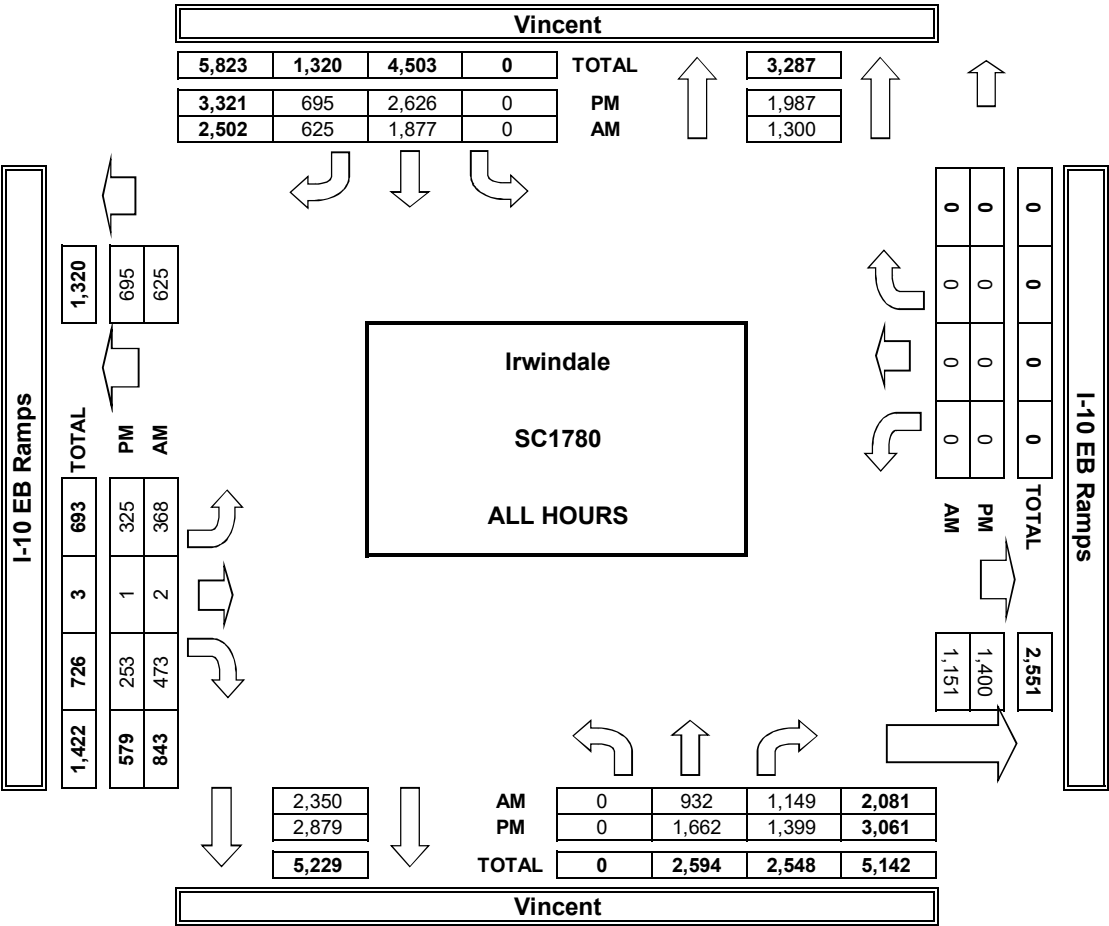
PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	2	0	2
1	0	3	3	7
0	0	2	3	5
0	0	2	0	2
0	0	2	0	2
0	0	0	0	0
0	0	3	0	3
1	0	14	6	21
1	0	9	6	16
0	0	1	0	1
0	0	2	0	2
0	0	1	0	1
0	0	1	2	3
0	0	3	0	3
0	0	2	0	2
0	0	0	0	0
0	0	1	0	1
0	0	11	2	13
0	0	6	2	8

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	3	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	1	2
0	0	0	0	0
0	0	0	0	0
0	0	2	1	3

AimTD LLC
TURNING MOVEMENT COUNTS



AimTD LLC
TURNING MOVEMENT COUNTS

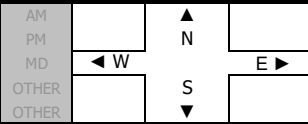


INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Jun 5, 18LOCATION:
NORTH & SOUTH: Irwindale
EAST & WEST: Vernon
GladstonePROJECT #: SC1780
LOCATION #: 26
CONTROL: SIGNAL

NOTES:



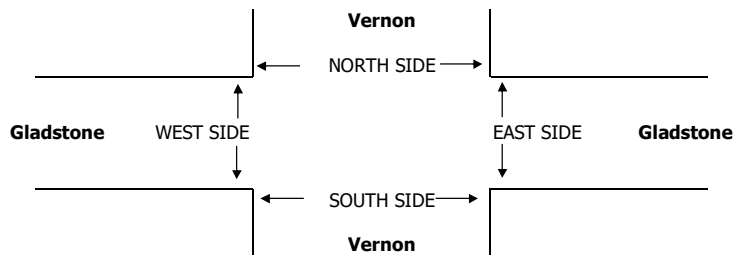
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Vernon			Vernon			Gladstone			Gladstone			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	1	1	2	0	1	2	0	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

AM	7:00 AM	19	74	19	4	48	17	20	41	8	20	243	16	529
	7:15 AM	22	95	19	7	89	23	11	31	1	26	268	14	606
	7:30 AM	16	114	40	6	122	24	14	57	11	45	191	9	649
	7:45 AM	25	122	80	4	127	26	10	56	10	43	202	8	713
	8:00 AM	13	92	39	6	88	15	16	54	10	36	164	8	541
	8:15 AM	13	92	28	5	64	25	11	49	13	12	115	5	432
	8:30 AM	12	90	19	2	44	18	15	34	11	24	107	3	379
	8:45 AM	9	76	23	6	62	20	18	49	1	23	103	12	402
	VOLUMES	129	755	267	40	644	168	115	371	65	229	1,393	75	4,251
	APPROACH %	11%	66%	23%	5%	76%	20%	21%	67%	12%	13%	82%	4%	
	APP/DEPART	1,151	/	945	852	/	937	551	/	679	1,697	/	1,690	0
PM	BEGIN PEAK HR	7:15 AM												
	VOLUMES	76	423	178	23	426	88	51	198	32	150	825	39	2,509
	APPROACH %	11%	62%	26%	4%	79%	16%	18%	70%	11%	15%	81%	4%	
	PEAK HR FACTOR	0.746			0.855			0.857			0.823			0.880
	APP/DEPART	677	/	513	537	/	608	281	/	399	1,014	/	989	0
	4:00 PM	9	81	47	9	72	18	43	207	20	19	51	3	579
	4:15 PM	11	80	45	12	91	21	42	200	24	15	57	2	600
	4:30 PM	12	99	45	13	102	16	39	217	21	17	39	11	631
	4:45 PM	9	94	45	8	86	18	31	214	21	18	53	12	609
	5:00 PM	4	83	35	17	90	13	39	281	22	18	50	5	657
	5:15 PM	12	85	45	7	108	13	47	262	20	25	70	5	699
	5:30 PM	12	78	41	8	116	17	44	245	19	30	61	8	679
	5:45 PM	13	89	40	10	110	19	37	204	13	19	57	11	622
	VOLUMES	82	689	343	84	775	135	322	1,830	160	161	438	57	5,076
	APPROACH %	7%	62%	31%	8%	78%	14%	14%	79%	7%	25%	67%	9%	
	APP/DEPART	1,114	/	1,067	994	/	1,097	2,312	/	2,257	656	/	655	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	41	335	161	42	424	62	167	992	74	92	238	29	2,657
	APPROACH %	8%	62%	30%	8%	80%	12%	14%	80%	6%	26%	66%	8%	
	PEAK HR FACTOR	0.945			0.936			0.901			0.898			0.950
	APP/DEPART	537	/	531	528	/	590	1,233	/	1,195	359	/	341	0

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0	0	0	0	0
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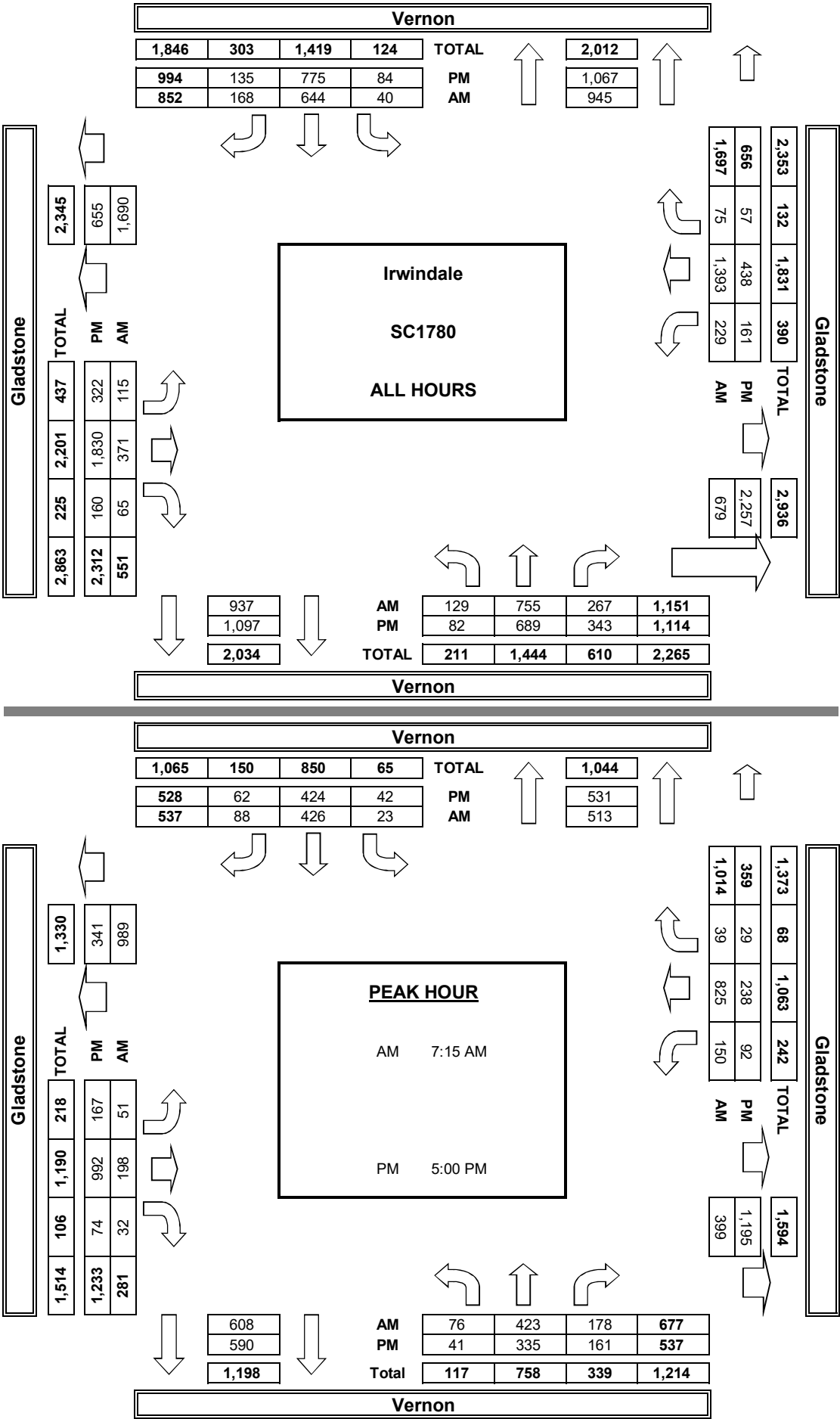
AM	7:00 AM	
	7:15 AM	
	7:30 AM	
	7:45 AM	
	8:00 AM	
	8:15 AM	
	8:30 AM	
	8:45 AM	
	TOTAL	
	AM BEGIN PEAK HR	
PM	4:00 PM	
	4:15 PM	
	4:30 PM	
	4:45 PM	
	5:00 PM	
	5:15 PM	
	5:30 PM	
	5:45 PM	
	TOTAL	
	PM BEGIN PEAK HR	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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7:15 AM				
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
5:00 PM				
0	0	0	0	0

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

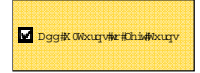
T218

DATE:
Tue, Jun 5, 18

LOCATION: Irwindale
NORTH & SOUTH: Azusa
EAST & WEST: I-210 EB Ramps

PROJECT #: SC1780
LOCATION #: 27
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	



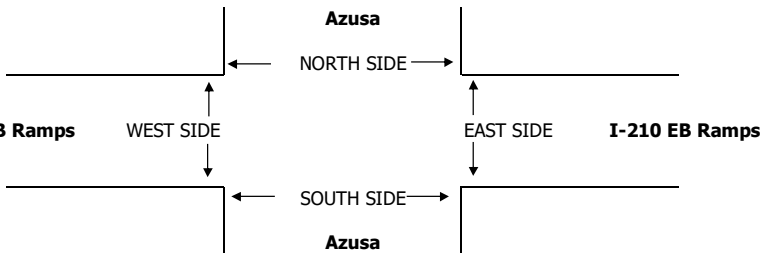
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Azusa			Azusa			I-210 EB Ramps			I-210 EB Ramps			
LANES:	NL X	NT 2	NR X	SL X	ST 2	SR 1	EL 2	ET X	ER 1	WL X	WT X	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

AM	7:00 AM	0	271	0	0	132	72	31	0	67	0	0	0	573
	7:15 AM	0	260	0	0	104	73	38	0	74	0	0	0	549
	7:30 AM	0	298	0	0	163	95	43	0	91	0	0	0	690
	7:45 AM	0	315	0	0	145	79	56	0	101	0	0	0	696
	8:00 AM	0	253	0	0	168	80	48	0	66	0	0	0	615
	8:15 AM	0	262	0	0	151	62	46	0	73	0	0	0	594
	8:30 AM	0	204	0	0	128	63	37	0	54	0	0	0	486
	8:45 AM	0	218	0	0	90	57	47	0	65	0	0	0	477
	VOLUMES	0	2,081	0	0	1,081	581	346	0	591	0	0	0	4,680
	APPROACH %	0%	100%	0%	0%	65%	35%	37%	0%	63%	0%	0%	0%	
	APP/DEPART	2,081	/	2,427	1,662	/	1,672	937	/	0	0	/	581	0
PM	4:00 PM	0	272	0	0	183	65	35	0	67	0	0	0	622
	4:15 PM	0	296	0	0	177	59	34	0	66	0	0	0	632
	4:30 PM	0	300	0	0	181	52	34	0	70	0	0	0	637
	4:45 PM	0	274	0	0	180	77	26	0	68	0	0	0	625
	5:00 PM	0	278	0	0	187	97	36	0	66	0	0	0	664
	5:15 PM	0	298	0	0	207	58	36	0	91	0	0	0	690
	5:30 PM	0	286	0	0	204	77	29	0	81	0	0	0	677
	5:45 PM	0	269	0	0	197	60	30	0	83	0	0	0	639
	VOLUMES	0	2,273	0	0	1,516	545	260	0	592	0	0	0	5,186
	APPROACH %	0%	100%	0%	0%	74%	26%	31%	0%	69%	0%	0%	0%	
	APP/DEPART	2,273	/	2,533	2,061	/	2,108	852	/	0	0	/	545	0
	5:00 PM	0	1,131	0	0	795	292	131	0	321	0	0	0	2,670
	APPROACH %	0%	100%	0%	0%	73%	27%	29%	0%	71%	0%	0%	0%	
	PEAK HR FACTOR	0.895				0.914		0.834		0.000				0.932
	APP/DEPART	1,128	/	1,321	943	/	958	524	/	0	0	/	316	0
	7:30 AM	0	1,128	0	0	627	316	193	0	331	0	0	0	2,595
	APPROACH %	0%	100%	0%	0%	66%	34%	37%	0%	63%	0%	0%	0%	
	PEAK HR FACTOR	0.895				0.914		0.834		0.000				0.932
	APP/DEPART	1,128	/	1,321	943	/	958	524	/	0	0	/	316	0
	5:00 PM	0	1,131	0	0	795	292	131	0	321	0	0	0	2,670
	APPROACH %	0%	100%	0%	0%	73%	27%	29%	0%	71%	0%	0%	0%	
	PEAK HR FACTOR	0.895				0.914		0.834		0.000				0.932
	APP/DEPART	1,131	/	1,262	1,087	/	1,116	452	/	0	0	/	292	0

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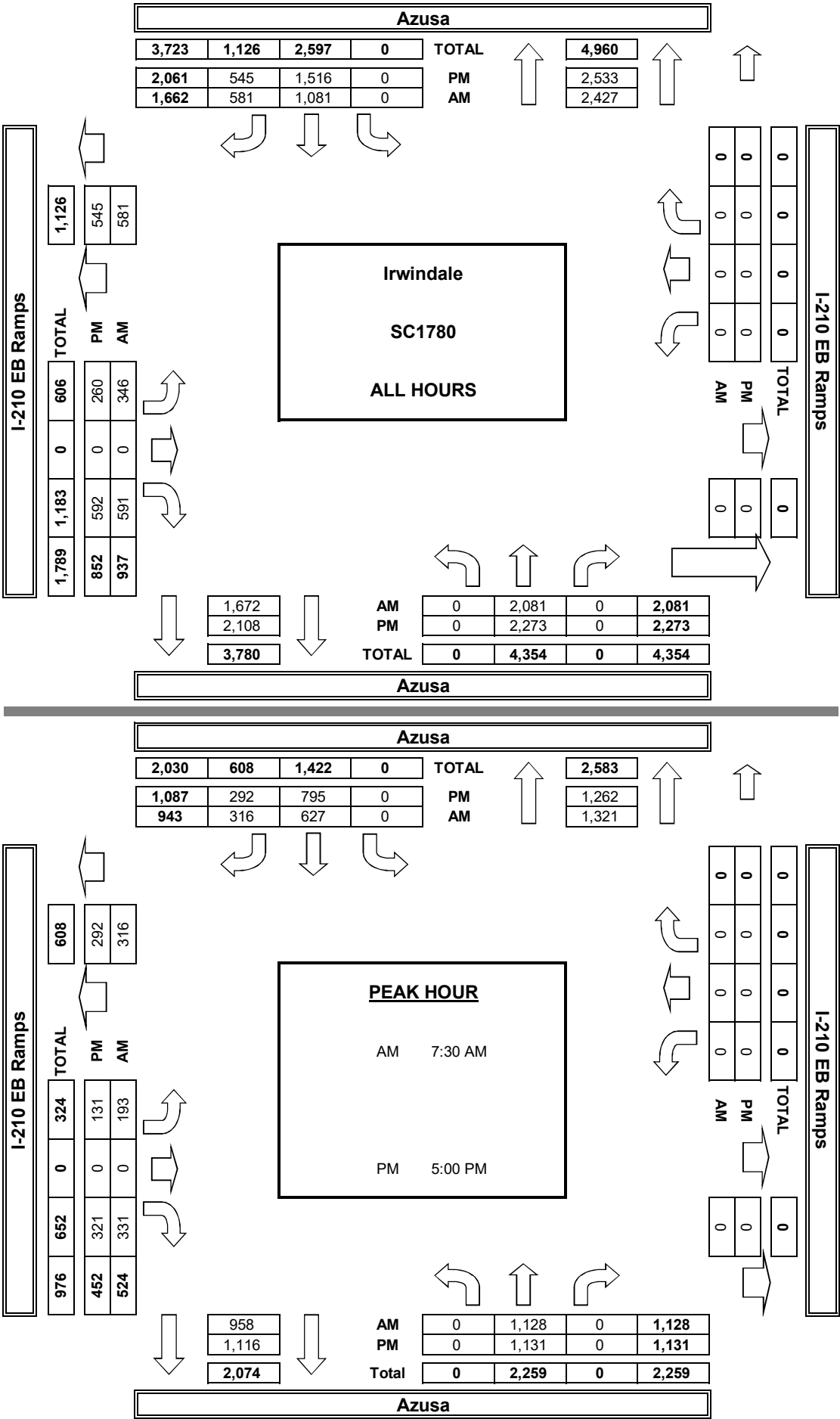
AM	7:00 AM	
	7:15 AM	
	7:30 AM	
	7:45 AM	
	8:00 AM	
	8:15 AM	
	8:30 AM	
	8:45 AM	
	TOTAL	
	AM BEGIN PEAK HR	
PM	4:00 PM	
	4:15 PM	
	4:30 PM	
	4:45 PM	
	5:00 PM	
	5:15 PM	
	5:30 PM	
	5:45 PM	
	TOTAL	
	PM BEGIN PEAK HR	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
7:30 AM				
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5:00 PM				
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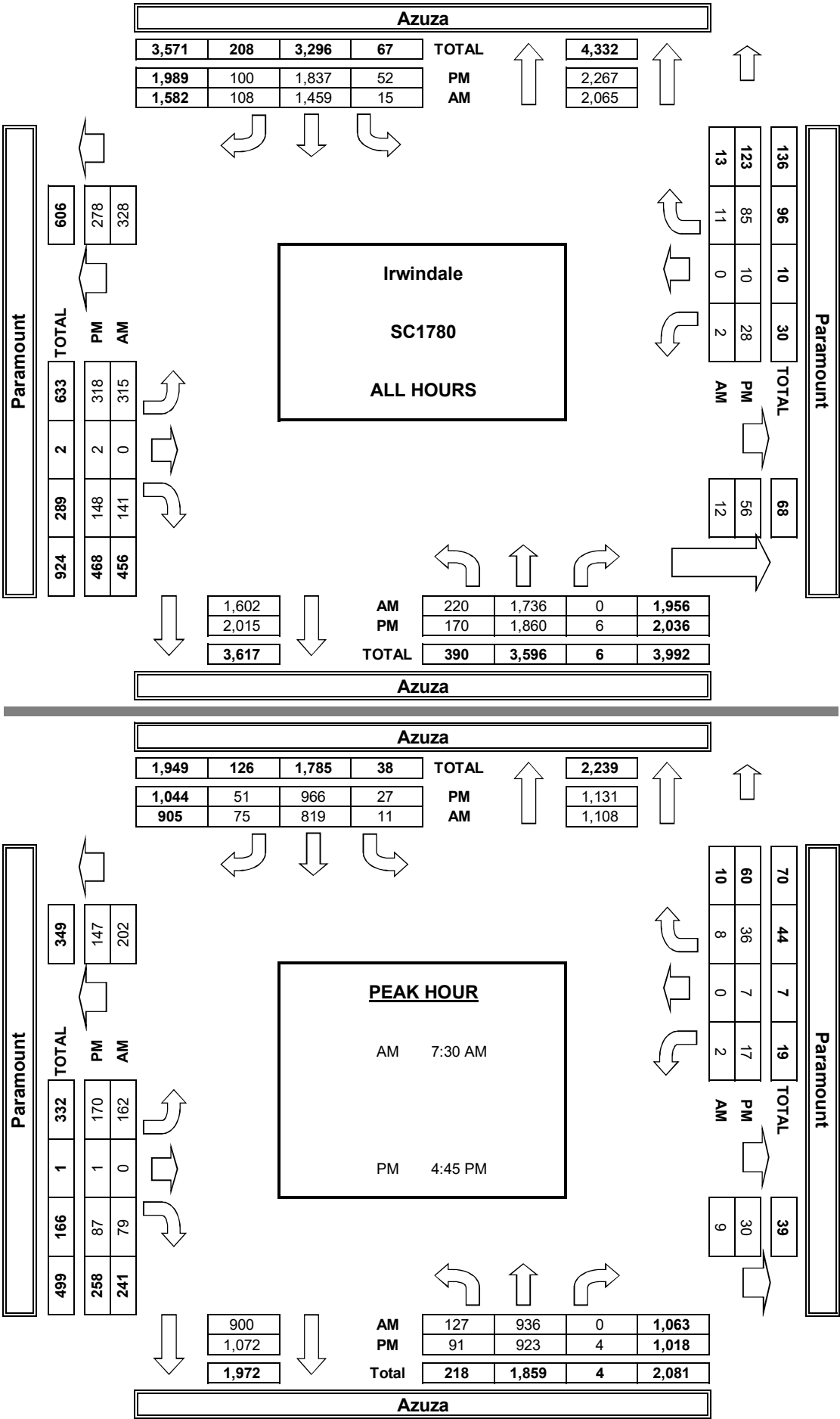
PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
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0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS



AimTD LLC
TURNING MOVEMENT COUNTS



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

City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st AM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

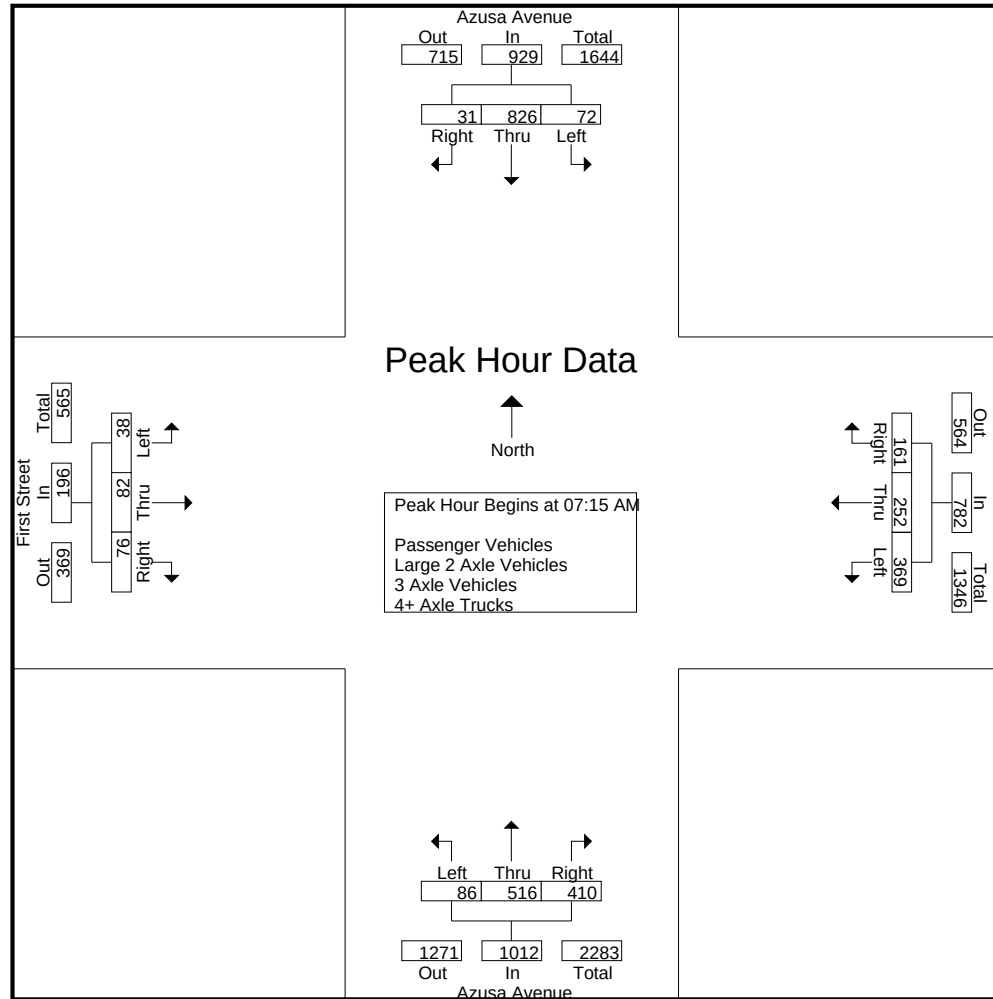
	Azusa Avenue Southbound					First Street Westbound					Azusa Avenue Northbound					First Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	5	174	11	5	190	97	51	28	13	176	21	96	119	44	236	5	10	15	9	30	71	632	703
07:15 AM	8	184	10	1	202	126	70	32	13	228	20	89	109	44	218	5	7	17	8	29	66	677	743
07:30 AM	24	238	6	2	268	74	55	27	12	156	20	128	116	60	264	9	22	22	11	53	85	741	826
07:45 AM	23	191	4	3	218	101	70	52	26	223	33	163	107	46	303	13	29	18	11	60	86	804	890
Total	60	787	31	11	878	398	246	139	64	783	94	476	451	194	1021	32	68	72	39	172	308	2854	3162
08:00 AM	17	213	11	6	241	68	57	50	28	175	13	136	78	35	227	11	24	19	9	54	78	697	775
08:15 AM	15	204	3	1	222	57	28	40	17	125	15	106	79	39	200	26	33	11	5	70	62	617	679
08:30 AM	19	157	4	3	180	52	35	30	13	117	19	95	72	32	186	5	11	8	4	24	52	507	559
08:45 AM	8	147	3	2	158	67	32	30	11	129	6	103	61	29	170	12	9	12	6	33	48	490	538
Total	59	721	21	12	801	244	152	150	69	546	53	440	290	135	783	54	77	50	24	181	240	2311	2551
Grand Total	119	1508	52	23	1679	642	398	289	133	1329	147	916	741	329	1804	86	145	122	63	353	548	5165	5713
Apprch %	7.1	89.8	3.1			48.3	29.9	21.7			8.1	50.8	41.1			24.4	41.1	34.6					
Total %	2.3	29.2	1		32.5	12.4	7.7	5.6		25.7	2.8	17.7	14.3		34.9	1.7	2.8	2.4		6.8	9.6	90.4	
Passenger Vehicles	117	1431	52		1623	601	389	270		1387	144	864	721		2054	83	144	117		404	0	0	5468
% Passenger Vehicles	98.3	94.9	100	100	95.4	93.6	97.7	93.4	95.5	94.9	98	94.3	97.3	98.8	96.3	96.5	99.3	95.9	95.2	97.1	0	0	95.7
Large 2 Axle Vehicles	2	56	0		58	15	8	15		44	2	41	15		62	3	1	2		7	0	0	171
% Large 2 Axle Vehicles	1.7	3.7	0	0	3.4	2.3	2	5.2	4.5	3	1.4	4.5	2	1.2	2.9	3.5	0.7	1.6	1.6	1.7	0	0	3
3 Axle Vehicles	0	12	0		12	3	1	1		5	1	6	2		9	0	0	2		3	0	0	29
% 3 Axle Vehicles	0	0.8	0	0	0.7	0.5	0.3	0.3	0	0.3	0.7	0.7	0.3	0	0.4	0	0	1.6	1.6	0.7	0	0	0.5
4+ Axle Trucks	0	9	0		9	23	0	3		26	0	5	3		8	0	0	1		2	0	0	45
% 4+ Axle Trucks	0	0.6	0	0	0.5	3.6	0	1	0	1.8	0	0.5	0.4	0	0.4	0	0	0.8	1.6	0.5	0	0	0.8

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	184	10	202	126	70	32	228	20	89	109	218	5	7	17	29	677
07:30 AM	24	238	6	268	74	55	27	156	20	128	116	264	9	22	22	53	741
07:45 AM	23	191	4	218	101	70	52	223	33	163	107	303	13	29	18	60	804
08:00 AM	17	213	11	241	68	57	50	175	13	136	78	227	11	24	19	54	697
Total Volume	72	826	31	929	369	252	161	782	86	516	410	1012	38	82	76	196	2919
% App. Total	7.8	88.9	3.3		47.2	32.2	20.6		8.5	51	40.5		19.4	41.8	38.8		
PHF	.750	.868	.705	.867	.732	.900	.774	.857	.652	.791	.884	.835	.731	.707	.864	.817	.908

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

City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st AM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 2



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City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st AM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 3

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

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

Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	24	238	6	268	97	51	28	176	21	96	119	236	9	22	22	53
+15 mins.	23	191	4	218	126	70	32	228	20	89	109	218	13	29	18	60
+30 mins.	17	213	11	241	74	55	27	156	20	128	116	264	11	24	19	54
+45 mins.	15	204	3	222	101	70	52	223	33	163	107	303	26	33	11	70
Total Volume	79	846	24	949	398	246	139	783	94	476	451	1021	59	108	70	237
% App. Total	8.3	89.1	2.5		50.8	31.4	17.8		9.2	46.6	44.2		24.9	45.6	29.5	
PHF	.823	.889	.545	.885	.790	.879	.668	.859	.712	.730	.947	.842	.567	.818	.795	.846

City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st AM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 1

Groups Printed- Passenger Vehicles

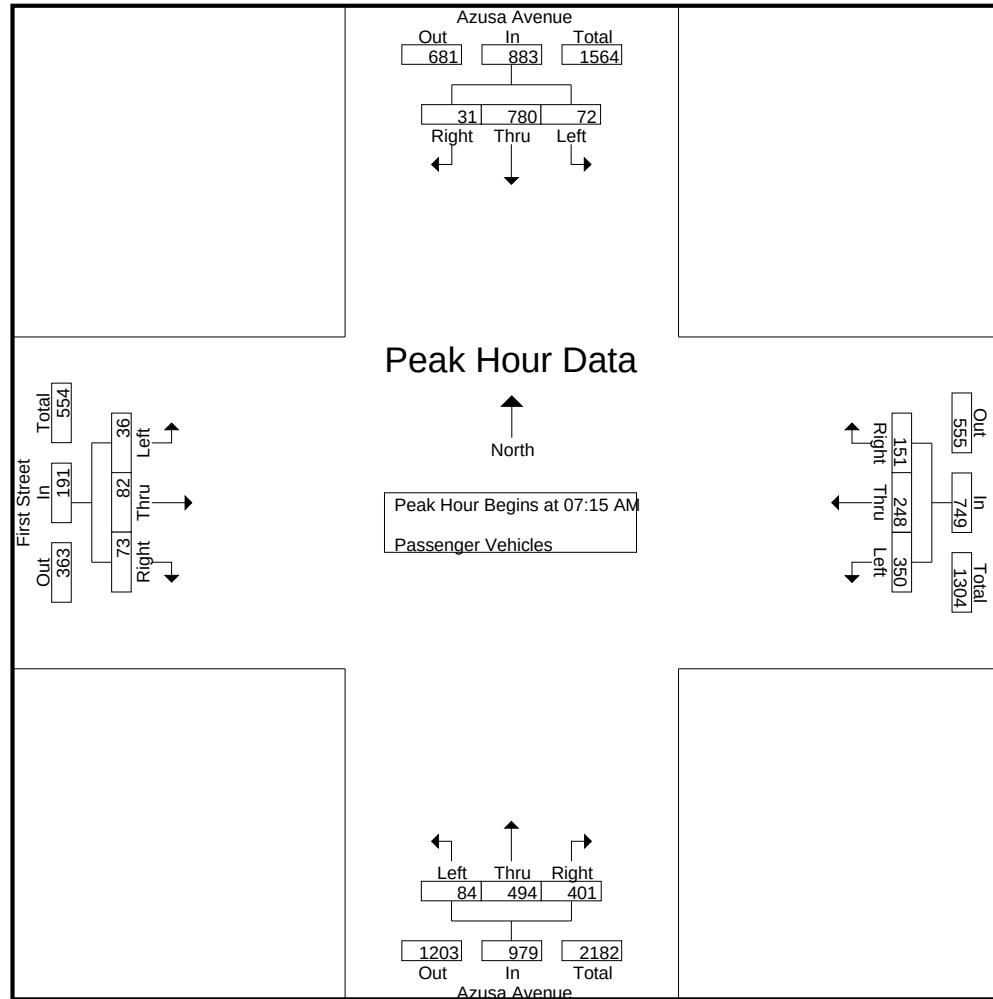
	Azusa Avenue Southbound					First Street Westbound					Azusa Avenue Northbound					First Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	5	170	11	5	186	93	51	26	13	170	21	92	117	44	230	5	10	14	8	29	70	615	685
07:15 AM	8	176	10	1	194	121	70	29	12	220	19	84	107	44	210	4	7	15	6	26	63	650	713
07:30 AM	24	229	6	2	259	70	55	25	11	150	19	122	114	60	255	9	22	21	11	52	84	716	800
07:45 AM	23	182	4	3	209	94	68	49	24	211	33	159	104	45	296	12	29	18	11	59	83	775	858
Total	60	757	31	11	848	378	244	129	60	751	92	457	442	193	991	30	68	68	36	166	300	2756	3056
08:00 AM	17	193	11	6	221	65	55	48	27	168	13	129	76	34	218	11	24	19	9	54	76	661	737
08:15 AM	15	197	3	1	215	53	28	36	17	117	15	101	74	38	190	25	32	11	5	68	61	590	651
08:30 AM	17	146	4	3	167	43	32	28	12	103	18	82	70	32	170	5	11	8	4	24	51	464	515
08:45 AM	8	138	3	2	149	62	30	29	11	121	6	95	59	28	160	12	9	11	6	32	47	462	509
Total	57	674	21	12	752	223	145	141	67	509	52	407	279	132	738	53	76	49	24	178	235	2177	2412
Grand Total	117	1431	52	23	1600	601	389	270	127	1260	144	864	721	325	1729	83	144	117	60	344	535	4933	5468
Apprch %	7.3	89.4	3.2			47.7	30.9	21.4			8.3	50	41.7			24.1	41.9	34					
Total %	2.4	29	1.1		32.4	12.2	7.9	5.5		25.5	2.9	17.5	14.6		35	1.7	2.9	2.4		7	9.8	90.2	

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	176	10	194	121	70	29	220	19	84	107	210	4	7	15	26	650
07:30 AM	24	229	6	259	70	55	25	150	19	122	114	255	9	22	21	52	716
07:45 AM	23	182	4	209	94	68	49	211	33	159	104	296	12	29	18	59	775
08:00 AM	17	193	11	221	65	55	48	168	13	129	76	218	11	24	19	54	661
Total Volume	72	780	31	883	350	248	151	749	84	494	401	979	36	82	73	191	2802
% App. Total	8.2	88.3	3.5		46.7	33.1	20.2		8.6	50.5	41		18.8	42.9	38.2		
PHF	.750	.852	.705	.852	.723	.886	.770	.851	.636	.777	.879	.827	.750	.707	.869	.809	.904

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City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st AM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 2



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City of Azusa
N/S: Azusa Avenue
E/W: First Street
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File Name : 07_AZU_Azusa_1st AM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 3

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	8	176	10	194	121	70	29	220	19	84	107	210	4	7	15	26
+15 mins.	24	229	6	259	70	55	25	150	19	122	114	255	9	22	21	52
+30 mins.	23	182	4	209	94	68	49	211	33	159	104	296	12	29	18	59
+45 mins.	17	193	11	221	65	55	48	168	13	129	76	218	11	24	19	54
Total Volume	72	780	31	883	350	248	151	749	84	494	401	979	36	82	73	191
% App. Total	8.2	88.3	3.5		46.7	33.1	20.2		8.6	50.5	41		18.8	42.9	38.2	
PHF	.750	.852	.705	.852	.723	.886	.770	.851	.636	.777	.879	.827	.750	.707	.869	.809

City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st AM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 1

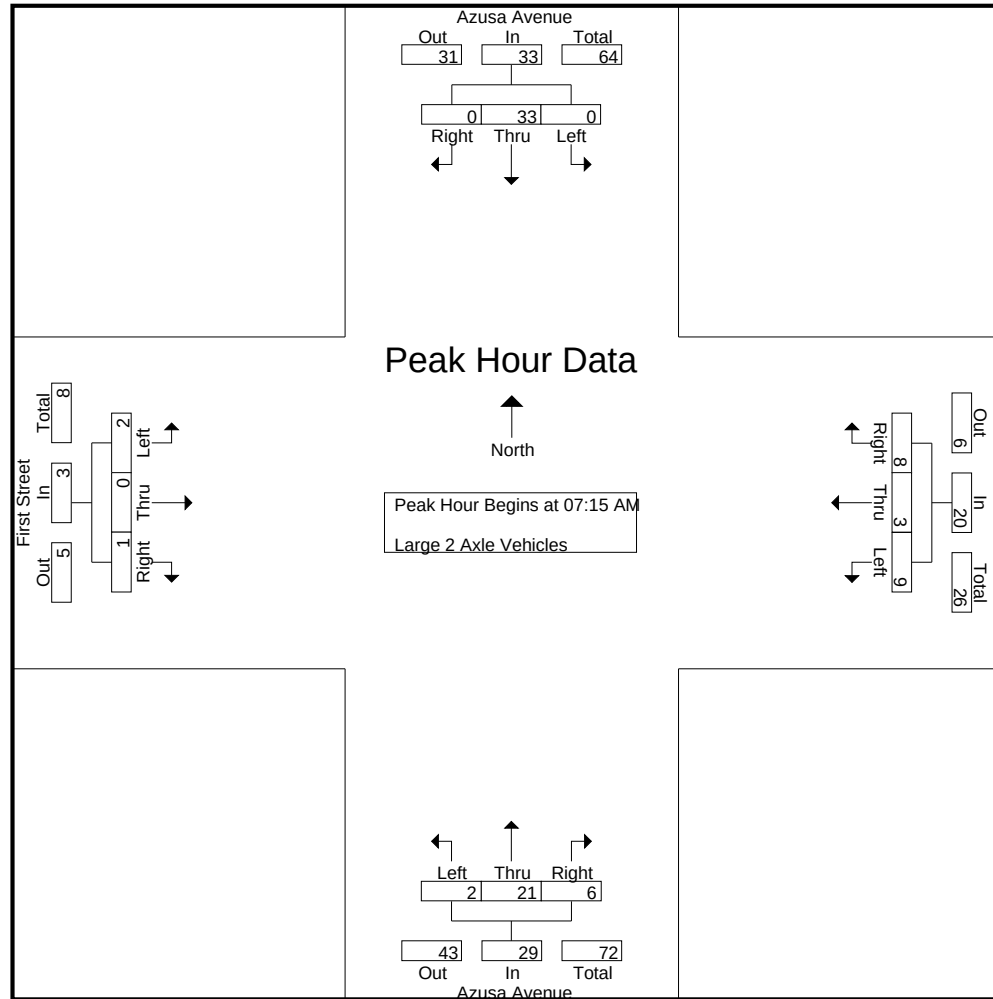
Groups Printed- Large 2 Axle Vehicles

	Azusa Avenue Southbound					First Street Westbound					Azusa Avenue Northbound					First Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	3	0	0	3	1	0	1	0	2	0	3	1	0	4	0	0	0	0	0	0	9	9
07:15 AM	0	5	0	0	5	1	0	3	1	4	1	4	1	0	6	1	0	1	1	2	2	17	19
07:30 AM	0	7	0	0	7	3	0	1	1	4	1	6	1	0	8	0	0	0	0	0	1	19	20
07:45 AM	0	7	0	0	7	4	1	2	2	7	0	4	3	1	7	1	0	0	0	1	3	22	25
Total	0	22	0	0	22	9	1	7	4	17	2	17	6	1	25	2	0	1	1	3	6	67	73
08:00 AM	0	14	0	0	14	1	2	2	1	5	0	7	1	1	8	0	0	0	0	0	2	27	29
08:15 AM	0	7	0	0	7	1	0	3	0	4	0	4	5	1	9	1	1	0	0	2	1	22	23
08:30 AM	2	7	0	0	9	2	3	2	1	7	0	7	1	0	8	0	0	0	0	0	1	24	25
08:45 AM	0	6	0	0	6	2	2	1	0	5	0	6	2	1	8	0	0	1	0	1	1	20	21
Total	2	34	0	0	36	6	7	8	2	21	0	24	9	3	33	1	1	1	0	3	5	93	98
Grand Total	2	56	0	0	58	15	8	15	6	38	2	41	15	4	58	3	1	2	1	6	11	160	171
Apprch %	3.4	96.6	0			39.5	21.1	39.5			3.4	70.7	25.9			50	16.7	33.3					
Total %	1.2	35	0		36.2	9.4	5	9.4		23.8	1.2	25.6	9.4		36.2	1.9	0.6	1.2		3.8	6.4	93.6	

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	5	0	5	1	0	3	4	1	4	1	6	1	0	1	2	17
07:30 AM	0	7	0	7	3	0	1	4	1	6	1	8	0	0	0	0	19
07:45 AM	0	7	0	7	4	1	2	7	0	4	3	7	1	0	0	1	22
08:00 AM	0	14	0	14	1	2	2	5	0	7	1	8	0	0	0	0	27
Total Volume	0	33	0	33	9	3	8	20	2	21	6	29	2	0	1	3	85
% App. Total	0	100	0		45	15	40		6.9	72.4	20.7		66.7	0	33.3		
PHF	.000	.589	.000	.589	.563	.375	.667	.714	.500	.750	.500	.906	.500	.000	.250	.375	.787

City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st AM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 2



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City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st AM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 3

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	5	0	5	1	0	3	4	1	4	1	6	1	0	1	2
+15 mins.	0	7	0	7	3	0	1	4	1	6	1	8	0	0	0	0
+30 mins.	0	7	0	7	4	1	2	7	0	4	3	7	1	0	0	1
+45 mins.	0	14	0	14	1	2	2	5	0	7	1	8	0	0	0	0
Total Volume	0	33	0	33	9	3	8	20	2	21	6	29	2	0	1	3
% App. Total	0	100	0		45	15	40		6.9	72.4	20.7		66.7	0	33.3	
PHF	.000	.589	.000	.589	.563	.375	.667	.714	.500	.750	.500	.906	.500	.000	.250	.375

City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st AM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 1

Groups Printed- 3 Axle Vehicles

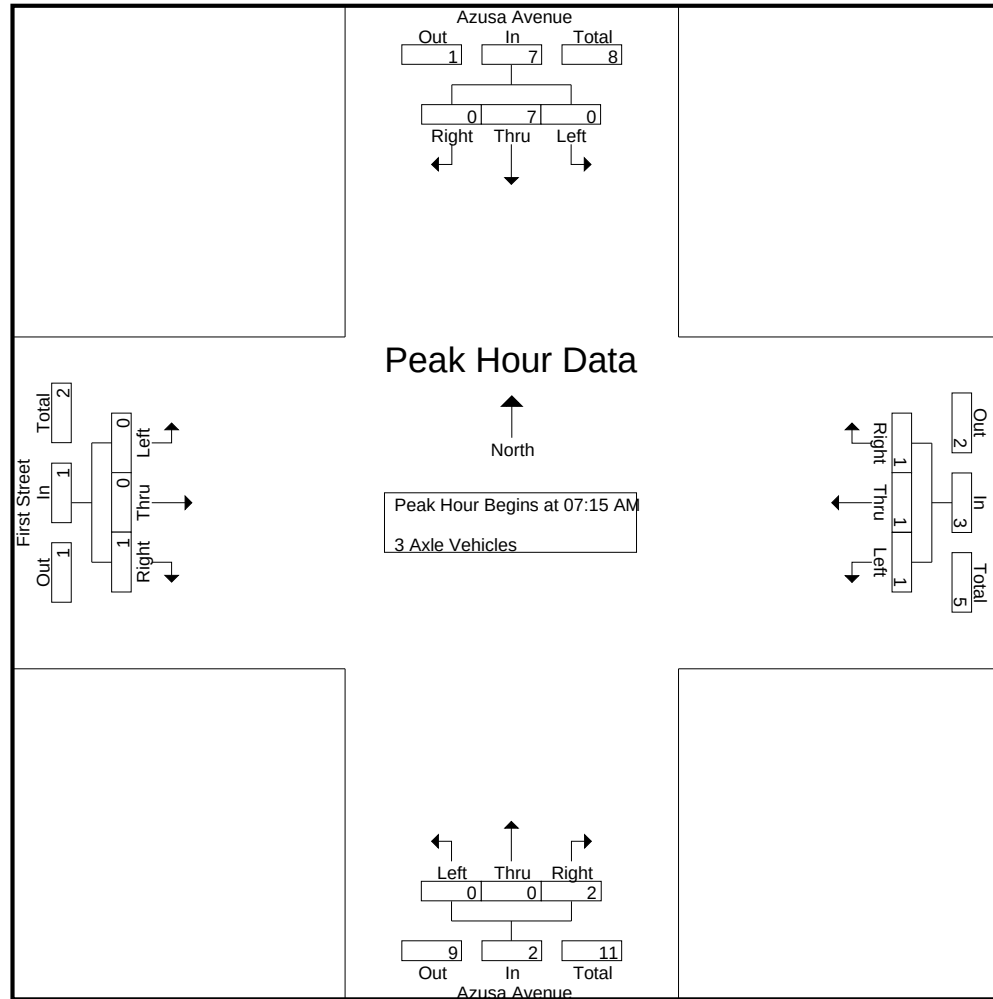
	Azusa Avenue Southbound					First Street Westbound					Azusa Avenue Northbound					First Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	2	2
07:45 AM	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	0	2	0	0	2	1	1	1	0	3	0	1	1	0	2	0	0	2	1	2	1	9	10
08:00 AM	0	5	0	0	5	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	6	6
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30 AM	0	2	0	0	2	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	7	7
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	5
Total	0	10	0	0	10	2	0	0	0	2	1	5	1	0	7	0	0	0	0	0	0	19	19
Grand Total	0	12	0	0	12	3	1	1	0	5	1	6	2	0	9	0	0	2	1	2	1	28	29
Apprch %	0	100	0			60	20	20			11.1	66.7	22.2			0	0	100					
Total %	0	42.9	0		42.9	10.7	3.6	3.6		17.9	3.6	21.4	7.1		32.1	0	0	7.1		7.1	3.4	96.6	

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2
07:45 AM	0	2	0	2	1	1	0	2	0	0	0	0	0	0	0	0	4
08:00 AM	0	5	0	5	0	0	0	0	0	0	1	1	0	0	0	0	6
Total Volume	0	7	0	7	1	1	1	3	0	0	2	2	0	0	1	1	13
% App. Total	0	100	0		33.3	33.3	33.3		0	0	100		0	0	100		
PHF	.000	.350	.000	.350	.250	.250	.250	.375	.000	.000	.500	.500	.000	.000	.250	.250	.542

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City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st AM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 2



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City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st AM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 3

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
+30 mins.	0	2	0	2	1	1	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	5	0	5	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	0	7	0	7	1	1	1	3	0	0	2	2	0	0	1	1
% App. Total	0	100	0		33.3	33.3	33.3		0	0	100		0	0	100	
PHF	.000	.350	.000	.350	.250	.250	.250	.375	.000	.000	.500	.500	.000	.000	.250	.250

City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st AM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 1

Groups Printed- 4+ Axle Trucks

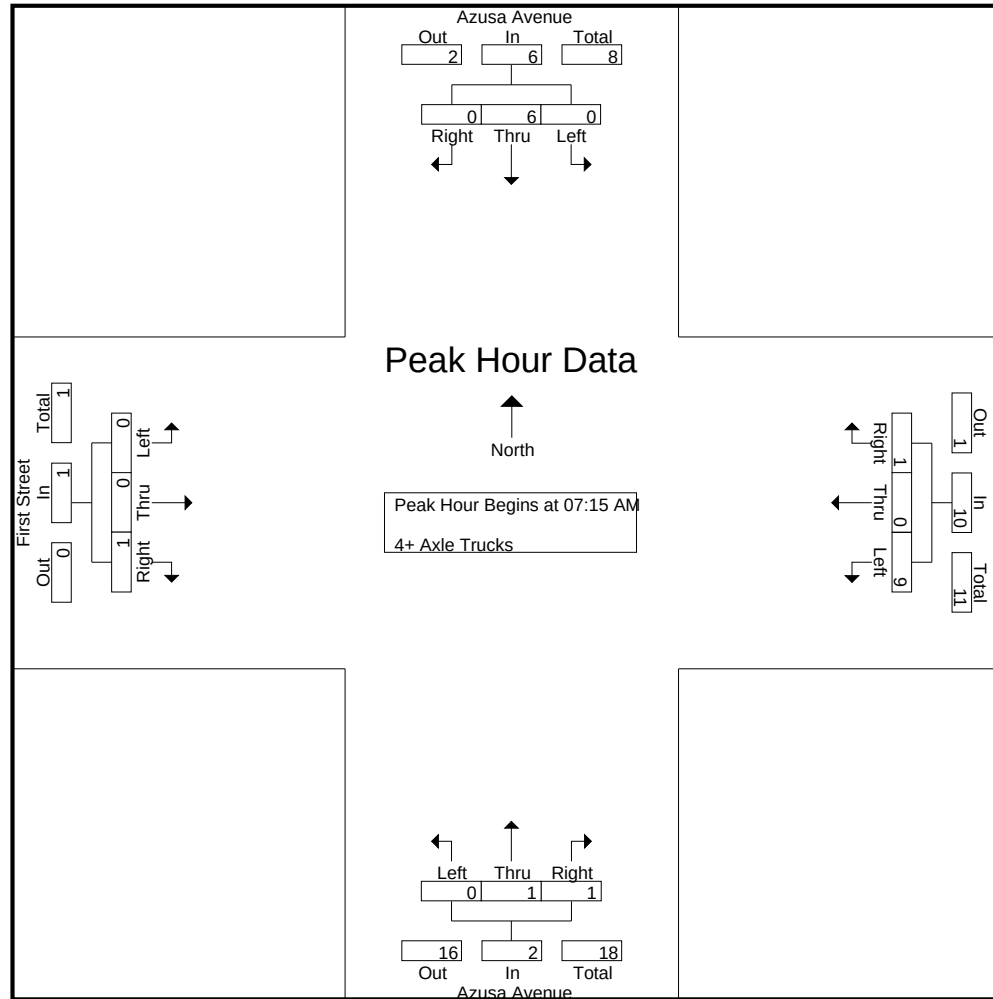
	Azusa Avenue Southbound					First Street Westbound					Azusa Avenue Northbound					First Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	3	0	1	0	4	0	0	1	0	1	0	0	0	0	0	0	6	6
07:15 AM	0	3	0	0	3	4	0	0	0	4	0	1	0	0	1	0	0	1	1	1	1	9	10
07:30 AM	0	2	0	0	2	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	4	4
07:45 AM	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	6	0	0	6	10	0	2	0	12	0	1	2	0	3	0	0	1	1	1	1	22	23
08:00 AM	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	3
08:15 AM	0	0	0	0	0	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	0	4	4
08:30 AM	0	2	0	0	2	6	0	0	0	6	0	3	1	0	4	0	0	0	0	0	0	12	12
08:45 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	3	0	0	3	13	0	1	0	14	0	4	1	0	5	0	0	0	0	0	0	22	22
Grand Total	0	9	0	0	9	23	0	3	0	26	0	5	3	0	8	0	0	1	1	1	1	44	45
Apprch %	0	100	0			88.5	0	11.5			0	62.5	37.5			0	0	100					
Total %	0	20.5	0		20.5	52.3	0	6.8		59.1	0	11.4	6.8		18.2	0	0	2.3		2.3	2.2	97.8	

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	0	3	4	0	0	4	0	1	0	1	0	0	1	1	9
07:30 AM	0	2	0	2	1	0	0	1	0	0	1	1	0	0	0	0	4
07:45 AM	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	3
08:00 AM	0	1	0	1	2	0	0	2	0	0	0	0	0	0	0	0	3
Total Volume	0	6	0	6	9	0	1	10	0	1	1	2	0	0	1	1	19
% App. Total	0	100	0		90	0	10		0	50	50		0	0	100		
PHF	.000	.500	.000	.500	.563	.000	.250	.625	.000	.250	.250	.500	.000	.000	.250	.250	.528

Counts Unlimited
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City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st AM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 2



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City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st AM
Site Code : 05117483
Start Date : 8/22/2017
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	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	3	0	3	4	0	0	4	0	1	0	1	0	0	1	1
+15 mins.	0	2	0	2	1	0	0	1	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	2	0	0	2	0	0	0	0	0	0	0	0
Total Volume	0	6	0	6	9	0	1	10	0	1	1	2	0	0	1	1
% App. Total	0	100	0		90	0	10		0	50	50		0	0	100	
PHF	.000	.500	.000	.500	.563	.000	.250	.625	.000	.250	.250	.500	.000	.000	.250	.250

City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st PM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

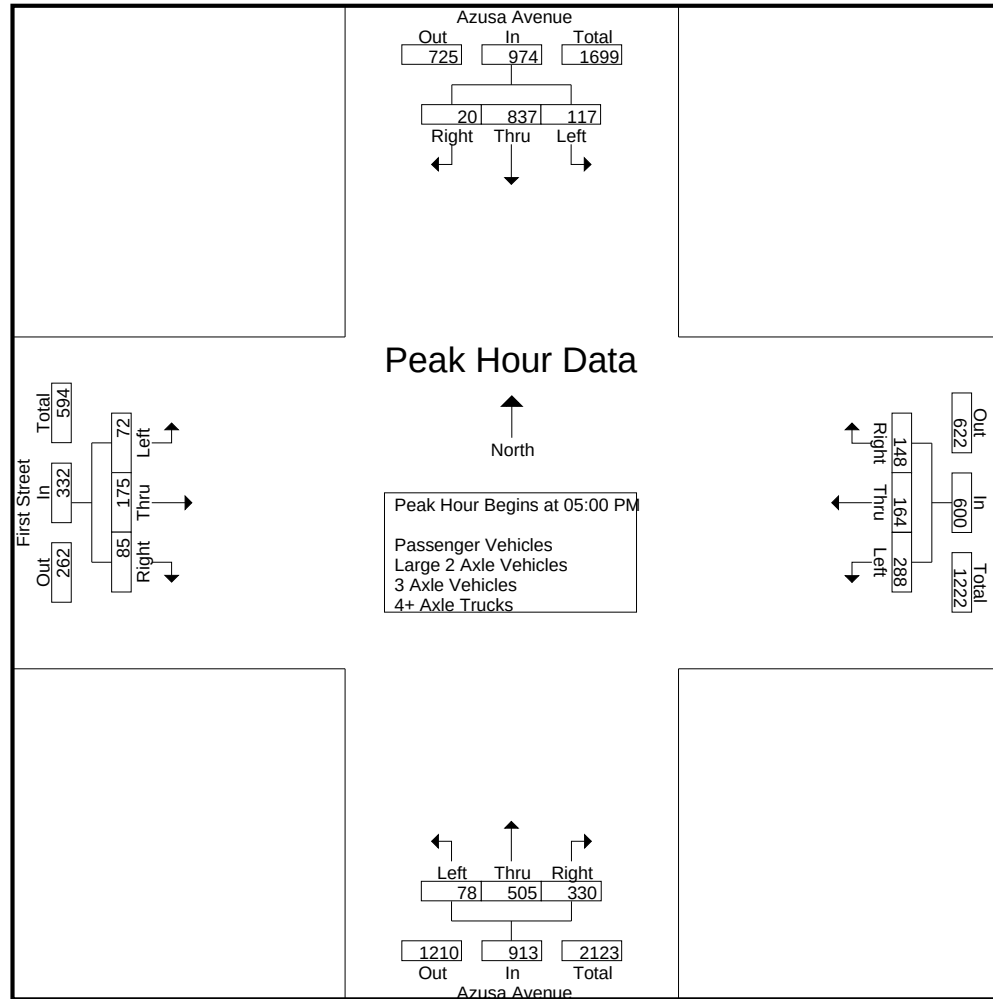
	Azusa Avenue Southbound					First Street Westbound					Azusa Avenue Northbound					First Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	24	194	6	1	224	74	25	47	22	146	19	126	67	33	212	21	27	17	5	65	61	647	708
04:15 PM	31	171	9	1	211	80	31	43	22	154	8	127	104	34	239	19	31	18	8	68	65	672	737
04:30 PM	32	217	5	4	254	56	32	28	20	116	18	120	84	36	222	27	28	7	4	62	64	654	718
04:45 PM	20	170	8	4	198	72	41	32	15	145	10	114	91	30	215	17	41	10	5	68	54	626	680
Total	107	752	28	10	887	282	129	150	79	561	55	487	346	133	888	84	127	52	22	263	244	2599	2843
05:00 PM	20	221	5	1	246	66	36	36	13	138	14	103	70	35	187	19	47	23	8	89	57	660	717
05:15 PM	35	197	4	1	236	67	38	38	14	143	26	148	80	34	254	16	52	23	5	91	54	724	778
05:30 PM	29	209	7	1	245	80	45	43	16	168	20	112	96	46	228	14	31	22	9	67	72	708	780
05:45 PM	33	210	4	0	247	75	45	31	10	151	18	142	84	32	244	23	45	17	8	85	50	727	777
Total	117	837	20	3	974	288	164	148	53	600	78	505	330	147	913	72	175	85	30	332	233	2819	3052
Grand Total	224	1589	48	13	1861	570	293	298	132	1161	133	992	676	280	1801	156	302	137	52	595	477	5418	5895
Apprch %	12	85.4	2.6			49.1	25.2	25.7			7.4	55.1	37.5			26.2	50.8	23					
Total %	4.1	29.3	0.9		34.3	10.5	5.4	5.5		21.4	2.5	18.3	12.5		33.2	2.9	5.6	2.5		11	8.1	91.9	
Passenger Vehicles	218	1555	48		1834	550	285	287		1249	131	965	664		2033	154	297	135		638	0	0	5754
% Passenger Vehicles	97.3	97.9	100	100	97.9	96.5	97.3	96.3	96.2	96.6	98.5	97.3	98.2	97.5	97.7	98.7	98.3	98.5	100	98.6	0	0	97.6
Large 2 Axle Vehicles	5	25	0		30	12	8	7		30	2	22	11		42	2	5	1		8	0	0	110
% Large 2 Axle Vehicles	2.2	1.6	0	0	1.6	2.1	2.7	2.3	2.3	2.3	1.5	2.2	1.6	2.5	2	1.3	1.7	0.7	0	1.2	0	0	1.9
3 Axle Vehicles	1	4	0		5	1	0	0		1	0	3	0		3	0	0	0		0	0	0	9
% 3 Axle Vehicles	0.4	0.3	0	0	0.3	0.2	0	0	0	0.1	0	0.3	0	0	0.1	0	0	0	0	0	0	0	0.2
4+ Axle Trucks	0	5	0		5	7	0	4		13	0	2	1		3	0	0	1		1	0	0	22
% 4+ Axle Trucks	0	0.3	0	0	0.3	1.2	0	1.3	1.5	1	0	0.2	0.1	0	0.1	0	0	0.7	0	0.2	0	0	0.4

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	20	221	5	246	66	36	36	138	14	103	70	187	19	47	23	89	660
05:15 PM	35	197	4	236	67	38	38	143	26	148	80	254	16	52	23	91	724
05:30 PM	29	209	7	245	80	45	43	168	20	112	96	228	14	31	22	67	708
05:45 PM	33	210	4	247	75	45	31	151	18	142	84	244	23	45	17	85	727
Total Volume	117	837	20	974	288	164	148	600	78	505	330	913	72	175	85	332	2819
% App. Total	12	85.9	2.1		48	27.3	24.7		8.5	55.3	36.1		21.7	52.7	25.6		
PHF	.836	.947	.714	.986	.900	.911	.860	.893	.750	.853	.859	.899	.783	.841	.924	.912	.969

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st PM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 2



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City of Azusa
N/S: Azusa Avenue
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File Name : 07_AZU_Azusa_1st PM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 3

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	20	221	5	246	66	36	36	138	14	103	70	187	19	47	23	89
+15 mins.	35	197	4	236	67	38	38	143	26	148	80	254	16	52	23	91
+30 mins.	29	209	7	245	80	45	43	168	20	112	96	228	14	31	22	67
+45 mins.	33	210	4	247	75	45	31	151	18	142	84	244	23	45	17	85
Total Volume	117	837	20	974	288	164	148	600	78	505	330	913	72	175	85	332
% App. Total	12	85.9	2.1		48	27.3	24.7		8.5	55.3	36.1		21.7	52.7	25.6	
PHF	.836	.947	.714	.986	.900	.911	.860	.893	.750	.853	.859	.899	.783	.841	.924	.912

City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st PM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 1

Groups Printed- Passenger Vehicles

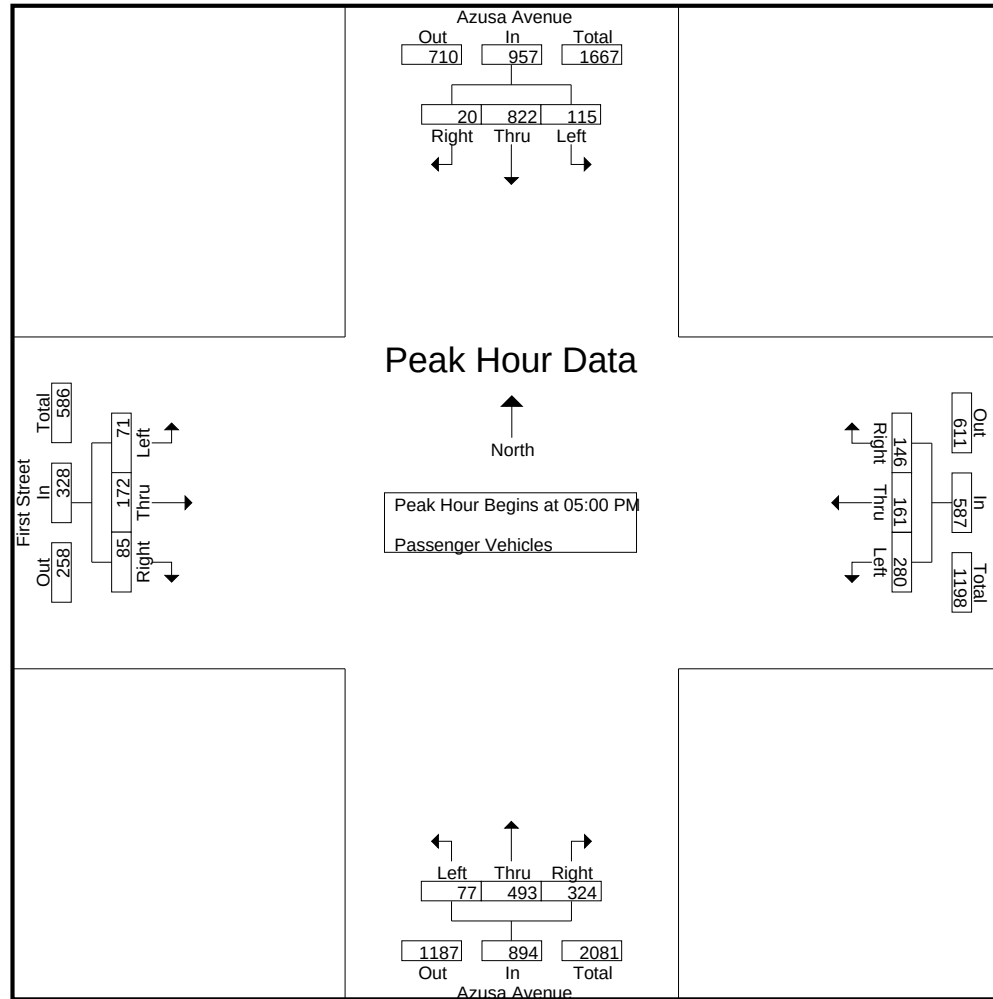
	Azusa Avenue Southbound					First Street Westbound					Azusa Avenue Northbound					First Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	24	190	6	1	220	70	24	43	20	137	18	121	65	33	204	20	27	16	5	63	59	624	683
04:15 PM	30	164	9	1	203	74	31	43	22	148	8	122	103	33	233	19	30	18	8	67	64	651	715
04:30 PM	30	213	5	4	248	54	30	26	19	110	18	118	82	35	218	27	28	6	4	61	62	637	699
04:45 PM	19	166	8	4	193	72	39	29	14	140	10	111	90	29	211	17	40	10	5	67	52	611	663
Total	103	733	28	10	864	270	124	141	75	535	54	472	340	130	866	83	125	50	22	258	237	2523	2760
05:00 PM	20	218	5	1	243	64	35	35	12	134	13	100	68	34	181	18	46	23	8	87	55	645	700
05:15 PM	34	195	4	1	233	65	36	38	14	139	26	147	78	33	251	16	51	23	5	90	53	713	766
05:30 PM	29	203	7	1	239	76	45	43	16	164	20	108	96	46	224	14	31	22	9	67	72	694	766
05:45 PM	32	206	4	0	242	75	45	30	10	150	18	138	82	30	238	23	44	17	8	84	48	714	762
Total	115	822	20	3	957	280	161	146	52	587	77	493	324	143	894	71	172	85	30	328	228	2766	2994
Grand Total	218	1555	48	13	1821	550	285	287	127	1122	131	965	664	273	1760	154	297	135	52	586	465	5289	5754
Apprch %	12	85.4	2.6			49	25.4	25.6			7.4	54.8	37.7			26.3	50.7	23					
Total %	4.1	29.4	0.9		34.4	10.4	5.4	5.4		21.2	2.5	18.2	12.6		33.3	2.9	5.6	2.6		11.1	8.1	91.9	

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	20	218	5	243	64	35	35	134	13	100	68	181	18	46	23	87	645
05:15 PM	34	195	4	233	65	36	38	139	26	147	78	251	16	51	23	90	713
05:30 PM	29	203	7	239	76	45	43	164	20	108	96	224	14	31	22	67	694
05:45 PM	32	206	4	242	75	45	30	150	18	138	82	238	23	44	17	84	714
Total Volume	115	822	20	957	280	161	146	587	77	493	324	894	71	172	85	328	2766
% App. Total	12	85.9	2.1		47.7	27.4	24.9		8.6	55.1	36.2		21.6	52.4	25.9		
PHF	.846	.943	.714	.985	.921	.894	.849	.895	.740	.838	.844	.890	.772	.843	.924	.911	.968

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City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st PM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 2



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City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st PM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 3

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	20	218	5	243	64	35	35	134	13	100	68	181	18	46	23	87
+15 mins.	34	195	4	233	65	36	38	139	26	147	78	251	16	51	23	90
+30 mins.	29	203	7	239	76	45	43	164	20	108	96	224	14	31	22	67
+45 mins.	32	206	4	242	75	45	30	150	18	138	82	238	23	44	17	84
Total Volume	115	822	20	957	280	161	146	587	77	493	324	894	71	172	85	328
% App. Total	12	85.9	2.1		47.7	27.4	24.9		8.6	55.1	36.2		21.6	52.4	25.9	
PHF	.846	.943	.714	.985	.921	.894	.849	.895	.740	.838	.844	.890	.772	.843	.924	.911

City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st PM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 1

Groups Printed- Large 2 Axle Vehicles

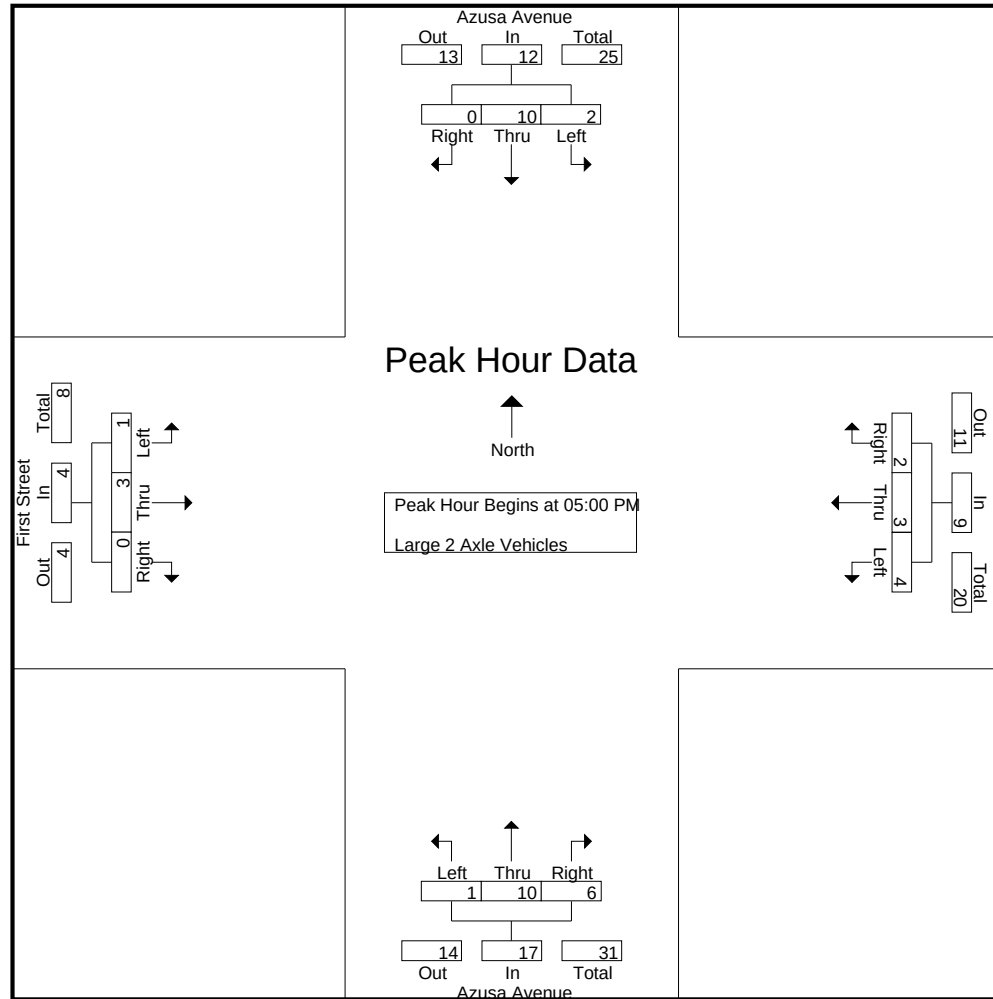
	Azusa Avenue Southbound					First Street Westbound					Azusa Avenue Northbound					First Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	2	1	3	2	6	1	5	1	0	7	1	0	0	0	1	2	15	17
04:15 PM	1	7	0	0	8	4	0	0	0	4	0	3	1	1	4	0	1	0	0	1	1	17	18
04:30 PM	1	3	0	0	4	2	2	0	0	4	0	2	2	1	4	0	0	1	0	1	1	13	14
04:45 PM	1	4	0	0	5	0	2	2	0	4	0	2	1	1	3	0	1	0	0	1	1	13	14
Total	3	15	0	0	18	8	5	5	2	18	1	12	5	3	18	1	2	1	0	4	5	58	63
05:00 PM	0	1	0	0	1	1	1	1	1	3	1	2	2	1	5	1	1	0	0	2	2	11	13
05:15 PM	1	1	0	0	2	1	2	0	0	3	0	1	2	1	3	0	1	0	0	1	1	9	10
05:30 PM	0	4	0	0	4	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	0	10	10
05:45 PM	1	4	0	0	5	0	0	1	0	1	0	3	2	2	5	0	1	0	0	1	2	12	14
Total	2	10	0	0	12	4	3	2	1	9	1	10	6	4	17	1	3	0	0	4	5	42	47
Grand Total	5	25	0	0	30	12	8	7	3	27	2	22	11	7	35	2	5	1	0	8	10	100	110
Apprch %	16.7	83.3	0			44.4	29.6	25.9			5.7	62.9	31.4			25	62.5	12.5					
Total %	5	25	0		30	12	8	7		27	2	22	11		35	2	5	1		8	9.1	90.9	

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	1	1	1	3	1	2	2	5	1	1	0	2	11
05:15 PM	1	1	0	2	1	2	0	3	0	1	2	3	0	1	0	1	9
05:30 PM	0	4	0	4	2	0	0	2	0	4	0	4	0	0	0	0	10
05:45 PM	1	4	0	5	0	0	1	1	0	3	2	5	0	1	0	1	12
Total Volume	2	10	0	12	4	3	2	9	1	10	6	17	1	3	0	4	42
% App. Total	16.7	83.3	0		44.4	33.3	22.2		5.9	58.8	35.3		25	75	0		
PHF	.500	.625	.000	.600	.500	.375	.500	.750	.250	.625	.750	.850	.250	.750	.000	.500	.875

Counts Unlimited
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City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st PM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 2



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City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st PM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 3

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	1	1	1	3	1	2	2	5	1	1	0	2
+15 mins.	1	1	0	2	1	2	0	3	0	1	2	3	0	1	0	1
+30 mins.	0	4	0	4	2	0	0	2	0	4	0	4	0	0	0	0
+45 mins.	1	4	0	5	0	0	1	1	0	3	2	5	0	1	0	1
Total Volume	2	10	0	12	4	3	2	9	1	10	6	17	1	3	0	4
% App. Total	16.7	83.3	0		44.4	33.3	22.2		5.9	58.8	35.3		25	75	0	
PHF	.500	.625	.000	.600	.500	.375	.500	.750	.250	.625	.750	.850	.250	.750	.000	.500

City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st PM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 1

Groups Printed- 3 Axle Vehicles

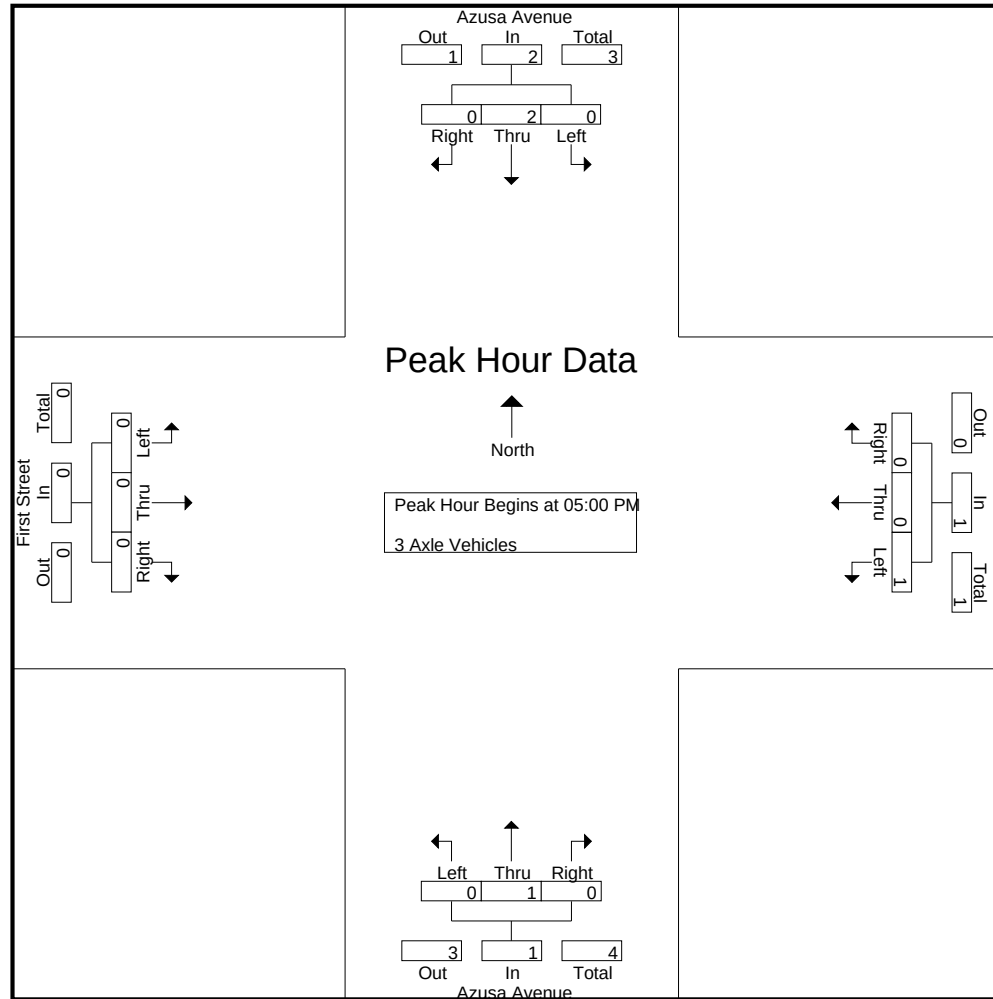
	Azusa Avenue Southbound					First Street Westbound					Azusa Avenue Northbound					First Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	5
05:00 PM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	4	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	4	4
Grand Total	1	4	0	0	5	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	9	9
Apprch %	20	80	0			100	0	0			0	100	0			0	0	0					
Total %	11.1	44.4	0		55.6	11.1	0	0		11.1	0	33.3	0		33.3	0	0	0		0	0	100	

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	2	0	2	1	0	0	1	0	1	0	1	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	1	0	0	1	0	1	0	1	0	0	0	0	4
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.250

Counts Unlimited
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City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st PM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 2



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City of Azusa
N/S: Azusa Avenue
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Weather: Clear

File Name : 07_AZU_Azusa_1st PM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 3

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	2	0	2	1	0	0	1	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	1	0	0	1	0	1	0	1	0	0	0	0
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000

City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st PM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 1

Groups Printed- 4+ Axle Trucks

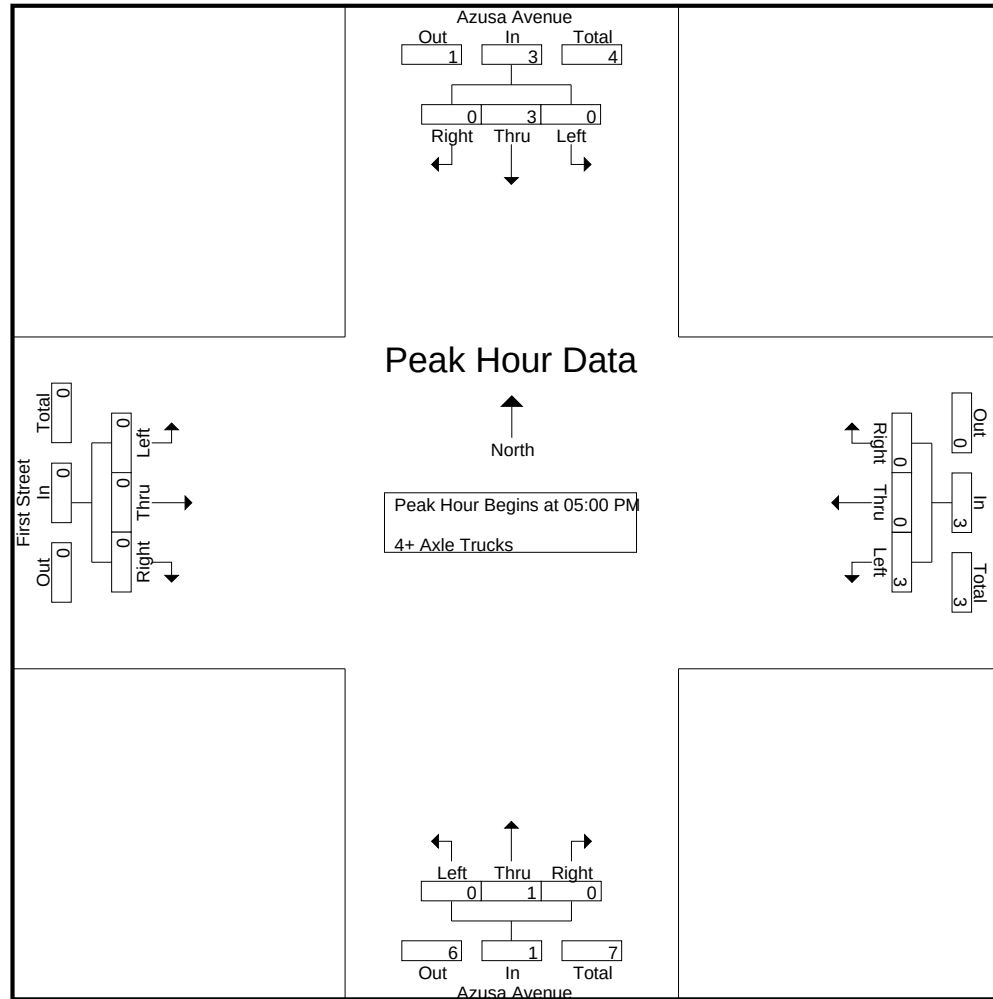
	Azusa Avenue Southbound					First Street Westbound					Azusa Avenue Northbound					First Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	2	0	1	0	3	0	0	1	0	1	0	0	1	0	1	0	6	6
04:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
04:30 PM	0	1	0	0	1	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	1	3	4
04:45 PM	0	0	0	0	0	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	1	2	3
Total	0	2	0	0	2	4	0	4	2	8	0	1	1	0	2	0	0	1	0	1	2	13	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
05:30 PM	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	3	0	0	3	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	7	7
Grand Total	0	5	0	0	5	7	0	4	2	11	0	2	1	0	3	0	0	1	0	1	2	20	22
Apprch %	0	100	0			63.6	0	36.4			0	66.7	33.3			0	0	100					
Total %	0	25	0		25	35	0	20		55	0	10	5		15	0	0	5		5	9.1	90.9	

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	2	0	2	2	0	0	2	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	3	0	3	3	0	0	3	0	1	0	1	0	0	0	0	7
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.375	.000	.000	.375	.000	.250	.000	.250	.000	.000	.000	.000	.438

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

City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st PM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 2



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

City of Azusa
N/S: Azusa Avenue
E/W: First Street
Weather: Clear

File Name : 07_AZU_Azusa_1st PM
Site Code : 05117483
Start Date : 8/22/2017
Page No : 3

	Azusa Avenue Southbound				First Street Westbound				Azusa Avenue Northbound				First Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	2	0	2	2	0	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	3	0	3	3	0	0	3	0	1	0	1	0	0	0	0
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0	
PHF	.000	.375	.000	.375	.375	.000	.000	.375	.000	.250	.000	.250	.000	.000	.000	.000

City of Azusa
N/S: Alameda Ave/I-210 Westbound Ramps
E/W: 1st Street
Weather: Clear

File Name : AZU_Alameda_210W_1st AM
Site Code : 22519060
Start Date : 1/24/2019
Page No : 1

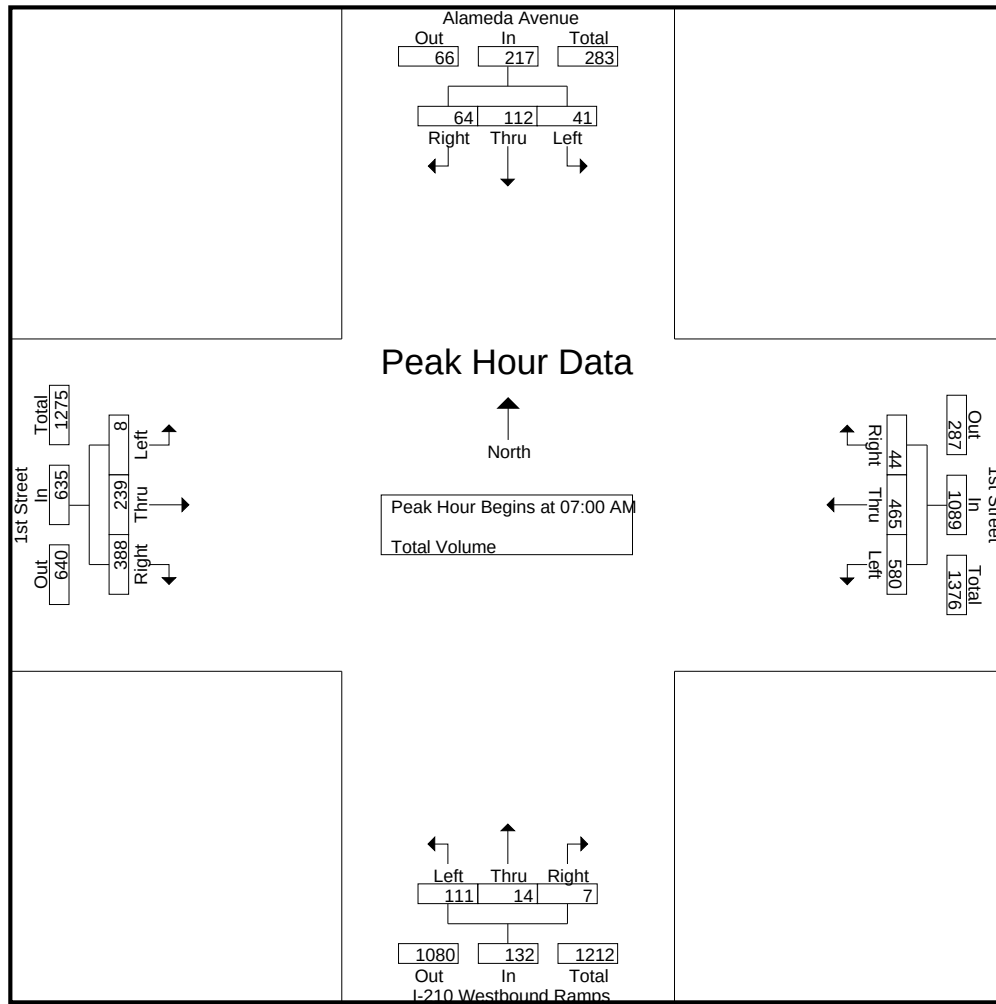
Groups Printed- Total Volume

	Alameda Avenue Southbound				1st Street Westbound				I-210 Westbound Ramps Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	35	14	58	183	115	11	309	16	1	3	20	2	35	130	167	554
07:15 AM	9	33	19	61	137	108	11	256	22	1	3	26	4	41	77	122	465
07:30 AM	10	20	20	50	154	113	4	271	44	2	0	46	0	59	93	152	519
07:45 AM	13	24	11	48	106	129	18	253	29	10	1	40	2	104	88	194	535
Total	41	112	64	217	580	465	44	1089	111	14	7	132	8	239	388	635	2073
08:00 AM	10	19	18	47	113	123	13	249	36	8	3	47	0	83	83	166	509
08:15 AM	2	10	9	21	123	78	6	207	40	11	2	53	7	76	83	166	447
08:30 AM	4	6	11	21	109	74	2	185	42	10	0	52	3	47	66	116	374
08:45 AM	9	10	10	29	128	75	6	209	37	2	1	40	4	34	75	113	391
Total	25	45	48	118	473	350	27	850	155	31	6	192	14	240	307	561	1721
Grand Total	66	157	112	335	1053	815	71	1939	266	45	13	324	22	479	695	1196	3794
Apprch %	19.7	46.9	33.4		54.3	42	3.7		82.1	13.9	4		1.8	40.1	58.1		
Total %	1.7	4.1	3	8.8	27.8	21.5	1.9	51.1	7	1.2	0.3	8.5	0.6	12.6	18.3	31.5	

	Alameda Avenue Southbound				1st Street Westbound				I-210 Westbound Ramps Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	9	35	14	58	183	115	11	309	16	1	3	20	2	35	130	167	554
07:15 AM	9	33	19	61	137	108	11	256	22	1	3	26	4	41	77	122	465
07:30 AM	10	20	20	50	154	113	4	271	44	2	0	46	0	59	93	152	519
07:45 AM	13	24	11	48	106	129	18	253	29	10	1	40	2	104	88	194	535
Total Volume	41	112	64	217	580	465	44	1089	111	14	7	132	8	239	388	635	2073
% App. Total	18.9	51.6	29.5		53.3	42.7	4		84.1	10.6	5.3		1.3	37.6	61.1		
PHF	.788	.800	.800	.889	.792	.901	.611	.881	.631	.350	.583	.717	.500	.575	.746	.818	.935

City of Azusa
N/S: Alameda Ave/I-210 Westbound Ramps
E/W: 1st Street
Weather: Clear

File Name : AZU_Alameda_210W_1st AM
Site Code : 22519060
Start Date : 1/24/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:45 AM				07:30 AM			
+0 mins.	9	35	14	58	183	115	11	309	29	10	1	40	0	59	93	152
+15 mins.	9	33	19	61	137	108	11	256	36	8	3	47	2	104	88	194
+30 mins.	10	20	20	50	154	113	4	271	40	11	2	53	0	83	83	166
+45 mins.	13	24	11	48	106	129	18	253	42	10	0	52	7	76	83	166
Total Volume	41	112	64	217	580	465	44	1089	147	39	6	192	9	322	347	678
% App. Total	18.9	51.6	29.5		53.3	42.7	4		76.6	20.3	3.1		1.3	47.5	51.2	
PHF	.788	.800	.800	.889	.792	.901	.611	.881	.875	.886	.500	.906	.321	.774	.933	.874

City of Azusa
N/S: Alameda Ave/I-210 Westbound Ramps
E/W: 1st Street
Weather: Clear

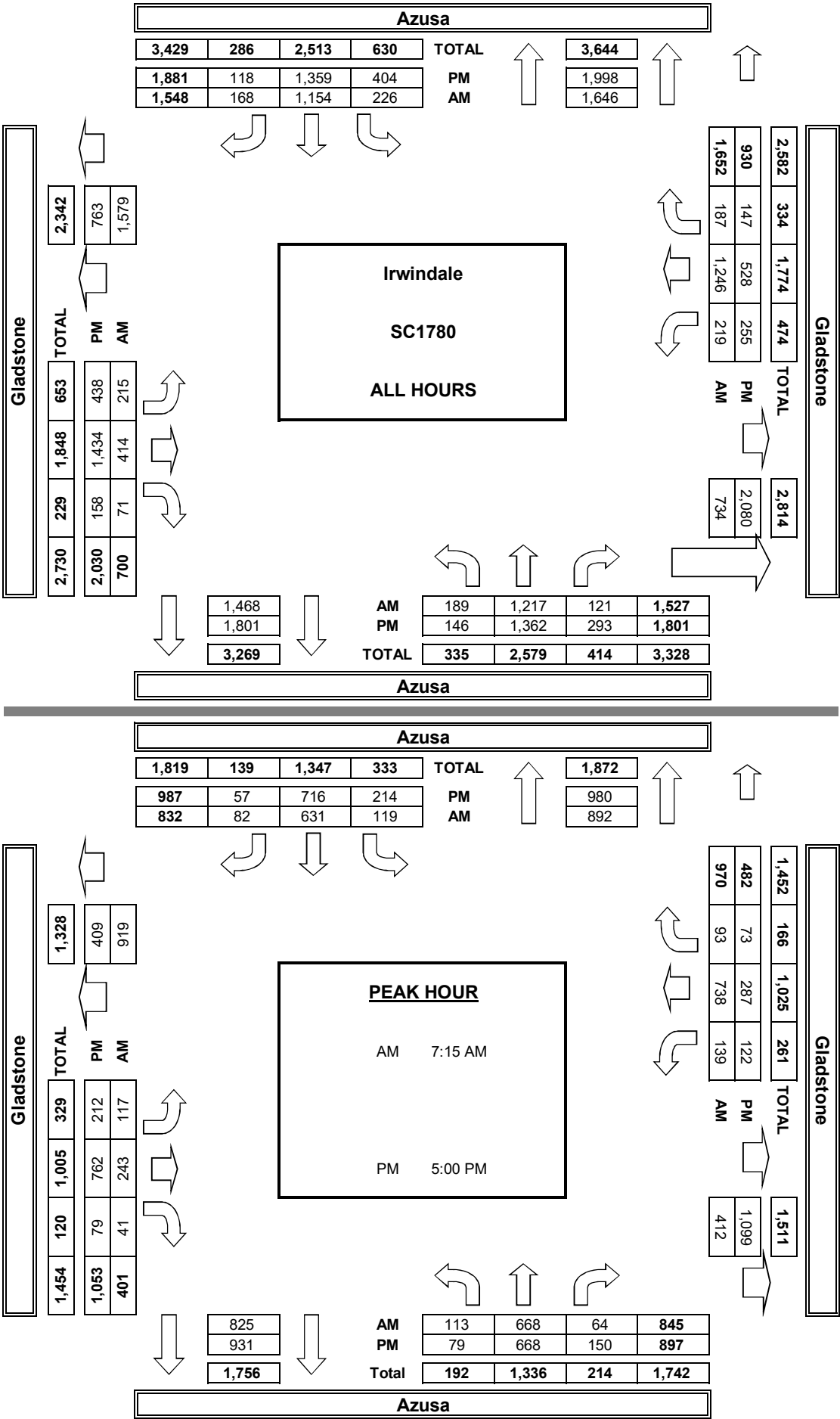
File Name : AZU_Alameda_210W_1st PM
Site Code : 22519060
Start Date : 1/24/2019
Page No : 1

Groups Printed- Total Volume

	Alameda Avenue Southbound				1st Street Westbound				I-210 Westbound Ramps Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	9	13	34	49	67	4	120	78	25	18	121	12	108	56	176	451
04:15 PM	6	7	10	23	52	59	10	121	81	16	22	119	1	123	42	166	429
04:30 PM	13	11	20	44	45	62	7	114	73	27	14	114	5	91	48	144	416
04:45 PM	10	4	5	19	38	71	11	120	89	19	29	137	2	136	51	189	465
Total	41	31	48	120	184	259	32	475	321	87	83	491	20	458	197	675	1761
05:00 PM	12	10	12	34	44	71	7	122	95	30	25	150	0	168	43	211	517
05:15 PM	14	5	9	28	55	83	16	154	88	17	22	127	9	160	57	226	535
05:30 PM	10	5	12	27	40	80	9	129	94	21	18	133	9	140	56	205	494
05:45 PM	8	5	16	29	45	64	4	113	81	22	16	119	6	118	52	176	437
Total	44	25	49	118	184	298	36	518	358	90	81	529	24	586	208	818	1983
Grand Total	85	56	97	238	368	557	68	993	679	177	164	1020	44	1044	405	1493	3744
Apprch %	35.7	23.5	40.8		37.1	56.1	6.8		66.6	17.4	16.1		2.9	69.9	27.1		
Total %	2.3	1.5	2.6	6.4	9.8	14.9	1.8	26.5	18.1	4.7	4.4	27.2	1.2	27.9	10.8	39.9	

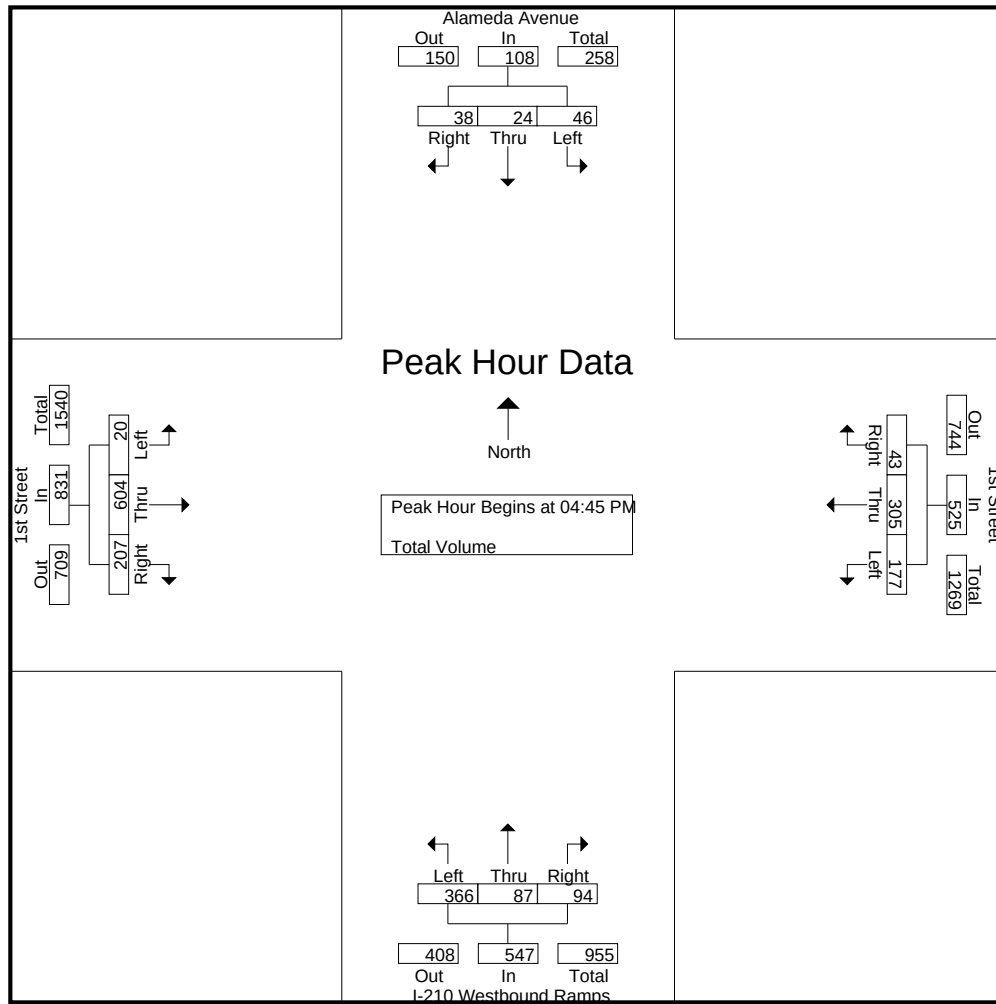
	Alameda Avenue Southbound				1st Street Westbound				I-210 Westbound Ramps Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	10	4	5	19	38	71	11	120	89	19	29	137	2	136	51	189	465
05:00 PM	12	10	12	34	44	71	7	122	95	30	25	150	0	168	43	211	517
05:15 PM	14	5	9	28	55	83	16	154	88	17	22	127	9	160	57	226	535
05:30 PM	10	5	12	27	40	80	9	129	94	21	18	133	9	140	56	205	494
Total Volume	46	24	38	108	177	305	43	525	366	87	94	547	20	604	207	831	2011
% App. Total	42.6	22.2	35.2		33.7	58.1	8.2		66.9	15.9	17.2		2.4	72.7	24.9		
PHF	.821	.600	.792	.794	.805	.919	.672	.852	.963	.725	.810	.912	.556	.899	.908	.919	.940

AimTD LLC
TURNING MOVEMENT COUNTS



City of Azusa
N/S: Alameda Ave/I-210 Westbound Ramps
E/W: 1st Street
Weather: Clear

File Name : AZU_Alameda_210W_1st PM
Site Code : 22519060
Start Date : 1/24/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	13	11	20	44	38	71	11	120	89	19	29	137	2	136	51	189
+15 mins.	10	4	5	19	44	71	7	122	95	30	25	150	0	168	43	211
+30 mins.	12	10	12	34	55	83	16	154	88	17	22	127	9	160	57	226
+45 mins.	14	5	9	28	40	80	9	129	94	21	18	133	9	140	56	205
Total Volume	49	30	46	125	177	305	43	525	366	87	94	547	20	604	207	831
% App. Total	39.2	24	36.8		33.7	58.1	8.2		66.9	15.9	17.2		2.4	72.7	24.9	
PHF	.875	.682	.575	.710	.805	.919	.672	.852	.963	.725	.810	.912	.556	.899	.908	.919

APPENDIX C

LEVEL OF SERVICE WORKSHEETS

EXISTING

Vistro File: G:\...\AM.vistro
Report File: G:\...\E AM.pdf

Scenario 1 Existing
5/4/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-605 SB On Ramp (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.513	-	A
2	I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Two-way stop	HCM 6th Edition	SB Right	0.976	67.9	F
3	Graham Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.565	-	A
4	Rivergrade Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.581	-	A
5	Stewart Avenue (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.804	-	D
6	Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.595	-	A
7	Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)	Signalized	ICU 1	WB Thru	0.622	-	B
8	Maine Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.787	-	C
9	Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.921	-	E
10	4th Street (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.343	-	A
11	Irwindale Avenue (NS) at I-210 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.459	-	A
12	Irwindale Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.665	-	B
13	Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)	Signalized	ICU 1	SB Thru	0.565	-	A
14	Irwindale Avenue (NS) at 1st Street (EW)	Signalized	ICU 1	NB Thru	0.503	-	A
15	Irwindale Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Left	0.644	-	B
16	Irwindale Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.840	-	D
17	Vincent Avenue (NS) at	Signalized	ICU 1	WB Right	0.521	-	A

		Signalized	ICU 1	WB Right	0.521	-	A
17	Gladstone Street (EW)						
18	Vincent Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.676	-	B
21	Vincent Avenue (NS) at Cypress Street (EW)	Signalized	ICU 1	WB Right	0.641	-	B
22	Vincent Avenue (NS) at San Bernardino Road (EW)	Signalized	ICU 1	WB Thru	0.650	-	B
23	Vincent Avenue (NS) at Badillo Street (EW)	Signalized	ICU 1	WB Thru	0.607	-	B
24	Vincent Avenue (NS) at Puente Avenue (EW)	Signalized	ICU 1	NB Thru	0.576	-	A
25	Vincent Avenue (NS) at Rowland Avenue (EW)	Signalized	ICU 1	SB Thru	0.535	-	A
26	Vincent Avenue (NS) at Workman Avenue (EW)	Signalized	ICU 1	SB Thru	0.609	-	B
27	Vincent Avenue (NS) at I-10 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.433	-	A
28	Vincent Avenue (NS) at I-10 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.482	-	A
29	Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Thru	0.681	-	B
30	Azusa Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.659	-	B
31	Azusa Avenue (NS) at Paramount Street (EW)	Signalized	ICU 1	NB Thru	0.587	-	A
32	Azusa Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Thru	0.726	-	C
33	San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)	Signalized	ICU 1	SB Thru	0.663	-	B
34	Alameda Ave/I-210 WB Ramps NS) at 1st St (EW)	Signalized	ICU 1	WB Left	0.896	-	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: I-605 SB On Ramp (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.513

Intersection Setup

Name	I-605 SB On Ramps		Eastbound		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	365.00	100.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	I-605 SB On Ramps		Eastbound		Live Oak Avenue	
Base Volume Input [veh/h]	0	0	280	347	521	1094
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	280	0	521	1094
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	70	0	130	274
Total Analysis Volume [veh/h]	0	0	280	0	521	1094
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	0	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.09	0.00	0.33	0.34
Intersection LOS	A					
Intersection V/C	0.513					

Intersection Level Of Service Report**Intersection 2: I-605 NB Ramps (NS) at Live Oak Avenue (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	67.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.976

Intersection Setup

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↱			↱			↑↑			↑↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	0	0	469	0	0	432	0	262	0	0	1205	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	469	0	0	432	0	262	0	0	1205	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	117	0	0	108	0	66	0	0	301	0
Total Analysis Volume [veh/h]	0	0	469	0	0	432	0	262	0	0	1205	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.52	0.00	0.00	0.98	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	13.38	0.00	0.00	67.88	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			B			F		A			A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	3.12	0.00	0.00	12.09	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	78.12	0.00	0.00	302.35	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.38			67.88			0.00			0.00		
Approach LOS	B			F			A			A		
d_I, Intersection Delay [s/veh]	15.03											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: Graham Road (NS) at Live Oak Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.565

Intersection Setup

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	205.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Base Volume Input [veh/h]	38	39	578	28	14	1334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	39	578	28	14	1334
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	10	145	7	4	334
Total Analysis Volume [veh/h]	38	39	578	28	14	1334
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.18	0.02	0.01	0.42
Intersection LOS	A					
Intersection V/C	0.565					

Intersection Level Of Service Report**Intersection 4: Rivergrade Road (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.581

Intersection Setup

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Pocket Length [ft]	315.00	100.00	100.00	160.00	100.00	145.00	205.00	100.00	100.00	155.00	100.00	120.00
Speed [mph]	50.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	52	67	138	24	311	58	71	587	77	268	983	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	67	138	24	311	58	71	587	77	268	983	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	17	35	6	78	15	18	147	19	67	246	6
Total Analysis Volume [veh/h]	52	67	138	24	311	58	71	587	77	268	983	22
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.04	0.00	0.02	0.10	0.04	0.04	0.18	0.05	0.17	0.31	0.01
Intersection LOS	A											
Intersection V/C	0.581											

Intersection Level Of Service Report**Intersection 5: Stewart Avenue (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.804

Intersection Setup

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	239	112	28	10	35	49	12	609	25	23	1450	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	239	112	28	10	35	49	12	609	25	23	1450	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	28	7	3	9	12	3	152	6	6	363	7
Total Analysis Volume [veh/h]	239	112	28	10	35	49	12	609	25	23	1450	26
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.24	0.24	0.01	0.02	0.03	0.01	0.19	0.02	0.01	0.45	0.02
Intersection LOS	D											
Intersection V/C	0.804											

Intersection Level Of Service Report**Intersection 6: Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.595

Intersection Setup

Name	Baldwin Park Boulevard		Live Oak Avenue		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	⇐⇐⇐		⇐⇐		⇐⇐	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	200.00	100.00
Speed [mph]	40.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Baldwin Park Boulevard		Live Oak Avenue		Live Oak Avenue	
Base Volume Input [veh/h]	311	237	581	89	143	1056
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	311	237	581	89	143	1056
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	59	145	22	36	264
Total Analysis Volume [veh/h]	311	237	581	89	143	1056
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.16	0.18	0.06	0.09	0.33
Intersection LOS	A					
Intersection V/C	0.595					

Intersection Level Of Service Report**Intersection 7: Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.622

Intersection Setup

Name			Live Oak Avenue		Arrow Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	⇐⇐⇐		⇐		⇐	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name			Live Oak Avenue		Arrow Highway	
Base Volume Input [veh/h]	296	59	113	634	1117	1772
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	296	59	113	634	1117	1772
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	15	28	159	279	443
Total Analysis Volume [veh/h]	296	59	113	634	1117	1772
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Unsignalized
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.04	0.07	0.20	0.35	0.00
Intersection LOS	B					
Intersection V/C	0.622					

Intersection Level Of Service Report
Intersection 8: Maine Avenue (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.787

Intersection Setup

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	1	0
Pocket Length [ft]	100.00	50.00	100.00	100.00	80.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Base Volume Input [veh/h]	606	96	869	172	61	2288
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	606	96	869	172	61	2288
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	152	24	217	43	15	572
Total Analysis Volume [veh/h]	606	96	869	172	61	2288
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	5	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.06	0.27	0.11	0.04	0.48
Intersection LOS	C					
Intersection V/C	0.787					

Intersection Level Of Service Report**Intersection 9: Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: E
 Volume to Capacity (v/c): 0.921

Intersection Setup

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	837	14	145	11	3	12	19	624	122	67	1708	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	837	14	145	11	3	12	19	624	122	67	1708	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	209	4	36	3	1	3	5	156	31	17	427	6
Total Analysis Volume [veh/h]	837	14	145	11	3	12	19	624	122	67	1708	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.27	0.09	0.01	0.01	0.01	0.01	0.20	0.08	0.04	0.53	0.01
Intersection LOS	E											
Intersection V/C	0.921											

Intersection Level Of Service Report
Intersection 10: 4th Street (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.343

Intersection Setup

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	55.00	100.00	100.00	100.00	100.00	100.00	145.00	100.00	150.00	195.00	100.00	100.00
Speed [mph]	35.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	76	1	22	3	2	12	20	769	126	77	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	1	22	3	2	12	20	769	126	77	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	6	1	1	3	5	192	32	19	0	0
Total Analysis Volume [veh/h]	76	1	22	3	2	12	20	769	126	77	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.01	0.00	0.01	0.01	0.01	0.16	0.08	0.05	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.343											

Intersection Level Of Service Report**Intersection 11: Irwindale Avenue (NS) at I-210 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.459

Intersection Setup

Name	Irwindale Avenue				I-210 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Irwindale Avenue				I-210 WB Ramps	
Base Volume Input [veh/h]	826	0	0	1049	281	169
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	826	0	0	1049	281	169
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	207	0	0	262	70	42
Total Analysis Volume [veh/h]	826	0	0	1049	281	169
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.00	0.00	0.22	0.09	0.14
Intersection LOS	A					
Intersection V/C	0.459					

Intersection Level Of Service Report**Intersection 12: Irwindale Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.665

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	505.00	330.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Base Volume Input [veh/h]	0	829	235	167	595	0	444	0	748	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	829	235	167	595	0	444	0	748	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	207	59	42	149	0	111	0	187	0	0	0
Total Analysis Volume [veh/h]	0	829	235	167	595	0	444	0	748	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.26	0.15	0.05	0.19	0.00	0.14	0.00	0.25	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.665											

Intersection Level Of Service Report**Intersection 13: Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.565

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	130.00	100.00	180.00	245.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Base Volume Input [veh/h]	53	1015	115	168	1133	41	10	0	13	24	0	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	1015	115	168	1133	41	10	0	13	24	0	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	254	29	42	283	10	3	0	3	6	0	9
Total Analysis Volume [veh/h]	53	1015	115	168	1133	41	10	0	13	24	0	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.32	0.07	0.11	0.35	0.03	0.01	0.00	0.01	0.02	0.00	0.05
Intersection LOS	A											
Intersection V/C	0.565											

Intersection Level Of Service Report
Intersection 14: Irwindale Avenue (NS) at 1st Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.503

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	70.00	120.00	100.00	240.00	90.00	100.00	95.00	75.00	100.00	75.00
Speed [mph]	35.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Base Volume Input [veh/h]	38	1187	4	14	827	130	54	0	21	0	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1187	4	14	827	130	54	0	21	0	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	297	1	4	207	33	14	0	5	0	0	2
Total Analysis Volume [veh/h]	38	1187	4	14	827	130	54	0	21	0	0	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.37	0.37	0.01	0.17	0.08	0.02	0.00	0.01	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.503											

Intersection Level Of Service Report**Intersection 15: Irwindale Avenue (NS) at Gladstone Street (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

-
B
0.644

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	120.00	100.00	100.00	210.00	100.00	100.00	50.00	100.00	100.00	200.00	100.00	190.00
Speed [mph]	35.00			35.00			25.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	10	634	67	135	551	6	1	10	22	456	70	680
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	634	67	135	551	6	1	10	22	456	70	680
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	159	17	34	138	2	0	3	6	114	18	170
Total Analysis Volume [veh/h]	10	634	67	135	551	6	1	10	22	456	70	680
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	2	0	1	6	0	0	8	0	0	4	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.20	0.04	0.04	0.17	0.17	0.00	0.01	0.01	0.29	0.04	0.17
Intersection LOS	B											
Intersection V/C	0.644											

Intersection Level Of Service Report**Intersection 16: Irwindale Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.840

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	2	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	185.00	100.00	185.00	205.00	100.00	100.00	335.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	163	579	65	98	457	446	277	423	52	67	1022	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	579	65	98	457	446	277	423	52	67	1022	98
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	145	16	25	114	112	69	106	13	17	256	25
Total Analysis Volume [veh/h]	163	579	65	98	457	446	277	423	52	67	1022	98
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	6	3	8	0	7	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.20	0.20	0.06	0.14	0.19	0.09	0.10	0.10	0.04	0.35	0.35
Intersection LOS	D											
Intersection V/C	0.840											

Intersection Level Of Service Report**Intersection 17: Vincent Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.521

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	2	0	0	1	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	100.00	230.00	100.00	100.00	175.00	100.00	100.00
Speed [mph]	45.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	265	29	147	16	8	38	43	97	64	178	942	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	265	29	147	16	8	38	43	97	64	178	942	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	7	37	4	2	10	11	24	16	45	236	1
Total Analysis Volume [veh/h]	265	29	147	16	8	38	43	97	64	178	942	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.09	0.09	0.01	0.03	0.03	0.01	0.05	0.05	0.11	0.30	0.30
Intersection LOS	A											
Intersection V/C	0.521											

Intersection Level Of Service Report**Intersection 18: Vincent Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	215.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	161	285	88	22	189	65	58	378	88	138	1150	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	161	285	88	22	189	65	58	378	88	138	1150	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	71	22	6	47	16	15	95	22	35	288	22
Total Analysis Volume [veh/h]	161	285	88	22	189	65	58	378	88	138	1150	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.12	0.12	0.01	0.08	0.08	0.04	0.12	0.06	0.09	0.36	0.06
Intersection LOS	B											
Intersection V/C	0.676											

Intersection Level Of Service Report
Intersection 21: Vincent Avenue (NS) at Cypress Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Base Volume Input [veh/h]	162	467	125	65	398	71	34	303	50	190	792	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	162	467	125	65	398	71	34	303	50	190	792	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	117	31	16	100	18	9	76	13	48	198	20
Total Analysis Volume [veh/h]	162	467	125	65	398	71	34	303	50	190	792	78
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.19	0.19	0.04	0.15	0.15	0.02	0.11	0.11	0.12	0.27	0.27
Intersection LOS	B											
Intersection V/C	0.641											

Intersection Level Of Service Report**Intersection 22: Vincent Avenue (NS) at San Bernardino Road (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.650

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	165.00	100.00	100.00
Speed [mph]	35.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Base Volume Input [veh/h]	106	546	50	70	556	99	82	330	67	99	597	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	546	50	70	556	99	82	330	67	99	597	131
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	137	13	18	139	25	21	83	17	25	149	33
Total Analysis Volume [veh/h]	106	546	50	70	556	99	82	330	67	99	597	131
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.19	0.19	0.04	0.20	0.20	0.05	0.12	0.12	0.06	0.23	0.23
Intersection LOS	B											
Intersection V/C	0.650											

Intersection Level Of Service Report
Intersection 23: Vincent Avenue (NS) at Badillo Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.607

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Badillo Street			Badillo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	190.00	100.00	100.00	195.00	100.00	100.00	195.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Badillo Street			Badillo Street		
Base Volume Input [veh/h]	105	629	177	42	580	121	31	506	113	110	770	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	629	177	42	580	121	31	506	113	110	770	88
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	157	44	11	145	30	8	127	28	28	193	22
Total Analysis Volume [veh/h]	105	629	177	42	580	121	31	506	113	110	770	88
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.20	0.11	0.03	0.18	0.08	0.02	0.16	0.07	0.07	0.24	0.06
Intersection LOS	B											
Intersection V/C	0.607											

Intersection Level Of Service Report**Intersection 24: Vincent Avenue (NS) at Puente Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.576

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Base Volume Input [veh/h]	67	687	31	57	660	69	42	349	66	74	563	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	687	31	57	660	69	42	349	66	74	563	96
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	172	8	14	165	17	11	87	17	19	141	24
Total Analysis Volume [veh/h]	67	687	31	57	660	69	42	349	66	74	563	96
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.21	0.02	0.04	0.21	0.04	0.03	0.12	0.04	0.05	0.20	0.06
Intersection LOS	A											
Intersection V/C	0.576											

Intersection Level Of Service Report**Intersection 25: Vincent Avenue (NS) at Rowland Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.535

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	145.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Base Volume Input [veh/h]	34	712	55	36	756	12	32	133	41	119	131	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	712	55	36	756	12	32	133	41	119	131	62
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	178	14	9	189	3	8	33	10	30	33	16
Total Analysis Volume [veh/h]	34	712	55	36	756	12	32	133	41	119	131	62
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.22	0.03	0.02	0.24	0.01	0.02	0.10	0.03	0.07	0.16	0.04
Intersection LOS	A											
Intersection V/C	0.535											

Intersection Level Of Service Report**Intersection 26: Vincent Avenue (NS) at Workman Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.609

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	100.00	180.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Base Volume Input [veh/h]	67	675	110	42	816	61	21	137	49	131	188	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	675	110	42	816	61	21	137	49	131	188	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	169	28	11	204	15	5	34	12	33	47	19
Total Analysis Volume [veh/h]	67	675	110	42	816	61	21	137	49	131	188	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.21	0.07	0.03	0.26	0.04	0.01	0.10	0.03	0.08	0.20	0.05
Intersection LOS	B											
Intersection V/C	0.609											

Intersection Level Of Service Report**Intersection 27: Vincent Avenue (NS) at I-10 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.433

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	220.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Base Volume Input [veh/h]	741	0	0	1011	393	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	741	0	0	1011	393	194
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	185	0	0	253	98	49
Total Analysis Volume [veh/h]	741	0	0	1011	393	194
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.00	0.00	0.21	0.12	0.12
Intersection LOS	A					
Intersection V/C	0.433					

Intersection Level Of Service Report**Intersection 28: Vincent Avenue (NS) at I-10 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	527	656	0	1045	358	217	0	243	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	527	656	0	1045	358	217	0	243	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	132	164	0	261	90	54	0	61	0	0	0
Total Analysis Volume [veh/h]	0	527	656	0	1045	358	217	0	243	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.25	0.25	0.00	0.22	0.22	0.14	0.00	0.08	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.482											

Intersection Level Of Service Report**Intersection 29: Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	70.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	76	423	178	23	426	88	51	198	32	150	825	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	423	178	23	426	88	51	198	32	150	825	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	106	45	6	107	22	13	50	8	38	206	10
Total Analysis Volume [veh/h]	76	423	178	23	426	88	51	198	32	150	825	39
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.26	0.11	0.01	0.16	0.16	0.03	0.07	0.07	0.09	0.27	0.27
Intersection LOS	B											
Intersection V/C	0.681											

Intersection Level Of Service Report**Intersection 30: Azusa Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.659

Intersection Setup

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑		↑↑		↶↷	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Base Volume Input [veh/h]	0	1128	627	0	193	331
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1128	627	0	193	331
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	282	157	0	48	83
Total Analysis Volume [veh/h]	0	1128	627	0	193	331
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.35	0.20	0.00	0.06	0.21
Intersection LOS	B					
Intersection V/C	0.659					

Intersection Level Of Service Report**Intersection 31: Azusa Avenue (NS) at Paramount Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	200.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Base Volume Input [veh/h]	127	936	0	11	819	75	162	0	79	2	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	127	936	0	11	819	75	162	0	79	2	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	234	0	3	205	19	41	0	20	1	0	2
Total Analysis Volume [veh/h]	127	936	0	11	819	75	162	0	79	2	0	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.29	0.00	0.01	0.26	0.05	0.10	0.00	0.15	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.587											

Intersection Level Of Service Report**Intersection 32: Azusa Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.726

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	2	0	0	1	0	0	1	0	0
Pocket Length [ft]	190.00	100.00	190.00	190.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	113	668	64	119	631	82	117	243	41	139	738	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	113	668	64	119	631	82	117	243	41	139	738	93
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	167	16	30	158	21	29	61	10	35	185	23
Total Analysis Volume [veh/h]	113	668	64	119	631	82	117	243	41	139	738	93
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.21	0.00	0.04	0.22	0.22	0.07	0.09	0.09	0.09	0.26	0.26
Intersection LOS	C											
Intersection V/C	0.726											

Intersection Level Of Service Report**Intersection 33: San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

-
B
0.663

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	86	516	410	72	826	31	38	82	76	369	252	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	537	426	75	859	32	40	85	79	384	262	167
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	148	117	21	237	9	11	23	22	106	72	46
Total Analysis Volume [veh/h]	98	591	469	83	946	35	44	94	87	423	289	184
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.18	0.29	0.05	0.30	0.02	0.03	0.06	0.05	0.13	0.15	0.15
Intersection LOS	B											
Intersection V/C	0.663											

Intersection Level Of Service Report**Intersection 34: Alameda Ave/I-210 WB Ramps NS) at 1st St (EW)**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.896

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	325.00	100.00	100.00	50.00	100.00	250.00	50.00	100.00	100.00	100.00	100.00	110.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	111	14	7	41	112	64	8	239	388	580	465	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	111	14	7	41	112	64	8	239	388	580	465	44
Peak Hour Factor	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	4	2	11	30	17	2	64	104	155	124	12
Total Analysis Volume [veh/h]	119	15	7	44	120	68	9	256	415	620	497	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.01	0.01	0.03	0.08	0.04	0.01	0.08	0.26	0.39	0.31	0.03
Intersection LOS	D											
Intersection V/C	0.896											

Vincent Avenue Industrial Building

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Report File: G:\...\E PM.pdf

Scenario 1 Existing
5/4/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-605 SB On Ramp (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Left	0.776	-	C
2	I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Two-way stop	HCM 6th Edition	NB Right	1.214	138.6	F
3	Graham Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.565	-	A
4	Rivergrade Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.877	-	D
5	Stewart Avenue (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.758	-	C
6	Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.734	-	C
7	Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)	Signalized	ICU 1	EB Thru	0.888	-	D
8	Maine Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.807	-	D
9	Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.897	-	D
10	4th Street (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.551	-	A
11	Irwindale Avenue (NS) at I-210 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.536	-	A
12	Irwindale Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.741	-	C
13	Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)	Signalized	ICU 1	SB Thru	0.692	-	B
14	Irwindale Avenue (NS) at 1st Street (EW)	Signalized	ICU 1	SB Thru	0.444	-	A
15	Irwindale Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	SB Thru	0.646	-	B
16	Irwindale Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Right	0.754	-	C
17	Vincent Avenue (NS) at	Signalized	ICU 1	EB Right	0.836	-	D

		Signalized	ICU 1	EB Right	0.630	-	D
17	Gladstone Street (EW)						
18	Vincent Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.776	-	C
21	Vincent Avenue (NS) at Cypress Street (EW)	Signalized	ICU 1	EB Thru	0.720	-	C
22	Vincent Avenue (NS) at San Bernardino Road (EW)	Signalized	ICU 1	EB Thru	0.652	-	B
23	Vincent Avenue (NS) at Badillo Street (EW)	Signalized	ICU 1	EB Thru	0.757	-	C
24	Vincent Avenue (NS) at Puente Avenue (EW)	Signalized	ICU 1	SB Thru	0.628	-	B
25	Vincent Avenue (NS) at Rowland Avenue (EW)	Signalized	ICU 1	SB Thru	0.604	-	B
26	Vincent Avenue (NS) at Workman Avenue (EW)	Signalized	ICU 1	NB Thru	0.685	-	B
27	Vincent Avenue (NS) at I-10 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.447	-	A
28	Vincent Avenue (NS) at I-10 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.536	-	A
29	Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)	Signalized	ICU 1	EB Right	0.726	-	C
30	Azusa Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.654	-	B
31	Azusa Avenue (NS) at Paramount Street (EW)	Signalized	ICU 1	SB Thru	0.631	-	B
32	Azusa Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	EB Thru	0.730	-	C
33	San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)	Signalized	ICU 1	SB Thru	0.658	-	B
34	Alameda Ave/I-210 WB Ramps (NS) at 1st St (EW)	Signalized	ICU 1	NB Left	0.687	-	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: I-605 SB On Ramp (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.776

Intersection Setup

Name	I-605 SB On Ramps				Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	365.00	100.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	I-605 SB On Ramps				Live Oak Avenue	
Base Volume Input [veh/h]	0	0	1049	1114	557	884
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1049	0	557	884
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	262	0	139	221
Total Analysis Volume [veh/h]	0	0	1049	0	557	884
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	0	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.33	0.00	0.35	0.28
Intersection LOS	C					
Intersection V/C	0.776					

Intersection Level Of Service Report**Intersection 2: I-605 NB Ramps (NS) at Live Oak Avenue (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	138.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.214

Intersection Setup

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶			↶			↑↑			↑↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	0	0	621	0	0	523	0	1012	0	0	944	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	621	0	0	523	0	1012	0	0	944	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	155	0	0	131	0	253	0	0	236	0
Total Analysis Volume [veh/h]	0	0	621	0	0	523	0	1012	0	0	944	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	1.21	0.00	0.00	0.97	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	138.63	0.00	0.00	59.70	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			F			F		A			A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	23.56	0.00	0.00	13.08	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	589.00	0.00	0.00	326.90	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	138.63			59.70			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	37.84											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: Graham Road (NS) at Live Oak Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.565

Intersection Setup

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	205.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Base Volume Input [veh/h]	38	39	578	28	14	1334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	39	578	28	14	1334
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	10	145	7	4	334
Total Analysis Volume [veh/h]	38	39	578	28	14	1334
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.18	0.02	0.01	0.42
Intersection LOS	A					
Intersection V/C	0.565					

Intersection Level Of Service Report**Intersection 4: Rivergrade Road (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.877

Intersection Setup

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Pocket Length [ft]	315.00	100.00	100.00	160.00	100.00	145.00	205.00	100.00	100.00	155.00	100.00	120.00
Speed [mph]	50.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	162	193	481	25	41	54	37	1475	21	117	685	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	162	193	481	25	41	54	37	1475	21	117	685	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	48	120	6	10	14	9	369	5	29	171	3
Total Analysis Volume [veh/h]	162	193	481	25	41	54	37	1475	21	117	685	12
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.12	0.23	0.02	0.01	0.03	0.02	0.46	0.01	0.07	0.21	0.01
Intersection LOS	D											
Intersection V/C	0.877											

Intersection Level Of Service Report**Intersection 5: Stewart Avenue (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.758

Intersection Setup

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	53	27	7	32	109	7	38	1720	302	31	692	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	27	7	32	109	7	38	1720	302	31	692	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	7	2	8	27	2	10	430	76	8	173	2
Total Analysis Volume [veh/h]	53	27	7	32	109	7	38	1720	302	31	692	9
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.05	0.05	0.02	0.07	0.00	0.02	0.54	0.19	0.02	0.22	0.01
Intersection LOS	C											
Intersection V/C	0.758											

Intersection Level Of Service Report**Intersection 6: Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

Intersection Setup

Name	Baldwin Park Boulevard		Live Oak Avenue		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	⇐⇐⇐		⇐⇐		⇐⇐	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	200.00	100.00
Speed [mph]	40.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Baldwin Park Boulevard		Live Oak Avenue		Live Oak Avenue	
Base Volume Input [veh/h]	77	94	1259	623	280	623
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	94	1259	623	280	623
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	24	315	156	70	156
Total Analysis Volume [veh/h]	77	94	1259	623	280	623
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.07	0.39	0.39	0.18	0.19
Intersection LOS	C					
Intersection V/C	0.734					

Intersection Level Of Service Report**Intersection 7: Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.888

Intersection Setup

Name	Live Oak Avenue		Arrow Highway	
Approach	Southbound		Westbound	
Lane Configuration	⇐⇐⇐		⇐⇐⇐	
Turning Movement	Left	Right	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00
Speed [mph]	35.00		45.00	
Grade [%]	0.00		0.00	
Crosswalk	No		No	

Volumes

Name	Live Oak Avenue		Arrow Highway	
Base Volume Input [veh/h]	1077	131	41	1326
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0
Other Volume [veh/h]	0	0	0	0
Total Hourly Volume [veh/h]	1077	131	41	1326
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	269	33	10	332
Total Analysis Volume [veh/h]	1077	131	41	1326
Pedestrian Volume [ped/h]	0		0	
Bicycle Volume [bicycles/h]	0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Unsignalized
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.08	0.03	0.41	0.35	0.00
Intersection LOS	D					
Intersection V/C	0.888					

Intersection Level Of Service Report
Intersection 8: Maine Avenue (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.807

Intersection Setup

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	1	0
Pocket Length [ft]	100.00	50.00	100.00	100.00	80.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Base Volume Input [veh/h]	247	57	1849	555	70	1046
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	247	57	1849	555	70	1046
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	14	462	139	18	262
Total Analysis Volume [veh/h]	247	57	1849	555	70	1046
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	5	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.04	0.58	0.35	0.04	0.22
Intersection LOS	D					
Intersection V/C	0.807					

Intersection Level Of Service Report**Intersection 9: Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.897

Intersection Setup

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	120	5	442	15	13	29	14	1265	59	158	967	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	5	442	15	13	29	14	1265	59	158	967	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	1	111	4	3	7	4	316	15	40	242	4
Total Analysis Volume [veh/h]	120	5	442	15	13	29	14	1265	59	158	967	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.28	0.01	0.03	0.03	0.01	0.40	0.04	0.10	0.30	0.01
Intersection LOS	D											
Intersection V/C	0.897											

Intersection Level Of Service Report
Intersection 10: 4th Street (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.551

Intersection Setup

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	55.00	100.00	100.00	100.00	100.00	100.00	145.00	100.00	150.00	195.00	100.00	100.00
Speed [mph]	35.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	143	1	44	11	0	12	5	1758	39	41	923	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	1	44	11	0	12	5	1758	39	41	923	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	0	11	3	0	3	1	440	10	10	231	1
Total Analysis Volume [veh/h]	143	1	44	11	0	12	5	1758	39	41	923	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.05	0.03	0.01	0.00	0.01	0.00	0.37	0.02	0.03	0.29	0.00
Intersection LOS	A											
Intersection V/C	0.551											

Intersection Level Of Service Report**Intersection 11: Irwindale Avenue (NS) at I-210 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.536

Intersection Setup

Name	Irwindale Avenue				I-210 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Irwindale Avenue				I-210 WB Ramps	
Base Volume Input [veh/h]	793	0	0	1473	192	206
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	793	0	0	1473	192	206
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	198	0	0	368	48	52
Total Analysis Volume [veh/h]	793	0	0	1473	192	206
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.00	0.00	0.31	0.06	0.12
Intersection LOS	A					
Intersection V/C	0.536					

Intersection Level Of Service Report**Intersection 12: Irwindale Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.741

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	505.00	330.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Base Volume Input [veh/h]	0	1034	336	416	792	0	375	0	456	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1034	336	416	792	0	375	0	456	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	259	84	104	198	0	94	0	114	0	0	0
Total Analysis Volume [veh/h]	0	1034	336	416	792	0	375	0	456	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.32	0.21	0.13	0.25	0.00	0.12	0.00	0.17	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.741											

Intersection Level Of Service Report
Intersection 13: Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	130.00	100.00	180.00	245.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Base Volume Input [veh/h]	28	1163	42	35	1205	7	25	0	80	113	0	178
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	1163	42	35	1205	7	25	0	80	113	0	178
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	291	11	9	301	2	6	0	20	28	0	45
Total Analysis Volume [veh/h]	28	1163	42	35	1205	7	25	0	80	113	0	178
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.36	0.03	0.02	0.38	0.00	0.02	0.00	0.07	0.07	0.00	0.28
Intersection LOS	B											
Intersection V/C	0.692											

Intersection Level Of Service Report
Intersection 14: Irwindale Avenue (NS) at 1st Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.444

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	70.00	120.00	100.00	240.00	90.00	100.00	95.00	75.00	100.00	75.00
Speed [mph]	35.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Base Volume Input [veh/h]	11	878	4	9	1337	53	167	0	43	10	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	878	4	9	1337	53	167	0	43	10	0	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	220	1	2	334	13	42	0	11	3	0	2
Total Analysis Volume [veh/h]	11	878	4	9	1337	53	167	0	43	10	0	6
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.28	0.28	0.01	0.28	0.03	0.05	0.00	0.03	0.01	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.444											

Intersection Level Of Service Report**Intersection 15: Irwindale Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	120.00	100.00	100.00	210.00	100.00	100.00	50.00	100.00	100.00	200.00	100.00	190.00
Speed [mph]	35.00			35.00			25.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	1	687	308	530	889	8	5	85	27	150	4	207
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	687	308	530	889	8	5	85	27	150	4	207
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	172	77	133	222	2	1	21	7	38	1	52
Total Analysis Volume [veh/h]	1	687	308	530	889	8	5	85	27	150	4	207
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	2	0	1	6	0	0	8	0	0	4	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.21	0.19	0.17	0.28	0.28	0.00	0.05	0.02	0.09	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.646											

Intersection Level Of Service Report**Intersection 16: Irwindale Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.754

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	2	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	185.00	100.00	185.00	205.00	100.00	100.00	335.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	91	488	100	191	714	363	373	1315	73	99	475	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	488	100	191	714	363	373	1315	73	99	475	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	122	25	48	179	91	93	329	18	25	119	16
Total Analysis Volume [veh/h]	91	488	100	191	714	363	373	1315	73	99	475	63
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	6	3	8	0	7	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.18	0.18	0.12	0.22	0.11	0.12	0.29	0.29	0.06	0.17	0.17
Intersection LOS	C											
Intersection V/C	0.754											

Intersection Level Of Service Report**Intersection 17: Vincent Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.836

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	2	0	0	1	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	100.00	230.00	100.00	100.00	175.00	100.00	100.00
Speed [mph]	45.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	113	24	475	16	25	18	14	862	160	150	203	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	113	24	475	16	25	18	14	862	160	150	203	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	6	119	4	6	5	4	216	40	38	51	1
Total Analysis Volume [veh/h]	113	24	475	16	25	18	14	862	160	150	203	3
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.02	0.30	0.01	0.03	0.03	0.00	0.32	0.32	0.09	0.06	0.06
Intersection LOS	D											
Intersection V/C	0.836											

Intersection Level Of Service Report**Intersection 18: Vincent Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.776

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	215.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	78	314	143	38	276	84	228	1417	171	106	485	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	314	143	38	276	84	228	1417	171	106	485	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	79	36	10	69	21	57	354	43	27	121	10
Total Analysis Volume [veh/h]	78	314	143	38	276	84	228	1417	171	106	485	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.14	0.14	0.02	0.11	0.11	0.14	0.44	0.11	0.07	0.15	0.03
Intersection LOS	C											
Intersection V/C	0.776											

Intersection Level Of Service Report
Intersection 21: Vincent Avenue (NS) at Cypress Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.720

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Base Volume Input [veh/h]	59	447	138	59	448	30	88	984	112	92	295	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	447	138	59	448	30	88	984	112	92	295	41
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	112	35	15	112	8	22	246	28	23	74	10
Total Analysis Volume [veh/h]	59	447	138	59	448	30	88	984	112	92	295	41
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.18	0.18	0.04	0.15	0.15	0.06	0.34	0.34	0.06	0.11	0.11
Intersection LOS	C											
Intersection V/C	0.720											

Intersection Level Of Service Report**Intersection 22: Vincent Avenue (NS) at San Bernardino Road (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.652

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	165.00	100.00	100.00
Speed [mph]	35.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Base Volume Input [veh/h]	94	563	77	76	574	48	112	651	110	98	273	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	563	77	76	574	48	112	651	110	98	273	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	141	19	19	144	12	28	163	28	25	68	20
Total Analysis Volume [veh/h]	94	563	77	76	574	48	112	651	110	98	273	80
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.20	0.20	0.05	0.19	0.19	0.07	0.24	0.24	0.06	0.11	0.11
Intersection LOS	B											
Intersection V/C	0.652											

Intersection Level Of Service Report
Intersection 23: Vincent Avenue (NS) at Badillo Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.757

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Badillo Street			Badillo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	190.00	100.00	100.00	195.00	100.00	100.00	195.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Badillo Street			Badillo Street		
Base Volume Input [veh/h]	93	584	144	62	702	53	65	953	172	130	421	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	584	144	62	702	53	65	953	172	130	421	56
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	146	36	16	176	13	16	238	43	33	105	14
Total Analysis Volume [veh/h]	93	584	144	62	702	53	65	953	172	130	421	56
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.18	0.09	0.04	0.22	0.03	0.04	0.30	0.11	0.08	0.13	0.04
Intersection LOS	C											
Intersection V/C	0.757											

Intersection Level Of Service Report**Intersection 24: Vincent Avenue (NS) at Puente Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Base Volume Input [veh/h]	73	727	78	63	832	60	75	540	67	48	265	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	727	78	63	832	60	75	540	67	48	265	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	182	20	16	208	15	19	135	17	12	66	9
Total Analysis Volume [veh/h]	73	727	78	63	832	60	75	540	67	48	265	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.23	0.05	0.04	0.26	0.04	0.05	0.19	0.04	0.03	0.10	0.02
Intersection LOS	B											
Intersection V/C	0.628											

Intersection Level Of Service Report**Intersection 25: Vincent Avenue (NS) at Rowland Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	145.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Base Volume Input [veh/h]	33	840	113	98	849	18	14	206	49	69	93	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	840	113	98	849	18	14	206	49	69	93	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	210	28	25	212	5	4	52	12	17	23	8
Total Analysis Volume [veh/h]	33	840	113	98	849	18	14	206	49	69	93	31
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.26	0.07	0.06	0.27	0.01	0.01	0.14	0.03	0.04	0.10	0.02
Intersection LOS	B											
Intersection V/C	0.604											

Intersection Level Of Service Report**Intersection 26: Vincent Avenue (NS) at Workman Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.685

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	100.00	180.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Base Volume Input [veh/h]	91	947	198	81	856	24	17	257	64	108	143	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	947	198	81	856	24	17	257	64	108	143	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	237	50	20	214	6	4	64	16	27	36	12
Total Analysis Volume [veh/h]	91	947	198	81	856	24	17	257	64	108	143	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.30	0.12	0.05	0.27	0.02	0.01	0.17	0.04	0.07	0.16	0.03
Intersection LOS	B											
Intersection V/C	0.685											

Intersection Level Of Service Report**Intersection 27: Vincent Avenue (NS) at I-10 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.447

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	220.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Base Volume Input [veh/h]	1060	0	0	1075	393	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1060	0	0	1075	393	194
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	265	0	0	269	98	49
Total Analysis Volume [veh/h]	1060	0	0	1075	393	194
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.00	0.00	0.22	0.12	0.12
Intersection LOS	A					
Intersection V/C	0.447					

Intersection Level Of Service Report**Intersection 28: Vincent Avenue (NS) at I-10 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.536

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	903	711	0	1381	340	160	0	129	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	903	711	0	1381	340	160	0	129	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	226	178	0	345	85	40	0	32	0	0	0
Total Analysis Volume [veh/h]	0	903	711	0	1381	340	160	0	129	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.34	0.34	0.00	0.29	0.21	0.10	0.00	0.04	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.536											

Intersection Level Of Service Report**Intersection 29: Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.726

Intersection Setup

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	70.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	41	335	161	42	424	62	167	992	74	92	238	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	335	161	42	424	62	167	992	74	92	238	29
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	84	40	11	106	16	42	248	19	23	60	7
Total Analysis Volume [veh/h]	41	335	161	42	424	62	167	992	74	92	238	29
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.21	0.10	0.03	0.15	0.15	0.10	0.33	0.33	0.06	0.08	0.08
Intersection LOS	C											
Intersection V/C	0.726											

Intersection Level Of Service Report**Intersection 30: Azusa Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.654

Intersection Setup

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑		↑↑		↶↷	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Base Volume Input [veh/h]	0	1131	795	0	131	321
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1131	795	0	131	321
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	283	199	0	33	80
Total Analysis Volume [veh/h]	0	1131	795	0	131	321
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.35	0.25	0.00	0.04	0.20
Intersection LOS	B					
Intersection V/C	0.654					

Intersection Level Of Service Report**Intersection 31: Azusa Avenue (NS) at Paramount Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.631

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	200.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Base Volume Input [veh/h]	91	923	4	27	966	51	170	1	87	17	7	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	923	4	27	966	51	170	1	87	17	7	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	231	1	7	242	13	43	0	22	4	2	9
Total Analysis Volume [veh/h]	91	923	4	27	966	51	170	1	87	17	7	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.29	0.00	0.02	0.30	0.03	0.11	0.16	0.16	0.01	0.04	0.04
Intersection LOS	B											
Intersection V/C	0.631											

Intersection Level Of Service Report**Intersection 32: Azusa Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.730

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	2	0	0	1	0	0	1	0	0
Pocket Length [ft]	190.00	100.00	190.00	190.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	79	668	150	214	716	57	212	762	79	122	287	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	668	150	214	716	57	212	762	79	122	287	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	167	38	54	179	14	53	191	20	31	72	18
Total Analysis Volume [veh/h]	79	668	150	214	716	57	212	762	79	122	287	73
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.21	0.02	0.07	0.24	0.24	0.13	0.26	0.26	0.08	0.11	0.11
Intersection LOS	C											
Intersection V/C	0.730											

Intersection Level Of Service Report**Intersection 33: San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

-
B
0.658

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	78	505	330	117	837	20	72	175	85	288	164	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	525	343	122	870	21	75	182	88	300	171	154
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	135	88	31	224	5	19	47	23	77	44	40
Total Analysis Volume [veh/h]	84	542	354	126	898	22	77	188	91	310	176	159
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.17	0.22	0.08	0.28	0.01	0.05	0.12	0.06	0.10	0.10	0.10
Intersection LOS	B											
Intersection V/C	0.658											

Intersection Level Of Service Report**Intersection 34: Alameda Ave/I-210 WB Ramps (NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

-
B
0.687

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	365.00	100.00	100.00	50.00	100.00	250.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	366	87	94	46	24	38	20	604	207	177	305	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	366	87	94	46	24	38	20	604	207	177	305	43
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	97	23	25	12	6	10	5	161	55	47	81	11
Total Analysis Volume [veh/h]	389	93	100	49	26	40	21	643	220	188	324	46
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.12	0.12	0.03	0.02	0.03	0.01	0.20	0.14	0.12	0.20	0.03
Intersection LOS	B											
Intersection V/C	0.687											

EXISTING PLUS PROJECT

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Report File: G:\...\IEP AM.pdf

Vincent Avenue Industrial Building

Scenario 2 Existing Plus Project
5/4/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-605 SB On Ramp (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.522	-	A
2	I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Two-way stop	HCM 6th Edition	SB Right	0.987	70.8	F
3	Graham Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.569	-	A
4	Rivergrade Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.613	-	B
5	Stewart Avenue (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.808	-	D
6	Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.605	-	B
7	Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)	Signalized	ICU 1	WB Thru	0.632	-	B
8	Maine Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.791	-	C
9	Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.926	-	E
10	4th Street (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.371	-	A
11	Irwindale Avenue (NS) at I-210 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.459	-	A
12	Irwindale Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	EB Right	0.681	-	B
13	Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)	Signalized	ICU 1	SB Thru	0.568	-	A
14	Irwindale Avenue (NS) at 1st Street (EW)	Signalized	ICU 1	NB Thru	0.505	-	A
15	Irwindale Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Left	0.666	-	B
16	Irwindale Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.846	-	D
17	Vincent Avenue (NS) at	Signalized	ICU 1	WB Right	0.530	-	A

ICU	Control	Signalized	ICU 1	WB Right	0.550	-	A
17	Gladstone Street (EW)	Signalized	ICU 1	WB Thru	0.739	-	C
18	Vincent Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.739	-	C
19	Vincent Avenue (NS) at Project North Driveway (EW)	Two-way stop	HCM 6th Edition	EB Left	0.060	14.6	B
20	Vincent Avenue (NS) at Project South Driveway (EW)	Two-way stop	HCM 6th Edition	EB Left	0.043	12.7	B
21	Vincent Avenue (NS) at Cypress Street (EW)	Signalized	ICU 1	WB Right	0.652	-	B
22	Vincent Avenue (NS) at San Bernardino Road (EW)	Signalized	ICU 1	WB Thru	0.653	-	B
23	Vincent Avenue (NS) at Badillo Street (EW)	Signalized	ICU 1	WB Thru	0.615	-	B
24	Vincent Avenue (NS) at Puente Avenue (EW)	Signalized	ICU 1	NB Thru	0.594	-	A
25	Vincent Avenue (NS) at Rowland Avenue (EW)	Signalized	ICU 1	SB Thru	0.542	-	A
26	Vincent Avenue (NS) at Workman Avenue (EW)	Signalized	ICU 1	SB Thru	0.612	-	B
27	Vincent Avenue (NS) at I-10 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.455	-	A
28	Vincent Avenue (NS) at I-10 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.492	-	A
29	Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Right	0.706	-	C
30	Azusa Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.662	-	B
31	Azusa Avenue (NS) at Paramount Street (EW)	Signalized	ICU 1	NB Thru	0.606	-	B
32	Azusa Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Thru	0.754	-	C
33	San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)	Signalized	ICU 1	SB Thru	0.685	-	B
34	Alameda Ave/I-210 WB Ramps NS) at 1st St (EW)	Signalized	ICU 1	WB Left	0.936	-	E

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: I-605 SB On Ramp (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.522

Intersection Setup

Name	I-605 SB On Ramps				Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	365.00	100.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	I-605 SB On Ramps				Live Oak Avenue	
Base Volume Input [veh/h]	0	0	280	347	521	1094
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	14	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	280	0	535	1094
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	70	0	134	274
Total Analysis Volume [veh/h]	0	0	280	0	535	1094
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	0	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.09	0.00	0.33	0.34
Intersection LOS	A					
Intersection V/C	0.522					

Intersection Level Of Service Report**Intersection 2: I-605 NB Ramps (NS) at Live Oak Avenue (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	70.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.987

Intersection Setup

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶			↶			↑↑			↑↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	0	0	469	0	0	432	0	262	0	0	1205	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	105	0	0	0	0	0	0	0	14	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	574	0	0	432	0	262	0	0	1219	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	144	0	0	108	0	66	0	0	305	0
Total Analysis Volume [veh/h]	0	0	574	0	0	432	0	262	0	0	1219	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.64	0.00	0.00	0.99	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	15.94	0.00	0.00	70.77	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			C			F		A			A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	4.80	0.00	0.00	12.37	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	120.03	0.00	0.00	309.33	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.94			70.77			0.00			0.00		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	15.97											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: Graham Road (NS) at Live Oak Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.569

Intersection Setup

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	205.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Base Volume Input [veh/h]	38	39	578	28	14	1334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	105	0	0	14
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	39	683	28	14	1348
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	10	171	7	4	337
Total Analysis Volume [veh/h]	38	39	683	28	14	1348
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.21	0.02	0.01	0.42
Intersection LOS	A					
Intersection V/C	0.569					

Intersection Level Of Service Report**Intersection 4: Rivergrade Road (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Pocket Length [ft]	315.00	100.00	100.00	160.00	100.00	145.00	205.00	100.00	100.00	155.00	100.00	120.00
Speed [mph]	50.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	52	67	138	24	311	58	71	587	77	268	983	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	105	0	0	14	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	67	138	24	311	58	71	692	77	268	997	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	17	35	6	78	15	18	173	19	67	249	6
Total Analysis Volume [veh/h]	52	67	138	24	311	58	71	692	77	268	997	22
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.04	0.00	0.02	0.10	0.04	0.04	0.22	0.05	0.17	0.31	0.01
Intersection LOS	B											
Intersection V/C	0.613											

Intersection Level Of Service Report**Intersection 5: Stewart Avenue (NS) at Live Oak Avenue (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: D
Volume to Capacity (v/c): 0.808

Intersection Setup

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	239	112	28	10	35	49	12	609	25	23	1450	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	105	0	0	14	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	239	112	28	10	35	49	12	714	25	23	1464	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	28	7	3	9	12	3	179	6	6	366	7
Total Analysis Volume [veh/h]	239	112	28	10	35	49	12	714	25	23	1464	26
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.24	0.24	0.01	0.02	0.03	0.01	0.22	0.02	0.01	0.46	0.02
Intersection LOS	D											
Intersection V/C	0.808											

Intersection Level Of Service Report**Intersection 6: Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.605

Intersection Setup

Name	Baldwin Park Boulevard		Live Oak Avenue		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	⇐⇐⇐		⇐⇐		⇐⇐	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	200.00	100.00
Speed [mph]	40.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Baldwin Park Boulevard		Live Oak Avenue		Live Oak Avenue	
Base Volume Input [veh/h]	311	237	581	89	143	1056
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	105	0	1	14
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	311	245	686	89	144	1070
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	61	172	22	36	268
Total Analysis Volume [veh/h]	311	245	686	89	144	1070
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.17	0.21	0.06	0.09	0.33
Intersection LOS	B					
Intersection V/C	0.605					

Intersection Level Of Service Report**Intersection 7: Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.632

Intersection Setup

Name			Live Oak Avenue		Arrow Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	⇐⇐⇐		⇐		⇐	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name			Live Oak Avenue		Arrow Highway	
Base Volume Input [veh/h]	296	59	113	634	1117	1772
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	0	113	15	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	309	59	113	747	1132	1774
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	15	28	187	283	444
Total Analysis Volume [veh/h]	309	59	113	747	1132	1774
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Unsignalized
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.04	0.07	0.23	0.35	0.00
Intersection LOS	B					
Intersection V/C	0.632					

Intersection Level Of Service Report
Intersection 8: Maine Avenue (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.791

Intersection Setup

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	1	0
Pocket Length [ft]	100.00	50.00	100.00	100.00	80.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Base Volume Input [veh/h]	606	96	869	172	61	2288
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	126	0	0	17
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	606	96	995	172	61	2305
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	152	24	249	43	15	576
Total Analysis Volume [veh/h]	606	96	995	172	61	2305
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	5	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.06	0.31	0.11	0.04	0.48
Intersection LOS	C					
Intersection V/C	0.791					

Intersection Level Of Service Report**Intersection 9: Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.926

Intersection Setup

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	837	14	145	11	3	12	19	624	122	67	1708	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	0	0	0	0	126	0	1	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	837	14	153	11	3	12	19	750	122	68	1725	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	209	4	38	3	1	3	5	188	31	17	431	6
Total Analysis Volume [veh/h]	837	14	153	11	3	12	19	750	122	68	1725	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.27	0.10	0.01	0.01	0.01	0.01	0.23	0.08	0.04	0.54	0.01
Intersection LOS	E											
Intersection V/C	0.926											

Intersection Level Of Service Report
Intersection 10: 4th Street (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.371

Intersection Setup

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	55.00	100.00	100.00	100.00	100.00	100.00	145.00	100.00	150.00	195.00	100.00	100.00
Speed [mph]	35.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	76	1	22	3	2	12	20	769	126	77	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	134	0	0	18	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	1	22	3	2	12	20	903	126	77	18	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	6	1	1	3	5	226	32	19	5	0
Total Analysis Volume [veh/h]	76	1	22	3	2	12	20	903	126	77	18	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.01	0.00	0.01	0.01	0.01	0.19	0.08	0.05	0.01	0.00
Intersection LOS	A											
Intersection V/C	0.371											

Intersection Level Of Service Report**Intersection 11: Irwindale Avenue (NS) at I-210 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.459

Intersection Setup

Name	Irwindale Avenue				I-210 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↑↑		↑↑↑		↙↘	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Irwindale Avenue				I-210 WB Ramps	
Base Volume Input [veh/h]	826	0	0	1049	281	169
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	826	0	0	1049	281	169
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	207	0	0	262	70	42
Total Analysis Volume [veh/h]	826	0	0	1049	281	169
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.00	0.00	0.22	0.09	0.14
Intersection LOS	A					
Intersection V/C	0.459					

Intersection Level Of Service Report**Intersection 12: Irwindale Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	505.00	330.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Base Volume Input [veh/h]	0	829	235	167	595	0	444	0	748	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	0	0	0	0	0	0	64	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	837	235	167	595	0	444	0	812	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	209	59	42	149	0	111	0	203	0	0	0
Total Analysis Volume [veh/h]	0	837	235	167	595	0	444	0	812	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.26	0.15	0.05	0.19	0.00	0.14	0.00	0.26	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.681											

Intersection Level Of Service Report**Intersection 13: Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.568

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	130.00	100.00	180.00	245.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Base Volume Input [veh/h]	53	1015	115	168	1133	41	10	0	13	24	0	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	0	0	64	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	1023	115	168	1197	41	10	0	13	24	0	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	256	29	42	299	10	3	0	3	6	0	9
Total Analysis Volume [veh/h]	53	1023	115	168	1197	41	10	0	13	24	0	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.32	0.07	0.11	0.37	0.03	0.01	0.00	0.01	0.02	0.00	0.05
Intersection LOS	A											
Intersection V/C	0.568											

Intersection Level Of Service Report
Intersection 14: Irwindale Avenue (NS) at 1st Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.505

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	70.00	120.00	100.00	240.00	90.00	100.00	95.00	75.00	100.00	75.00
Speed [mph]	35.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Base Volume Input [veh/h]	38	1187	4	14	827	130	54	0	21	0	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	0	0	64	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1195	4	14	891	130	54	0	21	0	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	299	1	4	223	33	14	0	5	0	0	2
Total Analysis Volume [veh/h]	38	1195	4	14	891	130	54	0	21	0	0	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.37	0.37	0.01	0.19	0.08	0.02	0.00	0.01	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.505											

Intersection Level Of Service Report**Intersection 15: Irwindale Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	120.00	100.00	100.00	210.00	100.00	100.00	50.00	100.00	100.00	200.00	100.00	190.00
Speed [mph]	35.00			35.00			25.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	10	634	67	135	551	6	1	10	22	456	70	680
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	64	0	0	0	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	634	67	199	551	6	1	10	22	456	70	688
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	159	17	50	138	2	0	3	6	114	18	172
Total Analysis Volume [veh/h]	10	634	67	199	551	6	1	10	22	456	70	688
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	2	0	1	6	0	0	8	0	0	4	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.20	0.04	0.06	0.17	0.17	0.00	0.01	0.01	0.29	0.04	0.15
Intersection LOS	B											
Intersection V/C	0.666											

Intersection Level Of Service Report**Intersection 16: Irwindale Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.846

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	2	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	185.00	100.00	185.00	205.00	100.00	100.00	335.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	163	579	65	98	457	446	277	423	52	67	1022	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	0	0	0	0	134	0	1	18	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	579	73	98	457	446	277	557	52	68	1040	98
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	145	18	25	114	112	69	139	13	17	260	25
Total Analysis Volume [veh/h]	163	579	73	98	457	446	277	557	52	68	1040	98
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	6	3	8	0	7	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.20	0.20	0.06	0.14	0.19	0.09	0.13	0.13	0.04	0.36	0.36
Intersection LOS	D											
Intersection V/C	0.846											

Intersection Level Of Service Report**Intersection 17: Vincent Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.530

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	2	0	0	1	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	100.00	230.00	100.00	100.00	175.00	100.00	100.00
Speed [mph]	45.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	265	29	147	16	8	38	43	97	64	178	942	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	14	0	0	0	0	0	64	102	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	273	29	161	16	8	38	43	97	128	280	942	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	7	40	4	2	10	11	24	32	70	236	1
Total Analysis Volume [veh/h]	273	29	161	16	8	38	43	97	128	280	942	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.09	0.10	0.01	0.03	0.03	0.01	0.07	0.07	0.18	0.30	0.30
Intersection LOS	A											
Intersection V/C	0.530											

Intersection Level Of Service Report**Intersection 18: Vincent Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.739

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	215.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	161	285	88	22	189	65	58	378	88	138	1150	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	19	22	4	0	166	0	0	0	142	26	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	307	92	22	355	65	58	378	230	164	1150	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	77	23	6	89	16	15	95	58	41	288	22
Total Analysis Volume [veh/h]	180	307	92	22	355	65	58	378	230	164	1150	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.12	0.12	0.01	0.13	0.13	0.04	0.12	0.14	0.10	0.36	0.06
Intersection LOS	C											
Intersection V/C	0.739											

Intersection Level Of Service Report**Intersection 19: Vincent Avenue (NS) at Project North Driveway (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	14.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		Project North Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		15.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Vincent Avenue		Vincent Avenue		Project North Driveway	
Base Volume Input [veh/h]	0	534	534	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	34	21	155	179	24	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	555	689	179	24	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	139	172	45	6	1
Total Analysis Volume [veh/h]	34	555	689	179	24	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.01	0.00	0.06	0.01
d_M, Delay for Movement [s/veh]	9.88	0.00	0.00	0.00	14.60	10.57
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.14	0.00	0.00	0.00	0.19	0.02
95th-Percentile Queue Length [ft/ln]	3.45	0.00	0.00	0.00	4.78	0.58
d_A, Approach Delay [s/veh]	0.57		0.00		13.91	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.50					
Intersection LOS	B					

Intersection Level Of Service Report**Intersection 20: Vincent Avenue (NS) at Project South Driveway (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		Project South Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		15.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Vincent Avenue		Vincent Avenue		Project South Driveway	
Base Volume Input [veh/h]	0	534	412	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	58	34	5	155	21	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	568	417	155	21	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	142	104	39	5	2
Total Analysis Volume [veh/h]	58	568	417	155	21	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	8.83	0.00	0.00	0.00	12.74	9.56
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.19	0.00	0.00	0.00	0.14	0.03
95th-Percentile Queue Length [ft/ln]	4.63	0.00	0.00	0.00	3.38	0.76
d_A, Approach Delay [s/veh]	0.82		0.00		11.86	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.70					
Intersection LOS	B					

Intersection Level Of Service Report**Intersection 21: Vincent Avenue (NS) at Cypress Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Base Volume Input [veh/h]	162	467	125	65	398	71	34	303	50	190	792	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	76	0	1	11	1	8	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	162	543	125	66	409	72	42	303	50	190	792	86
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	136	31	17	102	18	11	76	13	48	198	22
Total Analysis Volume [veh/h]	162	543	125	66	409	72	42	303	50	190	792	86
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.21	0.21	0.04	0.15	0.15	0.03	0.11	0.11	0.12	0.27	0.27
Intersection LOS	B											
Intersection V/C	0.652											

Intersection Level Of Service Report**Intersection 22: Vincent Avenue (NS) at San Bernardino Road (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.653

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	165.00	100.00	100.00
Speed [mph]	35.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Base Volume Input [veh/h]	106	546	50	70	556	99	82	330	67	99	597	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	76	0	0	11	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	622	50	70	567	99	82	330	67	99	597	131
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	156	13	18	142	25	21	83	17	25	149	33
Total Analysis Volume [veh/h]	106	622	50	70	567	99	82	330	67	99	597	131
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.21	0.21	0.04	0.21	0.21	0.05	0.12	0.12	0.06	0.23	0.23
Intersection LOS	B											
Intersection V/C	0.653											

Intersection Level Of Service Report
Intersection 23: Vincent Avenue (NS) at Badillo Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.615

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Badillo Street			Badillo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	190.00	100.00	100.00	195.00	100.00	100.00	195.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Badillo Street			Badillo Street		
Base Volume Input [veh/h]	105	629	177	42	580	121	31	506	113	110	770	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	60	0	1	9	1	8	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	689	177	43	589	122	39	506	113	110	770	96
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	172	44	11	147	31	10	127	28	28	193	24
Total Analysis Volume [veh/h]	105	689	177	43	589	122	39	506	113	110	770	96
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.22	0.11	0.03	0.18	0.08	0.02	0.16	0.07	0.07	0.24	0.06
Intersection LOS	B											
Intersection V/C	0.615											

Intersection Level Of Service Report**Intersection 24: Vincent Avenue (NS) at Puente Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Base Volume Input [veh/h]	67	687	31	57	660	69	42	349	66	74	563	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	60	0	0	9	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	747	31	57	669	69	42	349	66	74	563	96
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	187	8	14	167	17	11	87	17	19	141	24
Total Analysis Volume [veh/h]	67	747	31	57	669	69	42	349	66	74	563	96
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.23	0.02	0.04	0.21	0.04	0.03	0.12	0.04	0.05	0.20	0.06
Intersection LOS	A											
Intersection V/C	0.594											

Intersection Level Of Service Report**Intersection 25: Vincent Avenue (NS) at Rowland Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	145.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Base Volume Input [veh/h]	34	712	55	36	756	12	32	133	41	119	131	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	50	0	1	7	1	5	0	0	0	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	762	55	37	763	13	37	133	41	119	131	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	191	14	9	191	3	9	33	10	30	33	17
Total Analysis Volume [veh/h]	34	762	55	37	763	13	37	133	41	119	131	67
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.24	0.03	0.02	0.24	0.01	0.02	0.11	0.03	0.07	0.16	0.04
Intersection LOS	A											
Intersection V/C	0.542											

Intersection Level Of Service Report**Intersection 26: Vincent Avenue (NS) at Workman Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.612

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	100.00	180.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Base Volume Input [veh/h]	67	675	110	42	816	61	21	137	49	131	188	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	50	0	0	7	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	725	110	42	823	61	21	137	49	131	188	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	181	28	11	206	15	5	34	12	33	47	19
Total Analysis Volume [veh/h]	67	725	110	42	823	61	21	137	49	131	188	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.23	0.07	0.03	0.26	0.04	0.01	0.10	0.03	0.08	0.20	0.05
Intersection LOS	B											
Intersection V/C	0.612											

Intersection Level Of Service Report**Intersection 27: Vincent Avenue (NS) at I-10 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.455

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↑↑		↑↑↑		↶↶↶	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	220.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Base Volume Input [veh/h]	741	0	0	1011	393	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	16	0	0	7	0	34
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	757	0	0	1018	393	228
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	189	0	0	255	98	57
Total Analysis Volume [veh/h]	757	0	0	1018	393	228
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.00	0.00	0.21	0.12	0.14
Intersection LOS	A					
Intersection V/C	0.455					

Intersection Level Of Service Report**Intersection 28: Vincent Avenue (NS) at I-10 EB Ramps (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: A
Volume to Capacity (v/c): 0.492

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	527	656	0	1045	358	217	0	243	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	0	4	16	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	527	656	1	1045	362	233	0	243	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	132	164	0	261	91	58	0	61	0	0	0
Total Analysis Volume [veh/h]	0	527	656	1	1045	362	233	0	243	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.25	0.25	0.00	0.22	0.23	0.15	0.00	0.08	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.492											

Intersection Level Of Service Report**Intersection 29: Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.706

Intersection Setup

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	70.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	76	423	178	23	426	88	51	198	32	150	825	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	30	4	10	0	0	72	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	423	178	23	426	118	55	208	32	150	897	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	106	45	6	107	30	14	52	8	38	224	10
Total Analysis Volume [veh/h]	76	423	178	23	426	118	55	208	32	150	897	39
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.26	0.11	0.01	0.17	0.17	0.03	0.08	0.08	0.09	0.29	0.29
Intersection LOS	C											
Intersection V/C	0.706											

Intersection Level Of Service Report**Intersection 30: Azusa Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.662

Intersection Setup

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑		↑↑		↶↷↶	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Base Volume Input [veh/h]	0	1128	627	0	193	331
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	59	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1136	686	0	193	331
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	284	172	0	48	83
Total Analysis Volume [veh/h]	0	1136	686	0	193	331
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.36	0.21	0.00	0.06	0.21
Intersection LOS	B					
Intersection V/C	0.662					

Intersection Level Of Service Report**Intersection 31: Azusa Avenue (NS) at Paramount Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.606

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	200.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Base Volume Input [veh/h]	127	936	0	11	819	75	162	0	79	2	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	0	0	59	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	127	944	0	11	878	75	162	0	79	2	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	236	0	3	220	19	41	0	20	1	0	2
Total Analysis Volume [veh/h]	127	944	0	11	878	75	162	0	79	2	0	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.30	0.00	0.01	0.27	0.05	0.10	0.00	0.15	0.00	0.00	0.01
Intersection LOS	B											
Intersection V/C	0.606											

Intersection Level Of Service Report**Intersection 32: Azusa Avenue (NS) at Gladstone Street (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.754

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	2	0	0	1	0	0	1	0	0
Pocket Length [ft]	190.00	100.00	190.00	190.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	113	668	64	119	631	82	117	243	41	139	738	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	59	8	2	0	0	13	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	113	668	64	119	631	141	125	245	41	139	751	93
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	167	16	30	158	35	31	61	10	35	188	23
Total Analysis Volume [veh/h]	113	668	64	119	631	141	125	245	41	139	751	93
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.21	0.00	0.04	0.24	0.24	0.08	0.09	0.09	0.09	0.26	0.26
Intersection LOS	C											
Intersection V/C	0.754											

Intersection Level Of Service Report**Intersection 33: San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.685

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	86	516	410	72	826	31	38	82	76	369	252	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	59	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	537	426	75	859	32	40	85	79	443	262	167
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	148	117	21	237	9	11	23	22	122	72	46
Total Analysis Volume [veh/h]	98	591	469	83	946	35	44	94	87	488	289	184
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.18	0.29	0.05	0.30	0.02	0.03	0.06	0.05	0.15	0.15	0.15
Intersection LOS	B											
Intersection V/C	0.685											

Intersection Level Of Service Report**Intersection 34: Alameda Ave/I-210 WB Ramps NS) at 1st St (EW)**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: E
 Volume to Capacity (v/c): 0.936

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	325.00	100.00	100.00	50.00	100.00	250.00	50.00	100.00	100.00	100.00	100.00	110.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	111	14	7	41	112	64	8	239	388	580	465	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	59	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	14	7	41	112	64	8	239	388	580	465	44
Peak Hour Factor	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	4	2	11	30	17	2	64	104	155	124	12
Total Analysis Volume [veh/h]	182	15	7	44	120	68	9	256	415	620	497	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.01	0.01	0.03	0.08	0.04	0.01	0.08	0.26	0.39	0.31	0.03
Intersection LOS	E											
Intersection V/C	0.936											

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Vincent Avenue Industrial Building

Scenario 2 Existing Plus Project
5/4/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-605 SB On Ramp (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Left	0.834	-	D
2	I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Two-way stop	HCM 6th Edition	NB Right	1.241	149.2	F
3	Graham Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.594	-	A
4	Rivergrade Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.882	-	D
5	Stewart Avenue (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.763	-	C
6	Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.743	-	C
7	Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)	Signalized	ICU 1	EB Thru	0.894	-	D
8	Maine Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.813	-	D
9	Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.907	-	E
10	4th Street (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.555	-	A
11	Irwindale Avenue (NS) at I-210 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.536	-	A
12	Irwindale Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.760	-	C
13	Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)	Signalized	ICU 1	NB Thru	0.700	-	C
14	Irwindale Avenue (NS) at 1st Street (EW)	Signalized	ICU 1	NB Right	0.457	-	A
15	Irwindale Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	SB Thru	0.648	-	B
16	Irwindale Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.763	-	C
17	Vincent Avenue (NS) at	Signalized	ICU 1	NB Right	0.903	-	E

		Signalized	ICU 1	NB Right	0.900	-	E
17	Gladstone Street (EW)						
18	Vincent Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.858	-	D
19	Vincent Avenue (NS) at Project North Driveway (EW)	Two-way stop	HCM 6th Edition	EB Left	0.350	17.2	C
20	Vincent Avenue (NS) at Project South Driveway (EW)	Two-way stop	HCM 6th Edition	EB Left	0.297	16.1	C
21	Vincent Avenue (NS) at Cypress Street (EW)	Signalized	ICU 1	EB Thru	0.728	-	C
22	Vincent Avenue (NS) at San Bernardino Road (EW)	Signalized	ICU 1	EB Thru	0.674	-	B
23	Vincent Avenue (NS) at Badillo Street (EW)	Signalized	ICU 1	EB Thru	0.774	-	C
24	Vincent Avenue (NS) at Puente Avenue (EW)	Signalized	ICU 1	SB Thru	0.645	-	B
25	Vincent Avenue (NS) at Rowland Avenue (EW)	Signalized	ICU 1	SB Thru	0.610	-	B
26	Vincent Avenue (NS) at Workman Avenue (EW)	Signalized	ICU 1	NB Thru	0.688	-	B
27	Vincent Avenue (NS) at I-10 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.458	-	A
28	Vincent Avenue (NS) at I-10 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.538	-	A
29	Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)	Signalized	ICU 1	EB Right	0.746	-	C
30	Azusa Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.670	-	B
31	Azusa Avenue (NS) at Paramount Street (EW)	Signalized	ICU 1	NB Thru	0.633	-	B
32	Azusa Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	EB Thru	0.736	-	C
33	San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)	Signalized	ICU 1	SB Thru	0.661	-	B
34	Alameda Ave/I-210 WB Ramps (NS) at 1st St (EW)	Signalized	ICU 1	NB Left	0.692	-	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: I-605 SB On Ramp (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.834

Intersection Setup

Name	I-605 SB On Ramps				Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	365.00	100.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	I-605 SB On Ramps				Live Oak Avenue	
Base Volume Input [veh/h]	0	0	1049	1114	557	884
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	93	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1049	0	650	884
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	262	0	163	221
Total Analysis Volume [veh/h]	0	0	1049	0	650	884
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	0	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.33	0.00	0.41	0.28
Intersection LOS	D					
Intersection V/C	0.834					

Intersection Level Of Service Report**Intersection 2: I-605 NB Ramps (NS) at Live Oak Avenue (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	149.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.241

Intersection Setup

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶			↶			↑↑			↑↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	0	0	621	0	0	523	0	1012	0	0	944	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	14	0	0	0	0	0	0	0	93	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	635	0	0	523	0	1012	0	0	1037	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	159	0	0	131	0	253	0	0	259	0
Total Analysis Volume [veh/h]	0	0	635	0	0	523	0	1012	0	0	1037	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	1.24	0.00	0.00	1.04	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	149.23	0.00	0.00	80.28	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			F			F		A			A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	24.96	0.00	0.00	15.37	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	624.11	0.00	0.00	384.33	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	149.23			80.28			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	42.64											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: Graham Road (NS) at Live Oak Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

Intersection Setup

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	205.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Base Volume Input [veh/h]	38	39	578	28	14	1334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	14	0	0	93
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	39	592	28	14	1427
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	10	148	7	4	357
Total Analysis Volume [veh/h]	38	39	592	28	14	1427
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.19	0.02	0.01	0.45
Intersection LOS	A					
Intersection V/C	0.594					

Intersection Level Of Service Report**Intersection 4: Rivergrade Road (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.882

Intersection Setup

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Pocket Length [ft]	315.00	100.00	100.00	160.00	100.00	145.00	205.00	100.00	100.00	155.00	100.00	120.00
Speed [mph]	50.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	162	193	481	25	41	54	37	1475	21	117	685	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	14	0	0	93	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	162	193	481	25	41	54	37	1489	21	117	778	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	48	120	6	10	14	9	372	5	29	195	3
Total Analysis Volume [veh/h]	162	193	481	25	41	54	37	1489	21	117	778	12
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.12	0.23	0.02	0.01	0.03	0.02	0.47	0.01	0.07	0.24	0.01
Intersection LOS	D											
Intersection V/C	0.882											

Intersection Level Of Service Report**Intersection 5: Stewart Avenue (NS) at Live Oak Avenue (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.763

Intersection Setup

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	53	27	7	32	109	7	38	1720	302	31	692	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	14	0	0	93	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	27	7	32	109	7	38	1734	302	31	785	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	7	2	8	27	2	10	434	76	8	196	2
Total Analysis Volume [veh/h]	53	27	7	32	109	7	38	1734	302	31	785	9
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.05	0.05	0.02	0.07	0.00	0.02	0.54	0.19	0.02	0.25	0.01
Intersection LOS	C											
Intersection V/C	0.763											

Intersection Level Of Service Report**Intersection 6: Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.743

Intersection Setup

Name	Baldwin Park Boulevard		Live Oak Avenue		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	⇐⇐⇐		⇐⇐		⇐⇐	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	200.00	100.00
Speed [mph]	40.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Baldwin Park Boulevard		Live Oak Avenue		Live Oak Avenue	
Base Volume Input [veh/h]	77	94	1259	623	280	623
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	14	0	7	93
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	95	1273	623	287	716
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	24	318	156	72	179
Total Analysis Volume [veh/h]	77	95	1273	623	287	716
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.07	0.40	0.39	0.18	0.22
Intersection LOS	C					
Intersection V/C	0.743					

Intersection Level Of Service Report**Intersection 7: Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.894

Intersection Setup

Name	Live Oak Avenue		Arrow Highway	
Approach	Southbound		Westbound	
Lane Configuration				
Turning Movement	Left	Right	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00
Speed [mph]	35.00		45.00	
Grade [%]	0.00		0.00	
Crosswalk	No		No	

Volumes

Name	Live Oak Avenue		Arrow Highway	
Base Volume Input [veh/h]	1077	131	41	1326
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0
Site-Generated Trips [veh/h]	2	0	0	15
Diverted Trips [veh/h]	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0
Other Volume [veh/h]	0	0	0	0
Total Hourly Volume [veh/h]	1079	131	41	1341
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	270	33	10	335
Total Analysis Volume [veh/h]	1079	131	41	1341
Pedestrian Volume [ped/h]	0		0	
Bicycle Volume [bicycles/h]	0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Unsignalized
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.08	0.03	0.42	0.38	0.00
Intersection LOS	D					
Intersection V/C	0.894					

Intersection Level Of Service Report
Intersection 8: Maine Avenue (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.813

Intersection Setup

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	1	0
Pocket Length [ft]	100.00	50.00	100.00	100.00	80.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Base Volume Input [veh/h]	247	57	1849	555	70	1046
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	17	0	0	112
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	247	57	1866	555	70	1158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	14	467	139	18	290
Total Analysis Volume [veh/h]	247	57	1866	555	70	1158
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	5	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.04	0.58	0.35	0.04	0.24
Intersection LOS	D					
Intersection V/C	0.813					

Intersection Level Of Service Report**Intersection 9: Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: E
 Volume to Capacity (v/c): 0.907

Intersection Setup

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	120	5	442	15	13	29	14	1265	59	158	967	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	1	0	0	0	0	17	0	7	112	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	5	443	15	13	29	14	1282	59	165	1079	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	1	111	4	3	7	4	321	15	41	270	4
Total Analysis Volume [veh/h]	120	5	443	15	13	29	14	1282	59	165	1079	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.28	0.01	0.03	0.03	0.01	0.40	0.04	0.10	0.34	0.01
Intersection LOS	E											
Intersection V/C	0.907											

Intersection Level Of Service Report
Intersection 10: 4th Street (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.555

Intersection Setup

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	55.00	100.00	100.00	100.00	100.00	100.00	145.00	100.00	150.00	195.00	100.00	100.00
Speed [mph]	35.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	143	1	44	11	0	12	5	1758	39	41	923	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	18	0	0	119	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	1	44	11	0	12	5	1776	39	41	1042	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	0	11	3	0	3	1	444	10	10	261	1
Total Analysis Volume [veh/h]	143	1	44	11	0	12	5	1776	39	41	1042	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.05	0.03	0.01	0.00	0.01	0.00	0.37	0.02	0.03	0.33	0.00
Intersection LOS	A											
Intersection V/C	0.555											

Intersection Level Of Service Report**Intersection 11: Irwindale Avenue (NS) at I-210 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.536

Intersection Setup

Name	Irwindale Avenue				I-210 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Irwindale Avenue				I-210 WB Ramps	
Base Volume Input [veh/h]	793	0	0	1473	192	206
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	793	0	0	1473	192	206
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	198	0	0	368	48	52
Total Analysis Volume [veh/h]	793	0	0	1473	192	206
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.00	0.00	0.31	0.06	0.12
Intersection LOS	A					
Intersection V/C	0.536					

Intersection Level Of Service Report**Intersection 12: Irwindale Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.760

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	505.00	330.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Base Volume Input [veh/h]	0	1034	336	416	792	0	375	0	456	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	56	0	0	0	0	0	0	8	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1090	336	416	792	0	375	0	464	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	273	84	104	198	0	94	0	116	0	0	0
Total Analysis Volume [veh/h]	0	1090	336	416	792	0	375	0	464	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.34	0.21	0.13	0.25	0.00	0.12	0.00	0.17	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.760											

Intersection Level Of Service Report**Intersection 13: Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.700

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	130.00	100.00	180.00	245.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Base Volume Input [veh/h]	28	1163	42	35	1205	7	25	0	80	113	0	178
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	56	0	0	8	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	1219	42	35	1213	7	25	0	80	113	0	178
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	305	11	9	303	2	6	0	20	28	0	45
Total Analysis Volume [veh/h]	28	1219	42	35	1213	7	25	0	80	113	0	178
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.38	0.03	0.02	0.38	0.00	0.02	0.00	0.07	0.07	0.00	0.28
Intersection LOS	C											
Intersection V/C	0.700											

Intersection Level Of Service Report
Intersection 14: Irwindale Avenue (NS) at 1st Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.457

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	70.00	120.00	100.00	240.00	90.00	100.00	95.00	75.00	100.00	75.00
Speed [mph]	35.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Base Volume Input [veh/h]	11	878	4	9	1337	53	167	0	43	10	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	56	0	0	8	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	934	4	9	1345	53	167	0	43	10	0	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	234	1	2	336	13	42	0	11	3	0	2
Total Analysis Volume [veh/h]	11	934	4	9	1345	53	167	0	43	10	0	6
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.29	0.29	0.01	0.28	0.03	0.05	0.00	0.03	0.01	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.457											

Intersection Level Of Service Report**Intersection 15: Irwindale Avenue (NS) at Gladstone Street (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.648

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	120.00	100.00	100.00	210.00	100.00	100.00	50.00	100.00	100.00	200.00	100.00	190.00
Speed [mph]	35.00			35.00			25.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	1	687	308	530	889	8	5	85	27	150	4	207
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	8	0	0	0	0	0	0	0	56
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	687	308	538	889	8	5	85	27	150	4	263
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	172	77	135	222	2	1	21	7	38	1	66
Total Analysis Volume [veh/h]	1	687	308	538	889	8	5	85	27	150	4	263
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	2	0	1	6	0	0	8	0	0	4	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.21	0.19	0.17	0.28	0.28	0.00	0.05	0.02	0.09	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.648											

Intersection Level Of Service Report**Intersection 16: Irwindale Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.763

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	2	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	185.00	100.00	185.00	205.00	100.00	100.00	335.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	91	488	100	191	714	363	373	1315	73	99	475	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	1	0	0	0	0	18	0	7	119	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	488	101	191	714	363	373	1333	73	106	594	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	122	25	48	179	91	93	333	18	27	149	16
Total Analysis Volume [veh/h]	91	488	101	191	714	363	373	1333	73	106	594	63
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	6	3	8	0	7	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.18	0.18	0.12	0.22	0.11	0.12	0.29	0.29	0.07	0.21	0.21
Intersection LOS	C											
Intersection V/C	0.763											

Intersection Level Of Service Report**Intersection 17: Vincent Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.903

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	2	0	0	1	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	100.00	230.00	100.00	100.00	175.00	100.00	100.00
Speed [mph]	45.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	113	24	475	16	25	18	14	862	160	150	203	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	56	0	90	0	0	0	0	0	8	14	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	169	24	565	16	25	18	14	862	168	164	203	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	6	141	4	6	5	4	216	42	41	51	1
Total Analysis Volume [veh/h]	169	24	565	16	25	18	14	862	168	164	203	3
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.02	0.35	0.01	0.03	0.03	0.00	0.32	0.32	0.10	0.06	0.06
Intersection LOS	E											
Intersection V/C	0.903											

Intersection Level Of Service Report**Intersection 18: Vincent Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.858

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	215.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	78	314	143	38	276	84	228	1417	171	106	485	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	126	146	24	0	22	0	0	0	19	4	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	204	460	167	38	298	84	228	1417	190	110	485	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	115	42	10	75	21	57	354	48	28	121	10
Total Analysis Volume [veh/h]	204	460	167	38	298	84	228	1417	190	110	485	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.20	0.20	0.02	0.12	0.12	0.14	0.44	0.12	0.07	0.15	0.03
Intersection LOS	D											
Intersection V/C	0.858											

Intersection Level Of Service Report**Intersection 19: Vincent Avenue (NS) at Project North Driveway (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	17.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.350

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		Project North Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		15.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Vincent Avenue		Vincent Avenue		Project North Driveway	
Base Volume Input [veh/h]	0	535	551	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	137	21	24	159	31
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	672	572	24	159	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	168	143	6	40	8
Total Analysis Volume [veh/h]	5	672	572	24	159	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.35	0.04
d_M, Delay for Movement [s/veh]	8.71	0.00	0.00	0.00	17.16	10.30
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.00	1.55	0.14
95th-Percentile Queue Length [ft/ln]	0.39	0.00	0.00	0.00	38.83	3.41
d_A, Approach Delay [s/veh]	0.06		0.00		16.04	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.11					
Intersection LOS	C					

Intersection Level Of Service Report**Intersection 20: Vincent Avenue (NS) at Project South Driveway (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	16.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.297

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		Project South Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		15.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Vincent Avenue		Vincent Avenue		Project South Driveway	
Base Volume Input [veh/h]	0	535	551	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	5	31	21	137	52
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	540	582	21	137	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	135	146	5	34	13
Total Analysis Volume [veh/h]	8	540	582	21	137	52
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.30	0.07
d_M, Delay for Movement [s/veh]	8.74	0.00	0.00	0.00	16.07	10.51
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.00	1.23	0.24
95th-Percentile Queue Length [ft/ln]	0.62	0.00	0.00	0.00	30.75	5.95
d_A, Approach Delay [s/veh]	0.13		0.00		14.54	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.10					
Intersection LOS	C					

Intersection Level Of Service Report**Intersection 21: Vincent Avenue (NS) at Cypress Street (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.728

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Base Volume Input [veh/h]	59	447	138	59	448	30	88	984	112	92	295	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	0	7	69	7	1	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	458	138	66	517	37	89	984	112	92	295	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	115	35	17	129	9	22	246	28	23	74	11
Total Analysis Volume [veh/h]	59	458	138	66	517	37	89	984	112	92	295	42
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.19	0.19	0.04	0.17	0.17	0.06	0.34	0.34	0.06	0.11	0.11
Intersection LOS	C											
Intersection V/C	0.728											

Intersection Level Of Service Report**Intersection 22: Vincent Avenue (NS) at San Bernardino Road (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.674

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	165.00	100.00	100.00
Speed [mph]	35.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Base Volume Input [veh/h]	94	563	77	76	574	48	112	651	110	98	273	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	0	0	69	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	574	77	76	643	48	112	651	110	98	273	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	144	19	19	161	12	28	163	28	25	68	20
Total Analysis Volume [veh/h]	94	574	77	76	643	48	112	651	110	98	273	80
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.20	0.20	0.05	0.22	0.22	0.07	0.24	0.24	0.06	0.11	0.11
Intersection LOS	B											
Intersection V/C	0.674											

Intersection Level Of Service Report
Intersection 23: Vincent Avenue (NS) at Badillo Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Dadillo Street			Badillo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	190.00	100.00	100.00	195.00	100.00	100.00	195.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Dadillo Street			Badillo Street		
Base Volume Input [veh/h]	93	584	144	62	702	53	65	953	172	130	421	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	0	7	55	7	1	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	593	144	69	757	60	66	953	172	130	421	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	148	36	17	189	15	17	238	43	33	105	14
Total Analysis Volume [veh/h]	93	593	144	69	757	60	66	953	172	130	421	57
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.19	0.09	0.04	0.24	0.04	0.04	0.30	0.11	0.08	0.13	0.04
Intersection LOS	C											
Intersection V/C	0.774											

Intersection Level Of Service Report**Intersection 24: Vincent Avenue (NS) at Puente Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.645

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Base Volume Input [veh/h]	73	727	78	63	832	60	75	540	67	48	265	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	0	0	55	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	736	78	63	887	60	75	540	67	48	265	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	184	20	16	222	15	19	135	17	12	66	9
Total Analysis Volume [veh/h]	73	736	78	63	887	60	75	540	67	48	265	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.23	0.05	0.04	0.28	0.04	0.05	0.19	0.04	0.03	0.10	0.02
Intersection LOS	B											
Intersection V/C	0.645											

Intersection Level Of Service Report**Intersection 25: Vincent Avenue (NS) at Rowland Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.610

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	145.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Base Volume Input [veh/h]	33	840	113	98	849	18	14	206	49	69	93	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	5	45	5	1	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	847	113	103	894	23	15	206	49	69	93	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	212	28	26	224	6	4	52	12	17	23	8
Total Analysis Volume [veh/h]	33	847	113	103	894	23	15	206	49	69	93	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.26	0.07	0.06	0.28	0.01	0.01	0.14	0.03	0.04	0.10	0.02
Intersection LOS	B											
Intersection V/C	0.610											

Intersection Level Of Service Report**Intersection 26: Vincent Avenue (NS) at Workman Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.688

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	100.00	180.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Base Volume Input [veh/h]	91	947	198	81	856	24	17	257	64	108	143	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	0	45	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	954	198	81	901	24	17	257	64	108	143	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	239	50	20	225	6	4	64	16	27	36	12
Total Analysis Volume [veh/h]	91	954	198	81	901	24	17	257	64	108	143	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.30	0.12	0.05	0.28	0.02	0.01	0.17	0.04	0.07	0.16	0.03
Intersection LOS	B											
Intersection V/C	0.688											

Intersection Level Of Service Report**Intersection 27: Vincent Avenue (NS) at I-10 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.458

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	220.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Base Volume Input [veh/h]	1060	0	0	1075	393	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	0	0	45	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1062	0	0	1120	393	199
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	266	0	0	280	98	50
Total Analysis Volume [veh/h]	1062	0	0	1120	393	199
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.00	0.00	0.23	0.12	0.12
Intersection LOS	A					
Intersection V/C	0.458					

Intersection Level Of Service Report**Intersection 28: Vincent Avenue (NS) at I-10 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.538

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	r			l r			r r r					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	903	711	0	1381	340	160	0	129	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	7	0	24	2	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	903	711	7	1381	364	162	0	129	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	226	178	2	345	91	41	0	32	0	0	0
Total Analysis Volume [veh/h]	0	903	711	7	1381	364	162	0	129	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.34	0.34	0.00	0.29	0.23	0.10	0.00	0.04	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.538											

Intersection Level Of Service Report**Intersection 29: Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.746

Intersection Setup

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	70.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	41	335	161	42	424	62	167	992	74	92	238	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	4	26	64	0	0	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	335	161	42	424	66	193	1056	74	92	248	29
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	84	40	11	106	17	48	264	19	23	62	7
Total Analysis Volume [veh/h]	41	335	161	42	424	66	193	1056	74	92	248	29
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.21	0.10	0.03	0.15	0.15	0.12	0.35	0.35	0.06	0.09	0.09
Intersection LOS	C											
Intersection V/C	0.746											

Intersection Level Of Service Report**Intersection 30: Azusa Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.670

Intersection Setup

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑		↑↑		↶↷	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Base Volume Input [veh/h]	0	1131	795	0	131	321
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	52	8	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1183	803	0	131	321
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	296	201	0	33	80
Total Analysis Volume [veh/h]	0	1183	803	0	131	321
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.37	0.25	0.00	0.04	0.20
Intersection LOS	B					
Intersection V/C	0.670					

Intersection Level Of Service Report**Intersection 31: Azusa Avenue (NS) at Paramount Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.633

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	200.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Base Volume Input [veh/h]	91	923	4	27	966	51	170	1	87	17	7	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	52	0	0	8	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	975	4	27	974	51	170	1	87	17	7	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	244	1	7	244	13	43	0	22	4	2	9
Total Analysis Volume [veh/h]	91	975	4	27	974	51	170	1	87	17	7	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.30	0.00	0.02	0.30	0.03	0.11	0.16	0.16	0.01	0.04	0.04
Intersection LOS	B											
Intersection V/C	0.633											

Intersection Level Of Service Report**Intersection 32: Azusa Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.736

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	2	0	0	1	0	0	1	0	0
Pocket Length [ft]	190.00	100.00	190.00	190.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	79	668	150	214	716	57	212	762	79	122	287	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	8	52	12	0	0	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	668	150	214	716	65	264	774	79	122	289	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	167	38	54	179	16	66	194	20	31	72	18
Total Analysis Volume [veh/h]	79	668	150	214	716	65	264	774	79	122	289	73
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.21	0.02	0.07	0.24	0.24	0.17	0.27	0.27	0.08	0.11	0.11
Intersection LOS	C											
Intersection V/C	0.736											

Intersection Level Of Service Report**Intersection 33: San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.661

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	78	505	330	117	837	20	72	175	85	288	164	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	8	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	525	343	122	870	21	75	182	88	308	171	154
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	135	88	31	224	5	19	47	23	79	44	40
Total Analysis Volume [veh/h]	84	542	354	126	898	22	77	188	91	318	176	159
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.17	0.22	0.08	0.28	0.01	0.05	0.12	0.06	0.10	0.10	0.10
Intersection LOS	B											
Intersection V/C	0.661											

Intersection Level Of Service Report**Intersection 34: Alameda Ave/I-210 WB Ramps (NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

-
B
0.692

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	365.00	100.00	100.00	50.00	100.00	250.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	366	87	94	46	24	38	20	604	207	177	305	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	374	87	94	46	24	38	20	604	207	177	305	43
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	99	23	25	12	6	10	5	161	55	47	81	11
Total Analysis Volume [veh/h]	398	93	100	49	26	40	21	643	220	188	324	46
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.12	0.12	0.03	0.02	0.03	0.01	0.20	0.14	0.12	0.20	0.03
Intersection LOS	B											
Intersection V/C	0.692											

EXISTING PLUS PROJECT – WITH IMPROVEMENTS

Vincent Avenue Industrial Building

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Scenario 3 Existing Plus Project With Improvements

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.795	-	C
9	Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.751	-	C
17	Vincent Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Right	0.526	-	A
34	Alameda Ave/I-210 WB Ramps NS) at 1st St (EW)	Signalized	ICU 1	WB Thru	0.742	-	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 2: I-605 NB Ramps (NS) at Live Oak Avenue (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.795

Intersection Setup

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐⇐			⇑⇑			⇑⇑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	0	0	469	0	0	432	0	262	0	0	1205	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	105	0	0	0	0	0	0	0	14	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	574	0	0	432	0	262	0	0	1219	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	144	0	0	108	0	66	0	0	305	0
Total Analysis Volume [veh/h]	0	0	574	0	0	432	0	262	0	0	1219	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	0	2	0	0	6	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.18	0.00	0.00	0.14	0.00	0.08	0.00	0.00	0.38	0.00
Intersection LOS	C											
Intersection V/C	0.795											

Intersection Level Of Service Report
Intersection 9: Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

Intersection Setup

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	837	14	145	11	3	12	19	624	122	67	1708	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	0	0	0	0	126	0	1	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	837	14	153	11	3	12	19	750	122	68	1725	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	209	4	38	3	1	3	5	188	31	17	431	6
Total Analysis Volume [veh/h]	837	14	153	11	3	12	19	750	122	68	1725	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.21	0.21	0.01	0.01	0.01	0.01	0.18	0.18	0.04	0.36	0.36
Intersection LOS	C											
Intersection V/C	0.751											

Intersection Level Of Service Report**Intersection 17: Vincent Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.526

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	2	0	0	1	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	100.00	230.00	100.00	100.00	175.00	100.00	100.00
Speed [mph]	45.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	265	29	147	16	8	38	43	97	64	178	942	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	14	0	0	0	0	0	64	102	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	273	29	161	16	8	38	43	97	128	280	942	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	7	40	4	2	10	11	24	32	70	236	1
Total Analysis Volume [veh/h]	273	29	161	16	8	38	43	97	128	280	942	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.10	0.10	0.01	0.03	0.03	0.01	0.07	0.07	0.18	0.30	0.30
Intersection LOS	A											
Intersection V/C	0.526											

Intersection Level Of Service Report**Intersection 34: Alameda Ave/I-210 WB Ramps NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.742

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	325.00	100.00	100.00	50.00	100.00	250.00	50.00	100.00	100.00	100.00	100.00	110.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	111	14	7	41	112	64	8	239	388	580	465	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	59	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	14	7	41	112	64	8	239	388	580	465	44
Peak Hour Factor	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	4	2	11	30	17	2	64	104	155	124	12
Total Analysis Volume [veh/h]	182	15	7	44	120	68	9	256	415	620	497	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.01	0.01	0.03	0.08	0.04	0.01	0.08	0.26	0.19	0.31	0.03
Intersection LOS	C											
Intersection V/C	0.742											

Vincent Avenue Industrial Building

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Scenario 3 Existing Plus Project With Improvements

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5/6/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.786	-	C
9	Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.649	-	B
17	Vincent Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	EB Thru	0.734	-	C
34	Alameda Ave/I-210 WB Ramps (NS) at 1st St (EW)	Signalized	ICU 1	NB Left	0.633	-	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 2: I-605 NB Ramps (NS) at Live Oak Avenue (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.786

Intersection Setup

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐⇐			⇑⇑			⇑⇑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	0	0	621	0	0	523	0	1012	0	0	944	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	14	0	0	0	0	0	0	0	93	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	635	0	0	523	0	1012	0	0	1037	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	159	0	0	131	0	253	0	0	259	0
Total Analysis Volume [veh/h]	0	0	635	0	0	523	0	1012	0	0	1037	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	0	2	0	0	6	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.20	0.00	0.00	0.16	0.00	0.32	0.00	0.00	0.32	0.00
Intersection LOS	C											
Intersection V/C	0.786											

Intersection Level Of Service Report
Intersection 9: Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.649

Intersection Setup

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	120	5	442	15	13	29	14	1265	59	158	967	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	1	0	0	0	0	17	0	7	112	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	5	443	15	13	29	14	1282	59	165	1079	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	1	111	4	3	7	4	321	15	41	270	4
Total Analysis Volume [veh/h]	120	5	443	15	13	29	14	1282	59	165	1079	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.12	0.12	0.01	0.03	0.03	0.01	0.28	0.28	0.10	0.23	0.23
Intersection LOS	B											
Intersection V/C	0.649											

Intersection Level Of Service Report**Intersection 17: Vincent Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↑↵			↑↵			↵↵↑			↵↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	2	0	0	1	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	100.00	230.00	100.00	100.00	175.00	100.00	100.00
Speed [mph]	45.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	113	24	475	16	25	18	14	862	160	150	203	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	56	0	90	0	0	0	0	0	8	14	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	169	24	565	16	25	18	14	862	168	164	203	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	6	141	4	6	5	4	216	42	41	51	1
Total Analysis Volume [veh/h]	169	24	565	16	25	18	14	862	168	164	203	3
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.16	0.16	0.01	0.03	0.03	0.00	0.32	0.32	0.10	0.06	0.06
Intersection LOS	C											
Intersection V/C	0.734											

Intersection Level Of Service Report**Intersection 34: Alameda Ave/I-210 WB Ramps (NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

-
B
0.633

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	365.00	100.00	100.00	50.00	100.00	250.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	366	87	94	46	24	38	20	604	207	177	305	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	374	87	94	46	24	38	20	604	207	177	305	43
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	99	23	25	12	6	10	5	161	55	47	81	11
Total Analysis Volume [veh/h]	398	93	100	49	26	40	21	643	220	188	324	46
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.12	0.12	0.03	0.02	0.03	0.01	0.20	0.14	0.06	0.20	0.03
Intersection LOS	B											
Intersection V/C	0.633											

FUTURE BASELINE WITHOUT PROJECT

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Report File: G:\...\IFB AM.pdf

Vincent Avenue Industrial Building

Scenario 1 Future Baseline Without Project
5/6/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-605 SB On Ramp (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.517	-	A
2	I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Two-way stop	HCM 6th Edition	SB Right	0.994	72.6	F
3	Graham Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.569	-	A
4	Rivergrade Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.587	-	A
5	Stewart Avenue (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.810	-	D
6	Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.542	-	A
7	Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)	Signalized	ICU 1	WB Thru	0.628	-	B
8	Maine Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.794	-	C
9	Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.929	-	E
10	4th Street (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.346	-	A
11	Irwindale Avenue (NS) at I-210 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.463	-	A
12	Irwindale Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.671	-	B
13	Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)	Signalized	ICU 1	SB Thru	0.570	-	A
14	Irwindale Avenue (NS) at 1st Street (EW)	Signalized	ICU 1	NB Thru	0.507	-	A
15	Irwindale Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Left	0.649	-	B
16	Irwindale Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.848	-	D
17	Vincent Avenue (NS) at	Signalized	ICU 1	WB Thru	0.525	-	A

		Signalized	ICU 1	WB Thru	0.525	-	A
17	Gladstone Street (EW)						
18	Vincent Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.682	-	B
21	Vincent Avenue (NS) at Cypress Street (EW)	Signalized	ICU 1	WB Thru	0.647	-	B
22	Vincent Avenue (NS) at San Bernardino Road (EW)	Signalized	ICU 1	WB Thru	0.655	-	B
23	Vincent Avenue (NS) at Badillo Street (EW)	Signalized	ICU 1	WB Thru	0.612	-	B
24	Vincent Avenue (NS) at Puente Avenue (EW)	Signalized	ICU 1	NB Thru	0.581	-	A
25	Vincent Avenue (NS) at Rowland Avenue (EW)	Signalized	ICU 1	SB Thru	0.539	-	A
26	Vincent Avenue (NS) at Workman Avenue (EW)	Signalized	ICU 1	SB Thru	0.614	-	B
27	Vincent Avenue (NS) at I-10 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.437	-	A
28	Vincent Avenue (NS) at I-10 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.486	-	A
29	Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Thru	0.686	-	B
30	Azusa Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.665	-	B
31	Azusa Avenue (NS) at Paramount Street (EW)	Signalized	ICU 1	NB Thru	0.592	-	A
32	Azusa Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Thru	0.732	-	C
33	San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)	Signalized	ICU 1	SB Thru	0.645	-	B
34	Alameda Ave/I-210 WB Ramps NS) at 1st St (EW)	Signalized	ICU 1	WB Left	0.913	-	E

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: I-605 SB On Ramp (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.517

Intersection Setup

Name	I-605 SB On Ramps				Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	365.00	100.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	I-605 SB On Ramps				Live Oak Avenue	
Base Volume Input [veh/h]	0	0	280	347	521	1094
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	283	0	526	1105
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	71	0	132	276
Total Analysis Volume [veh/h]	0	0	283	0	526	1105
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	0	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.09	0.00	0.33	0.35
Intersection LOS	A					
Intersection V/C	0.517					

Intersection Level Of Service Report**Intersection 2: I-605 NB Ramps (NS) at Live Oak Avenue (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	72.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.994

Intersection Setup

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↱			↱			↑↑			↑↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	0	0	469	0	0	432	0	262	0	0	1205	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.00	1.00	1.01	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	474	0	0	436	0	265	0	0	1217	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	119	0	0	109	0	66	0	0	304	0
Total Analysis Volume [veh/h]	0	0	474	0	0	436	0	265	0	0	1217	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.53	0.00	0.00	0.99	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	13.51	0.00	0.00	72.60	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			B			F		A			A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	3.20	0.00	0.00	12.64	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	80.09	0.00	0.00	315.91	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.51			72.60			0.00			0.00		
Approach LOS	B			F			A			A		
d_I, Intersection Delay [s/veh]	15.91											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: Graham Road (NS) at Live Oak Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.569

Intersection Setup

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	205.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Base Volume Input [veh/h]	38	39	578	28	14	1334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	39	584	28	14	1347
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	10	146	7	4	337
Total Analysis Volume [veh/h]	38	39	584	28	14	1347
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.18	0.02	0.01	0.42
Intersection LOS	A					
Intersection V/C	0.569					

Intersection Level Of Service Report**Intersection 4: Rivergrade Road (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

Intersection Setup

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Pocket Length [ft]	315.00	100.00	100.00	160.00	100.00	145.00	205.00	100.00	100.00	155.00	100.00	120.00
Speed [mph]	50.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	52	67	138	24	311	58	71	587	77	268	983	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	68	139	24	314	59	72	593	78	271	993	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	17	35	6	79	15	18	148	20	68	248	6
Total Analysis Volume [veh/h]	53	68	139	24	314	59	72	593	78	271	993	22
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.04	0.00	0.02	0.10	0.04	0.05	0.19	0.05	0.17	0.31	0.01
Intersection LOS	A											
Intersection V/C	0.587											

Intersection Level Of Service Report**Intersection 5: Stewart Avenue (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.810

Intersection Setup

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	239	112	28	10	35	49	12	609	25	23	1450	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	241	113	28	10	35	49	12	615	25	23	1465	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	28	7	3	9	12	3	154	6	6	366	7
Total Analysis Volume [veh/h]	241	113	28	10	35	49	12	615	25	23	1465	26
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.24	0.24	0.01	0.02	0.03	0.01	0.19	0.02	0.01	0.46	0.02
Intersection LOS	D											
Intersection V/C	0.810											

Intersection Level Of Service Report**Intersection 6: Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name	Baldwin Park Boulevard						Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Baldwin Park Boulevard						Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	311	0	237	0	0	0	0	581	89	143	1056	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	314	0	239	0	0	0	0	587	90	144	1067	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	0	60	0	0	0	0	147	23	36	267	0
Total Analysis Volume [veh/h]	314	0	239	0	0	0	0	587	90	144	1067	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	0	0	0	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.06	0.09	0.33	0.00
Intersection LOS	A											
Intersection V/C	0.542											

Intersection Level Of Service Report**Intersection 7: Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name			Live Oak Avenue		Arrow Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	⇐⇐⇐		⇐		⇐	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name			Live Oak Avenue		Arrow Highway	
Base Volume Input [veh/h]	296	59	113	634	1117	1772
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	299	60	114	640	1128	1772
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	15	29	160	282	443
Total Analysis Volume [veh/h]	299	60	114	640	1128	1772
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Unsignalized
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.04	0.07	0.20	0.35	0.00
Intersection LOS	B					
Intersection V/C	0.628					

Intersection Level Of Service Report
Intersection 8: Maine Avenue (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

Intersection Setup

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	1	0
Pocket Length [ft]	100.00	50.00	100.00	100.00	80.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Base Volume Input [veh/h]	606	96	869	172	61	2288
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	612	97	878	174	62	2311
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	153	24	220	44	16	578
Total Analysis Volume [veh/h]	612	97	878	174	62	2311
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	5	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.06	0.27	0.11	0.04	0.48
Intersection LOS	C					
Intersection V/C	0.794					

Intersection Level Of Service Report

Intersection 9: Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.929

Intersection Setup

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	837	14	145	11	3	12	19	624	122	67	1708	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.01	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	845	14	146	11	3	12	19	630	123	68	1725	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	211	4	37	3	1	3	5	158	31	17	431	6
Total Analysis Volume [veh/h]	845	14	146	11	3	12	19	630	123	68	1725	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.27	0.09	0.01	0.01	0.01	0.01	0.20	0.08	0.04	0.54	0.01
Intersection LOS	E											
Intersection V/C	0.929											

Intersection Level Of Service Report
Intersection 10: 4th Street (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.346

Intersection Setup

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	55.00	100.00	100.00	100.00	100.00	100.00	145.00	100.00	150.00	195.00	100.00	100.00
Speed [mph]	35.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	76	1	22	3	2	12	20	769	126	77	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	1	22	3	2	12	20	777	127	78	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	6	1	1	3	5	194	32	20	0	0
Total Analysis Volume [veh/h]	77	1	22	3	2	12	20	777	127	78	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.01	0.00	0.01	0.01	0.01	0.16	0.08	0.05	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.346											

Intersection Level Of Service Report**Intersection 11: Irwindale Avenue (NS) at I-210 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.463

Intersection Setup

Name	Irwindale Avenue				I-210 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Irwindale Avenue				I-210 WB Ramps	
Base Volume Input [veh/h]	826	0	0	1049	281	169
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.00	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	834	0	0	1059	284	171
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	209	0	0	265	71	43
Total Analysis Volume [veh/h]	834	0	0	1059	284	171
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.00	0.00	0.22	0.09	0.14
Intersection LOS	A					
Intersection V/C	0.463					

Intersection Level Of Service Report**Intersection 12: Irwindale Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.671

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	505.00	330.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Base Volume Input [veh/h]	0	829	235	167	595	0	444	0	748	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.01	1.01	1.00	1.01	1.00	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	837	237	169	601	0	448	0	755	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	209	59	42	150	0	112	0	189	0	0	0
Total Analysis Volume [veh/h]	0	837	237	169	601	0	448	0	755	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.26	0.15	0.05	0.19	0.00	0.14	0.00	0.25	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.671											

Intersection Level Of Service Report

Intersection 13: Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.570

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	130.00	100.00	180.00	245.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Base Volume Input [veh/h]	53	1015	115	168	1133	41	10	0	13	24	0	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.00	1.01	1.01	1.00	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	1025	116	170	1144	41	10	0	13	24	0	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	256	29	43	286	10	3	0	3	6	0	9
Total Analysis Volume [veh/h]	54	1025	116	170	1144	41	10	0	13	24	0	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.32	0.07	0.11	0.36	0.03	0.01	0.00	0.01	0.02	0.00	0.05
Intersection LOS	A											
Intersection V/C	0.570											

Intersection Level Of Service Report
Intersection 14: Irwindale Avenue (NS) at 1st Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.507

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	70.00	120.00	100.00	240.00	90.00	100.00	95.00	75.00	100.00	75.00
Speed [mph]	35.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Base Volume Input [veh/h]	38	1187	4	14	827	130	54	0	21	0	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1199	4	14	835	131	55	0	21	0	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	300	1	4	209	33	14	0	5	0	0	2
Total Analysis Volume [veh/h]	38	1199	4	14	835	131	55	0	21	0	0	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.38	0.38	0.01	0.17	0.08	0.02	0.00	0.01	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.507											

Intersection Level Of Service Report**Intersection 15: Irwindale Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.649

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	120.00	100.00	100.00	210.00	100.00	100.00	50.00	100.00	100.00	200.00	100.00	190.00
Speed [mph]	35.00			35.00			25.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	10	634	67	135	551	6	1	10	22	456	70	680
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	640	68	136	557	6	1	10	22	461	71	687
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	160	17	34	139	2	0	3	6	115	18	172
Total Analysis Volume [veh/h]	10	640	68	136	557	6	1	10	22	461	71	687
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	2	0	1	6	0	0	8	0	0	4	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.20	0.04	0.04	0.18	0.18	0.00	0.01	0.01	0.29	0.04	0.17
Intersection LOS	B											
Intersection V/C	0.649											

Intersection Level Of Service Report**Intersection 16: Irwindale Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.848

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	2	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	185.00	100.00	185.00	205.00	100.00	100.00	335.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	163	579	65	98	457	446	277	423	52	67	1022	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	165	585	66	99	462	450	280	427	53	68	1032	99
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	146	17	25	116	113	70	107	13	17	258	25
Total Analysis Volume [veh/h]	165	585	66	99	462	450	280	427	53	68	1032	99
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	6	3	8	0	7	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.20	0.20	0.06	0.14	0.19	0.09	0.10	0.10	0.04	0.35	0.35
Intersection LOS	D											
Intersection V/C	0.848											

Intersection Level Of Service Report**Intersection 17: Vincent Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.525

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	2	0	0	1	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	100.00	230.00	100.00	100.00	175.00	100.00	100.00
Speed [mph]	45.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	265	29	147	16	8	38	43	97	64	178	942	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	268	29	148	16	8	38	43	98	65	180	951	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	7	37	4	2	10	11	25	16	45	238	1
Total Analysis Volume [veh/h]	268	29	148	16	8	38	43	98	65	180	951	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.09	0.09	0.01	0.03	0.03	0.01	0.05	0.05	0.11	0.30	0.30
Intersection LOS	A											
Intersection V/C	0.525											

Intersection Level Of Service Report**Intersection 18: Vincent Avenue (NS) at Arrow Highway (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.682

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	215.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	161	285	88	22	189	65	58	378	88	138	1150	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	288	89	22	191	66	59	382	89	139	1162	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	72	22	6	48	17	15	96	22	35	291	23
Total Analysis Volume [veh/h]	163	288	89	22	191	66	59	382	89	139	1162	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.12	0.12	0.01	0.08	0.08	0.04	0.12	0.06	0.09	0.36	0.06
Intersection LOS	B											
Intersection V/C	0.682											

Intersection Level Of Service Report
Intersection 21: Vincent Avenue (NS) at Cypress Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.647

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Base Volume Input [veh/h]	162	467	125	65	398	71	34	303	50	190	792	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	472	126	66	402	72	34	306	51	192	800	79
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	118	32	17	101	18	9	77	13	48	200	20
Total Analysis Volume [veh/h]	164	472	126	66	402	72	34	306	51	192	800	79
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.19	0.19	0.04	0.15	0.15	0.02	0.11	0.11	0.12	0.27	0.27
Intersection LOS	B											
Intersection V/C	0.647											

Intersection Level Of Service Report**Intersection 22: Vincent Avenue (NS) at San Bernardino Road (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.655

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	165.00	100.00	100.00
Speed [mph]	35.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Base Volume Input [veh/h]	106	546	50	70	556	99	82	330	67	99	597	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	551	51	71	562	100	83	333	68	100	603	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	138	13	18	141	25	21	83	17	25	151	33
Total Analysis Volume [veh/h]	107	551	51	71	562	100	83	333	68	100	603	132
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.19	0.19	0.04	0.21	0.21	0.05	0.13	0.13	0.06	0.23	0.23
Intersection LOS	B											
Intersection V/C	0.655											

Intersection Level Of Service Report
Intersection 23: Vincent Avenue (NS) at Badillo Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.612

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Badillo Street			Badillo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	190.00	100.00	100.00	195.00	100.00	100.00	195.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Badillo Street			Badillo Street		
Base Volume Input [veh/h]	105	629	177	42	580	121	31	506	113	110	770	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	635	179	42	586	122	31	511	114	111	778	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	159	45	11	147	31	8	128	29	28	195	22
Total Analysis Volume [veh/h]	106	635	179	42	586	122	31	511	114	111	778	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.20	0.11	0.03	0.18	0.08	0.02	0.16	0.07	0.07	0.24	0.06
Intersection LOS	B											
Intersection V/C	0.612											

Intersection Level Of Service Report**Intersection 24: Vincent Avenue (NS) at Puente Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.581

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Base Volume Input [veh/h]	67	687	31	57	660	69	42	349	66	74	563	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	694	31	58	667	70	42	352	67	75	569	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	174	8	15	167	18	11	88	17	19	142	24
Total Analysis Volume [veh/h]	68	694	31	58	667	70	42	352	67	75	569	97
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.22	0.02	0.04	0.21	0.04	0.03	0.12	0.04	0.05	0.20	0.06
Intersection LOS	A											
Intersection V/C	0.581											

Intersection Level Of Service Report**Intersection 25: Vincent Avenue (NS) at Rowland Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.539

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	145.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Base Volume Input [veh/h]	34	712	55	36	756	12	32	133	41	119	131	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	719	56	36	764	12	32	134	41	120	132	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	180	14	9	191	3	8	34	10	30	33	16
Total Analysis Volume [veh/h]	34	719	56	36	764	12	32	134	41	120	132	63
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.22	0.04	0.02	0.24	0.01	0.02	0.10	0.03	0.08	0.16	0.04
Intersection LOS	A											
Intersection V/C	0.539											

Intersection Level Of Service Report**Intersection 26: Vincent Avenue (NS) at Workman Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.614

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	100.00	180.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Base Volume Input [veh/h]	67	675	110	42	816	61	21	137	49	131	188	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	682	111	42	824	62	21	138	49	132	190	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	171	28	11	206	16	5	35	12	33	48	19
Total Analysis Volume [veh/h]	68	682	111	42	824	62	21	138	49	132	190	75
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.21	0.07	0.03	0.26	0.04	0.01	0.10	0.03	0.08	0.20	0.05
Intersection LOS	B											
Intersection V/C	0.614											

Intersection Level Of Service Report**Intersection 27: Vincent Avenue (NS) at I-10 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.437

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	220.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Base Volume Input [veh/h]	741	0	0	1011	393	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.00	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	748	0	0	1021	397	196
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	187	0	0	255	99	49
Total Analysis Volume [veh/h]	748	0	0	1021	397	196
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.00	0.00	0.21	0.12	0.12
Intersection LOS	A					
Intersection V/C	0.437					

Intersection Level Of Service Report**Intersection 28: Vincent Avenue (NS) at I-10 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.486

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	r			r			r r					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	527	656	0	1045	358	217	0	243	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.01	1.01	1.01	1.00	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	532	663	0	1055	362	219	0	245	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	133	166	0	264	91	55	0	61	0	0	0
Total Analysis Volume [veh/h]	0	532	663	0	1055	362	219	0	245	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.25	0.25	0.00	0.22	0.23	0.14	0.00	0.08	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.486											

Intersection Level Of Service Report**Intersection 29: Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

Intersection Setup

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	70.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	76	423	178	23	426	88	51	198	32	150	825	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	427	180	23	430	89	52	200	32	152	833	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	107	45	6	108	22	13	50	8	38	208	10
Total Analysis Volume [veh/h]	77	427	180	23	430	89	52	200	32	152	833	39
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.27	0.11	0.01	0.16	0.16	0.03	0.07	0.07	0.10	0.27	0.27
Intersection LOS	B											
Intersection V/C	0.686											

Intersection Level Of Service Report**Intersection 30: Azusa Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.665

Intersection Setup

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑		↑↑		↶↷	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Base Volume Input [veh/h]	0	1128	627	0	193	331
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1139	633	0	195	334
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	285	158	0	49	84
Total Analysis Volume [veh/h]	0	1139	633	0	195	334
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.36	0.20	0.00	0.06	0.21
Intersection LOS	B					
Intersection V/C	0.665					

Intersection Level Of Service Report**Intersection 31: Azusa Avenue (NS) at Paramount Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.592

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	200.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Base Volume Input [veh/h]	127	936	0	11	819	75	162	0	79	2	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	945	0	11	827	76	164	0	80	2	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	236	0	3	207	19	41	0	20	1	0	2
Total Analysis Volume [veh/h]	128	945	0	11	827	76	164	0	80	2	0	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.30	0.00	0.01	0.26	0.05	0.10	0.00	0.15	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.592											

Intersection Level Of Service Report**Intersection 32: Azusa Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.732

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	2	0	0	1	0	0	1	0	0
Pocket Length [ft]	190.00	100.00	190.00	190.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	113	668	64	119	631	82	117	243	41	139	738	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	675	65	120	637	83	118	245	41	140	745	94
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	169	16	30	159	21	30	61	10	35	186	24
Total Analysis Volume [veh/h]	114	675	65	120	637	83	118	245	41	140	745	94
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.21	0.00	0.04	0.23	0.23	0.07	0.09	0.09	0.09	0.26	0.26
Intersection LOS	C											
Intersection V/C	0.732											

Intersection Level Of Service Report**Intersection 33: San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.645

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	86	516	410	72	826	31	38	82	76	369	252	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	547	435	76	876	33	40	87	81	391	267	171
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	151	120	21	241	9	11	24	22	108	74	47
Total Analysis Volume [veh/h]	100	602	479	84	965	36	44	96	89	431	294	188
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.19	0.30	0.05	0.30	0.02	0.03	0.06	0.06	0.13	0.15	0.15
Intersection LOS	B											
Intersection V/C	0.645											

Intersection Level Of Service Report**Intersection 34: Alameda Ave/I-210 WB Ramps NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

-
E
0.913

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	325.00	100.00	100.00	50.00	100.00	150.00	55.00	100.00	100.00	100.00	100.00	110.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	111	14	7	41	112	64	8	239	388	580	465	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	113	14	7	42	114	65	8	244	396	592	474	45
Peak Hour Factor	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	4	2	11	30	17	2	65	106	158	127	12
Total Analysis Volume [veh/h]	121	15	7	45	122	70	9	261	424	633	507	48
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.01	0.01	0.03	0.08	0.04	0.01	0.08	0.27	0.40	0.32	0.03
Intersection LOS	E											
Intersection V/C	0.913											

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Report File: G:\...\FB PM.pdf

Vincent Avenue Industrial Building

Scenario 1 Future Baseline Without Project
5/6/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-605 SB On Ramp (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Left	0.783	-	C
2	I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Two-way stop	HCM 6th Edition	NB Right	1.235	147.0	F
3	Graham Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.569	-	A
4	Rivergrade Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.885	-	D
5	Stewart Avenue (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.765	-	C
6	Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.701	-	C
7	Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)	Signalized	ICU 1	EB Thru	0.896	-	D
8	Maine Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.814	-	D
9	Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.904	-	E
10	4th Street (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.555	-	A
11	Irwindale Avenue (NS) at I-210 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.540	-	A
12	Irwindale Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.747	-	C
13	Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)	Signalized	ICU 1	SB Thru	0.697	-	B
14	Irwindale Avenue (NS) at 1st Street (EW)	Signalized	ICU 1	SB Thru	0.447	-	A
15	Irwindale Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	SB Thru	0.651	-	B
16	Irwindale Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.761	-	C
17	Vincent Avenue (NS) at	Signalized	ICU 1	EB Thru	0.813	-	D

		Signalized	ICU 1	EB Thru	0.643	-	D
17	Gladstone Street (EW)	Signalized	ICU 1	EB Thru	0.643	-	D
18	Vincent Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.782	-	C
21	Vincent Avenue (NS) at Cypress Street (EW)	Signalized	ICU 1	EB Thru	0.726	-	C
22	Vincent Avenue (NS) at San Bernardino Road (EW)	Signalized	ICU 1	EB Right	0.658	-	B
23	Vincent Avenue (NS) at Badillo Street (EW)	Signalized	ICU 1	EB Thru	0.763	-	C
24	Vincent Avenue (NS) at Puente Avenue (EW)	Signalized	ICU 1	SB Thru	0.633	-	B
25	Vincent Avenue (NS) at Rowland Avenue (EW)	Signalized	ICU 1	SB Thru	0.609	-	B
26	Vincent Avenue (NS) at Workman Avenue (EW)	Signalized	ICU 1	NB Thru	0.691	-	B
27	Vincent Avenue (NS) at I-10 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.450	-	A
28	Vincent Avenue (NS) at I-10 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.541	-	A
29	Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)	Signalized	ICU 1	EB Thru	0.732	-	C
30	Azusa Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.659	-	B
31	Azusa Avenue (NS) at Paramount Street (EW)	Signalized	ICU 1	SB Thru	0.636	-	B
32	Azusa Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	EB Thru	0.737	-	C
33	San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)	Signalized	ICU 1	SB Thru	0.669	-	B
34	Alameda Ave/I-210 WB Ramps (NS) at 1st St (EW)	Signalized	ICU 1	NB Left	0.699	-	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: I-605 SB On Ramp (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.783

Intersection Setup

Name	I-605 SB On Ramps		Eastbound		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	365.00	100.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	I-605 SB On Ramps		Eastbound		Live Oak Avenue	
Base Volume Input [veh/h]	0	0	1049	1114	557	884
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1059	0	563	893
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	265	0	141	223
Total Analysis Volume [veh/h]	0	0	1059	0	563	893
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	0	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.33	0.00	0.35	0.28
Intersection LOS	C					
Intersection V/C	0.783					

Intersection Level Of Service Report**Intersection 2: I-605 NB Ramps (NS) at Live Oak Avenue (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	147.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.235

Intersection Setup

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↱			↱			↑↑			↑↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	0	0	621	0	0	523	0	1012	0	0	944	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.00	1.00	1.01	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	627	0	0	528	0	1022	0	0	953	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	157	0	0	132	0	256	0	0	238	0
Total Analysis Volume [veh/h]	0	0	627	0	0	528	0	1022	0	0	953	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	1.23	0.00	0.00	0.99	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	146.97	0.00	0.00	63.65	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			F			F		A			A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	24.50	0.00	0.00	13.65	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	612.52	0.00	0.00	341.37	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	146.97			63.65			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	40.18											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: Graham Road (NS) at Live Oak Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.569

Intersection Setup

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	205.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Base Volume Input [veh/h]	38	39	578	28	14	1334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	39	584	28	14	1347
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	10	146	7	4	337
Total Analysis Volume [veh/h]	38	39	584	28	14	1347
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.18	0.02	0.01	0.42
Intersection LOS	A					
Intersection V/C	0.569					

Intersection Level Of Service Report**Intersection 4: Rivergrade Road (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.885

Intersection Setup

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Pocket Length [ft]	315.00	100.00	100.00	160.00	100.00	145.00	205.00	100.00	100.00	155.00	100.00	120.00
Speed [mph]	50.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	162	193	481	25	41	54	37	1475	21	117	685	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	195	486	25	41	55	37	1490	21	118	692	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	49	122	6	10	14	9	373	5	30	173	3
Total Analysis Volume [veh/h]	164	195	486	25	41	55	37	1490	21	118	692	12
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.12	0.23	0.02	0.01	0.03	0.02	0.47	0.01	0.07	0.22	0.01
Intersection LOS	D											
Intersection V/C	0.885											

Intersection Level Of Service Report**Intersection 5: Stewart Avenue (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.765

Intersection Setup

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	53	27	7	32	109	7	38	1720	302	31	692	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	27	7	32	110	7	38	1737	305	31	699	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	7	2	8	28	2	10	434	76	8	175	2
Total Analysis Volume [veh/h]	54	27	7	32	110	7	38	1737	305	31	699	9
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.06	0.06	0.02	0.07	0.00	0.02	0.54	0.19	0.02	0.22	0.01
Intersection LOS	C											
Intersection V/C	0.765											

Intersection Level Of Service Report**Intersection 6: Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.701

Intersection Setup

Name	Baldwin Park Boulevard						Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Baldwin Park Boulevard						Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	77	0	94	0	0	0	0	1259	623	280	623	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	0	95	0	0	0	0	1272	629	283	629	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	0	24	0	0	0	0	318	157	71	157	0
Total Analysis Volume [veh/h]	78	0	95	0	0	0	0	1272	629	283	629	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	0	0	0	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.39	0.18	0.20	0.00
Intersection LOS	C											
Intersection V/C	0.701											

Intersection Level Of Service Report**Intersection 7: Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.896

Intersection Setup

Name			Live Oak Avenue		Arrow Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	⇐⇐⇐		⇐		⇐	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name			Live Oak Avenue		Arrow Highway	
Base Volume Input [veh/h]	1077	131	41	1326	1117	451
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1088	132	41	1339	1128	451
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	272	33	10	335	282	113
Total Analysis Volume [veh/h]	1088	132	41	1339	1128	451
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Unsignalized
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.08	0.03	0.42	0.35	0.00
Intersection LOS	D					
Intersection V/C	0.896					

Intersection Level Of Service Report
Intersection 8: Maine Avenue (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.814

Intersection Setup

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	1	0
Pocket Length [ft]	100.00	50.00	100.00	100.00	80.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Base Volume Input [veh/h]	247	57	1849	555	70	1046
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	249	58	1867	561	71	1056
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	15	467	140	18	264
Total Analysis Volume [veh/h]	249	58	1867	561	71	1056
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	5	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.04	0.58	0.35	0.04	0.22
Intersection LOS	D					
Intersection V/C	0.814					

Intersection Level Of Service Report
Intersection 9: Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.904

Intersection Setup

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	120	5	442	15	13	29	14	1265	59	158	967	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.01	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	5	446	15	13	29	14	1278	60	160	977	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	1	112	4	3	7	4	320	15	40	244	4
Total Analysis Volume [veh/h]	121	5	446	15	13	29	14	1278	60	160	977	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.28	0.01	0.03	0.03	0.01	0.40	0.04	0.10	0.31	0.01
Intersection LOS	E											
Intersection V/C	0.904											

Intersection Level Of Service Report
Intersection 10: 4th Street (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.555

Intersection Setup

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	55.00	100.00	100.00	100.00	100.00	100.00	145.00	100.00	150.00	195.00	100.00	100.00
Speed [mph]	35.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	143	1	44	11	0	12	5	1758	39	41	923	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	144	1	44	11	0	12	5	1776	39	41	932	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	0	11	3	0	3	1	444	10	10	233	1
Total Analysis Volume [veh/h]	144	1	44	11	0	12	5	1776	39	41	932	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.05	0.03	0.01	0.00	0.01	0.00	0.37	0.02	0.03	0.29	0.00
Intersection LOS	A											
Intersection V/C	0.555											

Intersection Level Of Service Report**Intersection 11: Irwindale Avenue (NS) at I-210 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.540

Intersection Setup

Name	Irwindale Avenue				I-210 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Irwindale Avenue				I-210 WB Ramps	
Base Volume Input [veh/h]	793	0	0	1473	192	206
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.00	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	801	0	0	1488	194	208
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	200	0	0	372	49	52
Total Analysis Volume [veh/h]	801	0	0	1488	194	208
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.00	0.00	0.31	0.06	0.13
Intersection LOS	A					
Intersection V/C	0.540					

Intersection Level Of Service Report**Intersection 12: Irwindale Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.747

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	505.00	330.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Base Volume Input [veh/h]	0	1034	336	416	792	0	375	0	456	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.01	1.01	1.00	1.01	1.00	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1044	339	420	800	0	379	0	461	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	261	85	105	200	0	95	0	115	0	0	0
Total Analysis Volume [veh/h]	0	1044	339	420	800	0	379	0	461	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.33	0.21	0.13	0.25	0.00	0.12	0.00	0.18	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.747											

Intersection Level Of Service Report
Intersection 13: Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.697

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	130.00	100.00	180.00	245.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Base Volume Input [veh/h]	28	1163	42	35	1205	7	25	0	80	113	0	178
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.00	1.01	1.01	1.00	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	1175	42	35	1217	7	25	0	81	114	0	180
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	294	11	9	304	2	6	0	20	29	0	45
Total Analysis Volume [veh/h]	28	1175	42	35	1217	7	25	0	81	114	0	180
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.37	0.03	0.02	0.38	0.00	0.02	0.00	0.07	0.07	0.00	0.28
Intersection LOS	B											
Intersection V/C	0.697											

Intersection Level Of Service Report
Intersection 14: Irwindale Avenue (NS) at 1st Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.447

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	70.00	120.00	100.00	240.00	90.00	100.00	95.00	75.00	100.00	75.00
Speed [mph]	35.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Base Volume Input [veh/h]	11	878	4	9	1337	53	167	0	43	10	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	887	4	9	1350	54	169	0	43	10	0	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	222	1	2	338	14	42	0	11	3	0	2
Total Analysis Volume [veh/h]	11	887	4	9	1350	54	169	0	43	10	0	6
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.28	0.28	0.01	0.28	0.03	0.05	0.00	0.03	0.01	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.447											

Intersection Level Of Service Report**Intersection 15: Irwindale Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.651

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	120.00	100.00	100.00	210.00	100.00	100.00	50.00	100.00	100.00	200.00	100.00	190.00
Speed [mph]	35.00			35.00			25.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	1	687	308	530	889	8	5	85	27	150	4	207
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	694	311	535	898	8	5	86	27	152	4	209
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	174	78	134	225	2	1	22	7	38	1	52
Total Analysis Volume [veh/h]	1	694	311	535	898	8	5	86	27	152	4	209
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	2	0	1	6	0	0	8	0	0	4	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.22	0.19	0.17	0.28	0.28	0.00	0.05	0.02	0.10	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.651											

Intersection Level Of Service Report**Intersection 16: Irwindale Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	2	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	185.00	100.00	185.00	205.00	100.00	100.00	335.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	91	488	100	191	714	363	373	1315	73	99	475	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	493	101	193	721	367	377	1328	74	100	480	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	123	25	48	180	92	94	332	19	25	120	16
Total Analysis Volume [veh/h]	92	493	101	193	721	367	377	1328	74	100	480	64
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	6	3	8	0	7	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.19	0.19	0.12	0.23	0.11	0.12	0.29	0.29	0.06	0.17	0.17
Intersection LOS	C											
Intersection V/C	0.761											

Intersection Level Of Service Report**Intersection 17: Vincent Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	2	0	0	1	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	100.00	230.00	100.00	100.00	175.00	100.00	100.00
Speed [mph]	45.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	113	24	475	16	25	18	14	862	160	150	203	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	24	480	16	25	18	14	871	162	152	205	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	6	120	4	6	5	4	218	41	38	51	1
Total Analysis Volume [veh/h]	114	24	480	16	25	18	14	871	162	152	205	3
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.02	0.30	0.01	0.03	0.03	0.00	0.32	0.32	0.10	0.07	0.07
Intersection LOS	D											
Intersection V/C	0.843											

Intersection Level Of Service Report**Intersection 18: Vincent Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.782

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	215.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	78	314	143	38	276	84	228	1417	171	106	485	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	317	144	38	279	85	230	1431	173	107	490	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	79	36	10	70	21	58	358	43	27	123	10
Total Analysis Volume [veh/h]	79	317	144	38	279	85	230	1431	173	107	490	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.14	0.14	0.02	0.11	0.11	0.14	0.45	0.11	0.07	0.15	0.03
Intersection LOS	C											
Intersection V/C	0.782											

Intersection Level Of Service Report
Intersection 21: Vincent Avenue (NS) at Cypress Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.726

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Base Volume Input [veh/h]	59	447	138	59	448	30	88	984	112	92	295	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	451	139	60	452	30	89	994	113	93	298	41
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	113	35	15	113	8	22	249	28	23	75	10
Total Analysis Volume [veh/h]	60	451	139	60	452	30	89	994	113	93	298	41
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.18	0.18	0.04	0.15	0.15	0.06	0.35	0.35	0.06	0.11	0.11
Intersection LOS	C											
Intersection V/C	0.726											

Intersection Level Of Service Report**Intersection 22: Vincent Avenue (NS) at San Bernardino Road (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.658

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	165.00	100.00	100.00
Speed [mph]	35.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Base Volume Input [veh/h]	94	563	77	76	574	48	112	651	110	98	273	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	569	78	77	580	48	113	658	111	99	276	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	142	20	19	145	12	28	165	28	25	69	20
Total Analysis Volume [veh/h]	95	569	78	77	580	48	113	658	111	99	276	81
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.20	0.20	0.05	0.20	0.20	0.07	0.24	0.24	0.06	0.11	0.11
Intersection LOS	B											
Intersection V/C	0.658											

Intersection Level Of Service Report
Intersection 23: Vincent Avenue (NS) at Badillo Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.763

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Badillo Street			Badillo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	190.00	100.00	100.00	195.00	100.00	100.00	195.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Badillo Street			Badillo Street		
Base Volume Input [veh/h]	93	584	144	62	702	53	65	953	172	130	421	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	590	145	63	709	54	66	963	174	131	425	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	148	36	16	177	14	17	241	44	33	106	14
Total Analysis Volume [veh/h]	94	590	145	63	709	54	66	963	174	131	425	57
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.18	0.09	0.04	0.22	0.03	0.04	0.30	0.11	0.08	0.13	0.04
Intersection LOS	C											
Intersection V/C	0.763											

Intersection Level Of Service Report**Intersection 24: Vincent Avenue (NS) at Puente Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.633

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Base Volume Input [veh/h]	73	727	78	63	832	60	75	540	67	48	265	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	734	79	64	840	61	76	545	68	48	268	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	184	20	16	210	15	19	136	17	12	67	9
Total Analysis Volume [veh/h]	74	734	79	64	840	61	76	545	68	48	268	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.23	0.05	0.04	0.26	0.04	0.05	0.19	0.04	0.03	0.10	0.02
Intersection LOS	B											
Intersection V/C	0.633											

Intersection Level Of Service Report**Intersection 25: Vincent Avenue (NS) at Rowland Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.609

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	145.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Base Volume Input [veh/h]	33	840	113	98	849	18	14	206	49	69	93	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	848	114	99	857	18	14	208	49	70	94	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	212	29	25	214	5	4	52	12	18	24	8
Total Analysis Volume [veh/h]	33	848	114	99	857	18	14	208	49	70	94	31
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.27	0.07	0.06	0.27	0.01	0.01	0.14	0.03	0.04	0.10	0.02
Intersection LOS	B											
Intersection V/C	0.609											

Intersection Level Of Service Report**Intersection 26: Vincent Avenue (NS) at Workman Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.691

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	100.00	180.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Base Volume Input [veh/h]	91	947	198	81	856	24	17	257	64	108	143	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	956	200	82	865	24	17	260	65	109	144	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	239	50	21	216	6	4	65	16	27	36	12
Total Analysis Volume [veh/h]	92	956	200	82	865	24	17	260	65	109	144	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.30	0.13	0.05	0.27	0.02	0.01	0.17	0.04	0.07	0.16	0.03
Intersection LOS	B											
Intersection V/C	0.691											

Intersection Level Of Service Report**Intersection 27: Vincent Avenue (NS) at I-10 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.450

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	220.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Base Volume Input [veh/h]	1060	0	0	1075	393	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.00	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1071	0	0	1086	397	196
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	268	0	0	272	99	49
Total Analysis Volume [veh/h]	1071	0	0	1086	397	196
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.00	0.00	0.23	0.12	0.12
Intersection LOS	A					
Intersection V/C	0.450					

Intersection Level Of Service Report**Intersection 28: Vincent Avenue (NS) at I-10 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	r			r			r r					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	903	711	0	1381	340	160	0	129	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.01	1.01	1.01	1.00	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	912	718	0	1395	343	162	0	130	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	228	180	0	349	86	41	0	33	0	0	0
Total Analysis Volume [veh/h]	0	912	718	0	1395	343	162	0	130	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.34	0.34	0.00	0.29	0.21	0.10	0.00	0.04	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.541											

Intersection Level Of Service Report**Intersection 29: Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.732

Intersection Setup

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	70.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	41	335	161	42	424	62	167	992	74	92	238	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	338	163	42	428	63	169	1002	75	93	240	29
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	85	41	11	107	16	42	251	19	23	60	7
Total Analysis Volume [veh/h]	41	338	163	42	428	63	169	1002	75	93	240	29
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.21	0.10	0.03	0.15	0.15	0.11	0.34	0.34	0.06	0.08	0.08
Intersection LOS	C											
Intersection V/C	0.732											

Intersection Level Of Service Report**Intersection 30: Azusa Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.659

Intersection Setup

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑		↑↑		↶↷	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Base Volume Input [veh/h]	0	1131	795	0	131	321
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1142	803	0	132	324
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	286	201	0	33	81
Total Analysis Volume [veh/h]	0	1142	803	0	132	324
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.36	0.25	0.00	0.04	0.20
Intersection LOS	B					
Intersection V/C	0.659					

Intersection Level Of Service Report**Intersection 31: Azusa Avenue (NS) at Paramount Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.636

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	200.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Base Volume Input [veh/h]	91	923	4	27	966	51	170	1	87	17	7	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	932	4	27	976	52	172	1	88	17	7	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	233	1	7	244	13	43	0	22	4	2	9
Total Analysis Volume [veh/h]	92	932	4	27	976	52	172	1	88	17	7	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.29	0.00	0.02	0.31	0.03	0.11	0.16	0.16	0.01	0.04	0.04
Intersection LOS	B											
Intersection V/C	0.636											

Intersection Level Of Service Report**Intersection 32: Azusa Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	2	0	0	1	0	0	1	0	0
Pocket Length [ft]	190.00	100.00	190.00	190.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	79	668	150	214	716	57	212	762	79	122	287	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	675	152	216	723	58	214	770	80	123	290	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	169	38	54	181	15	54	193	20	31	73	19
Total Analysis Volume [veh/h]	80	675	152	216	723	58	214	770	80	123	290	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.21	0.02	0.07	0.24	0.24	0.13	0.27	0.27	0.08	0.11	0.11
Intersection LOS	C											
Intersection V/C	0.737											

Intersection Level Of Service Report**Intersection 33: San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.669

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	78	505	330	117	837	20	72	175	85	288	164	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	535	350	124	887	21	76	186	90	305	174	157
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	138	90	32	229	5	20	48	23	79	45	41
Total Analysis Volume [veh/h]	86	552	361	128	915	22	78	192	93	315	180	162
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.17	0.23	0.08	0.29	0.01	0.05	0.12	0.06	0.10	0.11	0.11
Intersection LOS	B											
Intersection V/C	0.669											

Intersection Level Of Service Report**Intersection 34: Alameda Ave/I-210 WB Ramps (NS) at 1st St (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.699

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	325.00	100.00	100.00	50.00	100.00	150.00	55.00	100.00	100.00	100.00	100.00	110.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	366	87	94	46	24	38	20	604	207	177	305	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	373	89	96	47	24	39	20	616	211	181	311	44
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	99	24	26	13	6	10	5	164	56	48	83	12
Total Analysis Volume [veh/h]	397	95	102	50	26	41	21	655	224	193	331	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.12	0.12	0.03	0.02	0.03	0.01	0.20	0.14	0.12	0.21	0.03
Intersection LOS	B											
Intersection V/C	0.699											

FUTURE BASELINE WITH PROJECT

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Report File: G:\...\FBP AM.pdf

Vincent Avenue Industrial Building

Scenario 2 Future Baseline With Project
5/6/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-605 SB On Ramp (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.526	-	A
2	I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Two-way stop	HCM 6th Edition	SB Right	1.005	75.7	F
3	Graham Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.573	-	A
4	Rivergrade Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.619	-	B
5	Stewart Avenue (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.815	-	D
6	Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.547	-	A
7	Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)	Signalized	ICU 1	WB Thru	0.637	-	B
8	Maine Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.798	-	C
9	Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.934	-	E
10	4th Street (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.374	-	A
11	Irwindale Avenue (NS) at I-210 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.463	-	A
12	Irwindale Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.687	-	B
13	Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)	Signalized	ICU 1	SB Thru	0.572	-	A
14	Irwindale Avenue (NS) at 1st Street (EW)	Signalized	ICU 1	NB Right	0.509	-	A
15	Irwindale Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Left	0.671	-	B
16	Irwindale Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.853	-	D
17	Vincent Avenue (NS) at	Signalized	ICU 1	WB Thru	0.533	-	A

		Signalized	ICU 1	WB Thru	0.555	-	A
17	Gladstone Street (EW)						
18	Vincent Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.746	-	C
19	Vincent Avenue (NS) at Project North Driveway (EW)	Two-way stop	HCM 6th Edition	EB Left	0.061	14.7	B
20	Vincent Avenue (NS) at Project South Driveway (EW)	Two-way stop	HCM 6th Edition	EB Left	0.043	12.8	B
21	Vincent Avenue (NS) at Cypress Street (EW)	Signalized	ICU 1	WB Right	0.658	-	B
22	Vincent Avenue (NS) at San Bernardino Road (EW)	Signalized	ICU 1	WB Thru	0.659	-	B
23	Vincent Avenue (NS) at Badillo Street (EW)	Signalized	ICU 1	WB Thru	0.620	-	B
24	Vincent Avenue (NS) at Puente Avenue (EW)	Signalized	ICU 1	NB Thru	0.599	-	A
25	Vincent Avenue (NS) at Rowland Avenue (EW)	Signalized	ICU 1	SB Thru	0.545	-	A
26	Vincent Avenue (NS) at Workman Avenue (EW)	Signalized	ICU 1	SB Thru	0.617	-	B
27	Vincent Avenue (NS) at I-10 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.458	-	A
28	Vincent Avenue (NS) at I-10 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.496	-	A
29	Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Thru	0.711	-	C
30	Azusa Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.667	-	B
31	Azusa Avenue (NS) at Paramount Street (EW)	Signalized	ICU 1	NB Thru	0.611	-	B
32	Azusa Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Thru	0.760	-	C
33	San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)	Signalized	ICU 1	SB Thru	0.696	-	B
34	Alameda Ave/I-210 WB Ramps NS) at 1st St (EW)	Signalized	ICU 1	WB Left	0.952	-	E

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: I-605 SB On Ramp (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.526

Intersection Setup

Name	I-605 SB On Ramps		Eastbound		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	365.00	100.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	I-605 SB On Ramps		Eastbound		Live Oak Avenue	
Base Volume Input [veh/h]	0	0	280	347	521	1094
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	14	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	283	0	540	1105
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	71	0	135	276
Total Analysis Volume [veh/h]	0	0	283	0	540	1105
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	0	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.09	0.00	0.34	0.35
Intersection LOS	A					
Intersection V/C	0.526					

Intersection Level Of Service Report**Intersection 2: I-605 NB Ramps (NS) at Live Oak Avenue (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	75.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.005

Intersection Setup

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶			↶			↑↑			↑↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	0	0	469	0	0	432	0	262	0	0	1205	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.00	1.00	1.01	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	105	0	0	0	0	0	0	0	14	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	579	0	0	436	0	265	0	0	1231	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	145	0	0	109	0	66	0	0	308	0
Total Analysis Volume [veh/h]	0	0	579	0	0	436	0	265	0	0	1231	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.65	0.00	0.00	1.01	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	16.17	0.00	0.00	75.71	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			C			F		A			A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	4.93	0.00	0.00	12.92	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	123.13	0.00	0.00	323.11	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.17			75.71			0.00			0.00		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	16.87											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: Graham Road (NS) at Live Oak Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.573

Intersection Setup

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	205.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Base Volume Input [veh/h]	38	39	578	28	14	1334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	105	0	0	14
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	39	689	28	14	1361
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	10	172	7	4	340
Total Analysis Volume [veh/h]	38	39	689	28	14	1361
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.22	0.02	0.01	0.43
Intersection LOS	A					
Intersection V/C	0.573					

Intersection Level Of Service Report**Intersection 4: Rivergrade Road (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.619

Intersection Setup

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Pocket Length [ft]	315.00	100.00	100.00	160.00	100.00	145.00	205.00	100.00	100.00	155.00	100.00	120.00
Speed [mph]	50.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	52	67	138	24	311	58	71	587	77	268	983	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	105	0	0	14	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	68	139	24	314	59	72	698	78	271	1007	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	17	35	6	79	15	18	175	20	68	252	6
Total Analysis Volume [veh/h]	53	68	139	24	314	59	72	698	78	271	1007	22
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.04	0.00	0.02	0.10	0.04	0.05	0.22	0.05	0.17	0.31	0.01
Intersection LOS	B											
Intersection V/C	0.619											

Intersection Level Of Service Report**Intersection 5: Stewart Avenue (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.815

Intersection Setup

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	239	112	28	10	35	49	12	609	25	23	1450	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	105	0	0	14	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	241	113	28	10	35	49	12	720	25	23	1479	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	28	7	3	9	12	3	180	6	6	370	7
Total Analysis Volume [veh/h]	241	113	28	10	35	49	12	720	25	23	1479	26
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.24	0.24	0.01	0.02	0.03	0.01	0.23	0.02	0.01	0.46	0.02
Intersection LOS	D											
Intersection V/C	0.815											

Intersection Level Of Service Report**Intersection 6: Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: A
Volume to Capacity (v/c): 0.547

Intersection Setup

Name	Baldwin Park Boulevard						Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Baldwin Park Boulevard						Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	311	0	237	0	0	0	0	581	89	143	1056	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	0	0	0	0	105	0	1	14	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	314	0	247	0	0	0	0	692	90	145	1081	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	0	62	0	0	0	0	173	23	36	270	0
Total Analysis Volume [veh/h]	314	0	247	0	0	0	0	692	90	145	1081	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	0	0	0	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.06	0.09	0.34	0.00
Intersection LOS	A											
Intersection V/C	0.547											

Intersection Level Of Service Report**Intersection 7: Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

Name			Live Oak Avenue		Arrow Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	⇐⇐⇐		⇐		⇐	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name			Live Oak Avenue		Arrow Highway	
Base Volume Input [veh/h]	296	59	113	634	1117	1772
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	0	113	15	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	312	60	114	753	1143	1774
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	15	29	188	286	444
Total Analysis Volume [veh/h]	312	60	114	753	1143	1774
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Unsignalized
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.04	0.07	0.24	0.36	0.00
Intersection LOS	B					
Intersection V/C	0.637					

Intersection Level Of Service Report
Intersection 8: Maine Avenue (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.798

Intersection Setup

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	1	0
Pocket Length [ft]	100.00	50.00	100.00	100.00	80.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Base Volume Input [veh/h]	606	96	869	172	61	2288
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	126	0	0	17
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	612	97	1004	174	62	2328
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	153	24	251	44	16	582
Total Analysis Volume [veh/h]	612	97	1004	174	62	2328
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	5	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.06	0.31	0.11	0.04	0.49
Intersection LOS	C					
Intersection V/C	0.798					

Intersection Level Of Service Report

Intersection 9: Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.934

Intersection Setup

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	837	14	145	11	3	12	19	624	122	67	1708	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.01	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	0	0	0	0	126	0	1	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	845	14	154	11	3	12	19	756	123	69	1742	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	211	4	39	3	1	3	5	189	31	17	436	6
Total Analysis Volume [veh/h]	845	14	154	11	3	12	19	756	123	69	1742	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.27	0.10	0.01	0.01	0.01	0.01	0.24	0.08	0.04	0.54	0.01
Intersection LOS	E											
Intersection V/C	0.934											

Intersection Level Of Service Report
Intersection 10: 4th Street (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.374

Intersection Setup

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	55.00	100.00	100.00	100.00	100.00	100.00	145.00	100.00	150.00	195.00	100.00	100.00
Speed [mph]	35.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	76	1	22	3	2	12	20	769	126	77	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	134	0	0	18	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	1	22	3	2	12	20	911	127	78	18	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	6	1	1	3	5	228	32	20	5	0
Total Analysis Volume [veh/h]	77	1	22	3	2	12	20	911	127	78	18	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.01	0.00	0.01	0.01	0.01	0.19	0.08	0.05	0.01	0.00
Intersection LOS	A											
Intersection V/C	0.374											

Intersection Level Of Service Report**Intersection 11: Irwindale Avenue (NS) at I-210 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.463

Intersection Setup

Name	Irwindale Avenue				I-210 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Irwindale Avenue				I-210 WB Ramps	
Base Volume Input [veh/h]	826	0	0	1049	281	169
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.00	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	834	0	0	1059	284	171
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	209	0	0	265	71	43
Total Analysis Volume [veh/h]	834	0	0	1059	284	171
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.00	0.00	0.22	0.09	0.14
Intersection LOS	A					
Intersection V/C	0.463					

Intersection Level Of Service Report**Intersection 12: Irwindale Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.687

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	505.00	330.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Base Volume Input [veh/h]	0	829	235	167	595	0	444	0	748	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.01	1.01	1.00	1.01	1.00	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	0	0	0	0	0	0	64	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	845	237	169	601	0	448	0	819	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	211	59	42	150	0	112	0	205	0	0	0
Total Analysis Volume [veh/h]	0	845	237	169	601	0	448	0	819	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.26	0.15	0.05	0.19	0.00	0.14	0.00	0.26	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.687											

Intersection Level Of Service Report

Intersection 13: Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.572

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	130.00	100.00	180.00	245.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Base Volume Input [veh/h]	53	1015	115	168	1133	41	10	0	13	24	0	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.00	1.01	1.01	1.00	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	0	0	64	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	1033	116	170	1208	41	10	0	13	24	0	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	258	29	43	302	10	3	0	3	6	0	9
Total Analysis Volume [veh/h]	54	1033	116	170	1208	41	10	0	13	24	0	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.32	0.07	0.11	0.38	0.03	0.01	0.00	0.01	0.02	0.00	0.05
Intersection LOS	A											
Intersection V/C	0.572											

Intersection Level Of Service Report

Intersection 14: Irwindale Avenue (NS) at 1st Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.509

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	70.00	120.00	100.00	240.00	90.00	100.00	95.00	75.00	100.00	75.00
Speed [mph]	35.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Base Volume Input [veh/h]	38	1187	4	14	827	130	54	0	21	0	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	0	0	64	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1207	4	14	899	131	55	0	21	0	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	302	1	4	225	33	14	0	5	0	0	2
Total Analysis Volume [veh/h]	38	1207	4	14	899	131	55	0	21	0	0	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.38	0.38	0.01	0.19	0.08	0.02	0.00	0.01	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.509											

Intersection Level Of Service Report**Intersection 15: Irwindale Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.671

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	120.00	100.00	100.00	210.00	100.00	100.00	50.00	100.00	100.00	200.00	100.00	190.00
Speed [mph]	35.00			35.00			25.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	10	634	67	135	551	6	1	10	22	456	70	680
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	64	0	0	0	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	640	68	200	557	6	1	10	22	461	71	695
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	160	17	50	139	2	0	3	6	115	18	174
Total Analysis Volume [veh/h]	10	640	68	200	557	6	1	10	22	461	71	695
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	2	0	1	6	0	0	8	0	0	4	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.20	0.04	0.06	0.18	0.18	0.00	0.01	0.01	0.29	0.04	0.15
Intersection LOS	B											
Intersection V/C	0.671											

Intersection Level Of Service Report**Intersection 16: Irwindale Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.853

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	2	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	185.00	100.00	185.00	205.00	100.00	100.00	335.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	163	579	65	98	457	446	277	423	52	67	1022	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	0	0	0	0	134	0	1	18	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	165	585	74	99	462	450	280	561	53	69	1050	99
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	146	19	25	116	113	70	140	13	17	263	25
Total Analysis Volume [veh/h]	165	585	74	99	462	450	280	561	53	69	1050	99
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	6	3	8	0	7	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.21	0.21	0.06	0.14	0.19	0.09	0.13	0.13	0.04	0.36	0.36
Intersection LOS	D											
Intersection V/C	0.853											

Intersection Level Of Service Report**Intersection 17: Vincent Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.533

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	2	0	0	1	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	100.00	230.00	100.00	100.00	175.00	100.00	100.00
Speed [mph]	45.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	265	29	147	16	8	38	43	97	64	178	942	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	14	0	0	0	0	0	64	102	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	276	29	162	16	8	38	43	98	129	282	951	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	7	41	4	2	10	11	25	32	71	238	1
Total Analysis Volume [veh/h]	276	29	162	16	8	38	43	98	129	282	951	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.10	0.10	0.01	0.03	0.03	0.01	0.07	0.07	0.18	0.30	0.30
Intersection LOS	A											
Intersection V/C	0.533											

Intersection Level Of Service Report
Intersection 18: Vincent Avenue (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.746

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	215.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	161	285	88	22	189	65	58	378	88	138	1150	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	19	22	4	0	166	0	0	0	142	26	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	182	310	93	22	357	66	59	382	231	165	1162	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	78	23	6	89	17	15	96	58	41	291	23
Total Analysis Volume [veh/h]	182	310	93	22	357	66	59	382	231	165	1162	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.13	0.13	0.01	0.13	0.13	0.04	0.12	0.14	0.10	0.36	0.06
Intersection LOS	C											
Intersection V/C	0.746											

Intersection Level Of Service Report**Intersection 19: Vincent Avenue (NS) at Project North Driveway (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		Project North Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		15.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Vincent Avenue		Vincent Avenue		Project North Driveway	
Base Volume Input [veh/h]	0	534	534	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	34	21	155	179	24	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	560	694	179	24	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	140	174	45	6	1
Total Analysis Volume [veh/h]	34	560	694	179	24	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.01	0.00	0.06	0.01
d_M, Delay for Movement [s/veh]	9.90	0.00	0.00	0.00	14.67	10.59
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.14	0.00	0.00	0.00	0.19	0.02
95th-Percentile Queue Length [ft/ln]	3.47	0.00	0.00	0.00	4.81	0.58
d_A, Approach Delay [s/veh]	0.57		0.00		13.96	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.50					
Intersection LOS	B					

Intersection Level Of Service Report**Intersection 20: Vincent Avenue (NS) at Project South Driveway (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		Project South Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		15.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Vincent Avenue		Vincent Avenue		Project South Driveway	
Base Volume Input [veh/h]	0	534	412	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	58	34	5	155	21	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	573	421	155	21	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	143	105	39	5	2
Total Analysis Volume [veh/h]	58	573	421	155	21	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	8.85	0.00	0.00	0.00	12.78	9.57
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.19	0.00	0.00	0.00	0.14	0.03
95th-Percentile Queue Length [ft/ln]	4.64	0.00	0.00	0.00	3.40	0.76
d_A, Approach Delay [s/veh]	0.81		0.00		11.90	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.69					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 21: Vincent Avenue (NS) at Cypress Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.658

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Base Volume Input [veh/h]	162	467	125	65	398	71	34	303	50	190	792	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	76	0	1	11	1	8	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	548	126	67	413	73	42	306	51	192	800	87
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	137	32	17	103	18	11	77	13	48	200	22
Total Analysis Volume [veh/h]	164	548	126	67	413	73	42	306	51	192	800	87
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.21	0.21	0.04	0.15	0.15	0.03	0.11	0.11	0.12	0.28	0.28
Intersection LOS	B											
Intersection V/C	0.658											

Intersection Level Of Service Report**Intersection 22: Vincent Avenue (NS) at San Bernardino Road (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.659

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	165.00	100.00	100.00
Speed [mph]	35.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Base Volume Input [veh/h]	106	546	50	70	556	99	82	330	67	99	597	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	76	0	0	11	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	627	51	71	573	100	83	333	68	100	603	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	157	13	18	143	25	21	83	17	25	151	33
Total Analysis Volume [veh/h]	107	627	51	71	573	100	83	333	68	100	603	132
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.21	0.21	0.04	0.21	0.21	0.05	0.13	0.13	0.06	0.23	0.23
Intersection LOS	B											
Intersection V/C	0.659											

Intersection Level Of Service Report
Intersection 23: Vincent Avenue (NS) at Badillo Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.620

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Dadillo Street			Badillo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	190.00	100.00	100.00	195.00	100.00	100.00	195.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Dadillo Street			Badillo Street		
Base Volume Input [veh/h]	105	629	177	42	580	121	31	506	113	110	770	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	60	0	1	9	1	8	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	695	179	43	595	123	39	511	114	111	778	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	174	45	11	149	31	10	128	29	28	195	24
Total Analysis Volume [veh/h]	106	695	179	43	595	123	39	511	114	111	778	97
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.22	0.11	0.03	0.19	0.08	0.02	0.16	0.07	0.07	0.24	0.06
Intersection LOS	B											
Intersection V/C	0.620											

Intersection Level Of Service Report**Intersection 24: Vincent Avenue (NS) at Puente Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.599

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Base Volume Input [veh/h]	67	687	31	57	660	69	42	349	66	74	563	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	60	0	0	9	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	754	31	58	676	70	42	352	67	75	569	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	189	8	15	169	18	11	88	17	19	142	24
Total Analysis Volume [veh/h]	68	754	31	58	676	70	42	352	67	75	569	97
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.24	0.02	0.04	0.21	0.04	0.03	0.12	0.04	0.05	0.20	0.06
Intersection LOS	A											
Intersection V/C	0.599											

Intersection Level Of Service Report**Intersection 25: Vincent Avenue (NS) at Rowland Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.545

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	145.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Base Volume Input [veh/h]	34	712	55	36	756	12	32	133	41	119	131	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	50	0	1	7	1	5	0	0	0	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	769	56	37	771	13	37	134	41	120	132	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	192	14	9	193	3	9	34	10	30	33	17
Total Analysis Volume [veh/h]	34	769	56	37	771	13	37	134	41	120	132	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.24	0.04	0.02	0.24	0.01	0.02	0.11	0.03	0.08	0.16	0.04
Intersection LOS	A											
Intersection V/C	0.545											

Intersection Level Of Service Report**Intersection 26: Vincent Avenue (NS) at Workman Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.617

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	100.00	180.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Base Volume Input [veh/h]	67	675	110	42	816	61	21	137	49	131	188	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	50	0	0	7	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	732	111	42	831	62	21	138	49	132	190	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	183	28	11	208	16	5	35	12	33	48	19
Total Analysis Volume [veh/h]	68	732	111	42	831	62	21	138	49	132	190	75
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.23	0.07	0.03	0.26	0.04	0.01	0.10	0.03	0.08	0.20	0.05
Intersection LOS	B											
Intersection V/C	0.617											

Intersection Level Of Service Report
Intersection 27: Vincent Avenue (NS) at I-10 WB Ramps (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.458

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	220.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Base Volume Input [veh/h]	741	0	0	1011	393	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.00	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	16	0	0	7	0	34
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	764	0	0	1028	397	230
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	191	0	0	257	99	58
Total Analysis Volume [veh/h]	764	0	0	1028	397	230
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.00	0.00	0.21	0.12	0.14
Intersection LOS	A					
Intersection V/C	0.458					

Intersection Level Of Service Report
Intersection 28: Vincent Avenue (NS) at I-10 EB Ramps (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.496

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	527	656	0	1045	358	217	0	243	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.01	1.01	1.01	1.00	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	0	4	16	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	532	663	1	1055	366	235	0	245	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	133	166	0	264	92	59	0	61	0	0	0
Total Analysis Volume [veh/h]	0	532	663	1	1055	366	235	0	245	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.25	0.25	0.00	0.22	0.23	0.15	0.00	0.08	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.496											

Intersection Level Of Service Report**Intersection 29: Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.711

Intersection Setup

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	70.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	76	423	178	23	426	88	51	198	32	150	825	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	30	4	10	0	0	72	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	427	180	23	430	119	56	210	32	152	905	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	107	45	6	108	30	14	53	8	38	226	10
Total Analysis Volume [veh/h]	77	427	180	23	430	119	56	210	32	152	905	39
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.27	0.11	0.01	0.17	0.17	0.04	0.08	0.08	0.10	0.30	0.30
Intersection LOS	C											
Intersection V/C	0.711											

Intersection Level Of Service Report**Intersection 30: Azusa Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.667

Intersection Setup

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑		↑↑		↶↷	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Base Volume Input [veh/h]	0	1128	627	0	193	331
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	59	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1147	692	0	195	334
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	287	173	0	49	84
Total Analysis Volume [veh/h]	0	1147	692	0	195	334
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.36	0.22	0.00	0.06	0.21
Intersection LOS	B					
Intersection V/C	0.667					

Intersection Level Of Service Report**Intersection 31: Azusa Avenue (NS) at Paramount Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.611

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	200.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Base Volume Input [veh/h]	127	936	0	11	819	75	162	0	79	2	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	0	0	59	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	953	0	11	886	76	164	0	80	2	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	238	0	3	222	19	41	0	20	1	0	2
Total Analysis Volume [veh/h]	128	953	0	11	886	76	164	0	80	2	0	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.30	0.00	0.01	0.28	0.05	0.10	0.00	0.15	0.00	0.00	0.01
Intersection LOS	B											
Intersection V/C	0.611											

Intersection Level Of Service Report**Intersection 32: Azusa Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.760

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	2	0	0	1	0	0	1	0	0
Pocket Length [ft]	190.00	100.00	190.00	190.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	113	668	64	119	631	82	117	243	41	139	738	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	59	8	2	0	0	13	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	675	65	120	637	142	126	247	41	140	758	94
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	169	16	30	159	36	32	62	10	35	190	24
Total Analysis Volume [veh/h]	114	675	65	120	637	142	126	247	41	140	758	94
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.21	0.00	0.04	0.24	0.24	0.08	0.09	0.09	0.09	0.27	0.27
Intersection LOS	C											
Intersection V/C	0.760											

Intersection Level Of Service Report**Intersection 33: San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.696

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	86	516	410	72	826	31	38	82	76	369	252	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	59	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	547	435	76	876	33	40	87	81	450	267	171
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	151	120	21	241	9	11	24	22	124	74	47
Total Analysis Volume [veh/h]	100	602	479	84	965	36	44	96	89	496	294	188
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.19	0.30	0.05	0.30	0.02	0.03	0.06	0.06	0.16	0.15	0.15
Intersection LOS	B											
Intersection V/C	0.696											

Intersection Level Of Service Report**Intersection 34: Alameda Ave/I-210 WB Ramps NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

-
E
0.952

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	325.00	100.00	100.00	50.00	100.00	150.00	55.00	100.00	100.00	100.00	100.00	110.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	111	14	7	41	112	64	8	239	388	580	465	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	59	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	14	7	42	114	65	8	244	396	592	474	45
Peak Hour Factor	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	4	2	11	30	17	2	65	106	158	127	12
Total Analysis Volume [veh/h]	184	15	7	45	122	70	9	261	424	633	507	48
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.01	0.03	0.08	0.04	0.01	0.08	0.27	0.40	0.32	0.03
Intersection LOS	E											
Intersection V/C	0.952											

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Vincent Avenue Industrial Building

Scenario 2 Future Baseline With Project
5/6/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-605 SB On Ramp (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Left	0.841	-	D
2	I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Two-way stop	HCM 6th Edition	NB Right	1.262	157.8	F
3	Graham Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.598	-	A
4	Rivergrade Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.889	-	D
5	Stewart Avenue (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.769	-	C
6	Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.710	-	C
7	Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)	Signalized	ICU 1	EB Thru	0.902	-	E
8	Maine Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.820	-	D
9	Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.915	-	E
10	4th Street (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.559	-	A
11	Irwindale Avenue (NS) at I-210 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.540	-	A
12	Irwindale Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.766	-	C
13	Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)	Signalized	ICU 1	NB Thru	0.706	-	C
14	Irwindale Avenue (NS) at 1st Street (EW)	Signalized	ICU 1	NB Thru	0.461	-	A
15	Irwindale Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	SB Thru	0.654	-	B
16	Irwindale Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.769	-	C
17	Vincent Avenue (NS) at	Signalized	ICU 1	NB Right	0.911	-	E

ICU	Control	Signalized	ICU 1	NB Right	0.911	-	E
17	Gladstone Street (EW)	Signalized	ICU 1	EB Thru	0.865	-	D
18	Vincent Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.865	-	D
19	Vincent Avenue (NS) at Project North Driveway (EW)	Two-way stop	HCM 6th Edition	EB Left	0.353	17.3	C
20	Vincent Avenue (NS) at Project South Driveway (EW)	Two-way stop	HCM 6th Edition	EB Left	0.299	16.2	C
21	Vincent Avenue (NS) at Cypress Street (EW)	Signalized	ICU 1	EB Thru	0.734	-	C
22	Vincent Avenue (NS) at San Bernardino Road (EW)	Signalized	ICU 1	EB Right	0.679	-	B
23	Vincent Avenue (NS) at Badillo Street (EW)	Signalized	ICU 1	EB Thru	0.780	-	C
24	Vincent Avenue (NS) at Puente Avenue (EW)	Signalized	ICU 1	SB Thru	0.650	-	B
25	Vincent Avenue (NS) at Rowland Avenue (EW)	Signalized	ICU 1	SB Thru	0.615	-	B
26	Vincent Avenue (NS) at Workman Avenue (EW)	Signalized	ICU 1	NB Thru	0.693	-	B
27	Vincent Avenue (NS) at I-10 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.461	-	A
28	Vincent Avenue (NS) at I-10 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.542	-	A
29	Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)	Signalized	ICU 1	EB Thru	0.752	-	C
30	Azusa Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.676	-	B
31	Azusa Avenue (NS) at Paramount Street (EW)	Signalized	ICU 1	SB Thru	0.639	-	B
32	Azusa Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	EB Thru	0.743	-	C
33	San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)	Signalized	ICU 1	SB Thru	0.672	-	B
34	Alameda Ave/I-210 WB Ramps (NS) at 1st St (EW)	Signalized	ICU 1	NB Left	0.704	-	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: I-605 SB On Ramp (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.841

Intersection Setup

Name	I-605 SB On Ramps				Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	365.00	100.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	I-605 SB On Ramps				Live Oak Avenue	
Base Volume Input [veh/h]	0	0	1049	1114	557	884
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	93	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1059	0	656	893
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	265	0	164	223
Total Analysis Volume [veh/h]	0	0	1059	0	656	893
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	0	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.33	0.00	0.41	0.28
Intersection LOS	D					
Intersection V/C	0.841					

Intersection Level Of Service Report**Intersection 2: I-605 NB Ramps (NS) at Live Oak Avenue (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	157.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.262

Intersection Setup

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶			↶			↑↑			↑↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	0	0	621	0	0	523	0	1012	0	0	944	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.00	1.00	1.01	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	14	0	0	0	0	0	0	0	93	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	641	0	0	528	0	1022	0	0	1046	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	160	0	0	132	0	256	0	0	262	0
Total Analysis Volume [veh/h]	0	0	641	0	0	528	0	1022	0	0	1046	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	1.26	0.00	0.00	1.06	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	157.81	0.00	0.00	85.56	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			F			F		A			A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	25.93	0.00	0.00	16.02	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	648.15	0.00	0.00	400.55	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	157.81			85.56			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	45.21											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: Graham Road (NS) at Live Oak Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.598

Intersection Setup

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	205.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Base Volume Input [veh/h]	38	39	578	28	14	1334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	14	0	0	93
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	39	598	28	14	1440
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	10	150	7	4	360
Total Analysis Volume [veh/h]	38	39	598	28	14	1440
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.19	0.02	0.01	0.45
Intersection LOS	A					
Intersection V/C	0.598					

Intersection Level Of Service Report**Intersection 4: Rivergrade Road (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.889

Intersection Setup

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Pocket Length [ft]	315.00	100.00	100.00	160.00	100.00	145.00	205.00	100.00	100.00	155.00	100.00	120.00
Speed [mph]	50.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	162	193	481	25	41	54	37	1475	21	117	685	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	14	0	0	93	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	195	486	25	41	55	37	1504	21	118	785	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	49	122	6	10	14	9	376	5	30	196	3
Total Analysis Volume [veh/h]	164	195	486	25	41	55	37	1504	21	118	785	12
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.12	0.23	0.02	0.01	0.03	0.02	0.47	0.01	0.07	0.25	0.01
Intersection LOS	D											
Intersection V/C	0.889											

Intersection Level Of Service Report**Intersection 5: Stewart Avenue (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.769

Intersection Setup

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	53	27	7	32	109	7	38	1720	302	31	692	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	14	0	0	93	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	27	7	32	110	7	38	1751	305	31	792	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	7	2	8	28	2	10	438	76	8	198	2
Total Analysis Volume [veh/h]	54	27	7	32	110	7	38	1751	305	31	792	9
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.06	0.06	0.02	0.07	0.00	0.02	0.55	0.19	0.02	0.25	0.01
Intersection LOS	C											
Intersection V/C	0.769											

Intersection Level Of Service Report**Intersection 6: Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

Intersection Setup

Name	Baldwin Park Boulevard						Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Baldwin Park Boulevard						Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	77	0	94	0	0	0	0	1259	623	280	623	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	1	0	0	0	0	14	0	7	93	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	0	96	0	0	0	0	1286	629	290	722	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	0	24	0	0	0	0	322	157	73	181	0
Total Analysis Volume [veh/h]	78	0	96	0	0	0	0	1286	629	290	722	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	0	0	0	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.39	0.18	0.23	0.00
Intersection LOS	C											
Intersection V/C	0.710											

Intersection Level Of Service Report**Intersection 7: Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.902

Intersection Setup

Name			Live Oak Avenue		Arrow Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	⇐⇐⇐		⇐		⇐	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name			Live Oak Avenue		Arrow Highway	
Base Volume Input [veh/h]	1077	131	41	1326	1117	451
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	0	0	15	100	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1090	132	41	1354	1228	463
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	273	33	10	339	307	116
Total Analysis Volume [veh/h]	1090	132	41	1354	1228	463
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Unsignalized
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.08	0.03	0.42	0.38	0.00
Intersection LOS	E					
Intersection V/C	0.902					

Intersection Level Of Service Report
Intersection 8: Maine Avenue (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.820

Intersection Setup

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	1	0
Pocket Length [ft]	100.00	50.00	100.00	100.00	80.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Base Volume Input [veh/h]	247	57	1849	555	70	1046
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	17	0	0	112
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	249	58	1884	561	71	1168
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	15	471	140	18	292
Total Analysis Volume [veh/h]	249	58	1884	561	71	1168
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	5	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.04	0.59	0.35	0.04	0.24
Intersection LOS	D					
Intersection V/C	0.820					

Intersection Level Of Service Report

Intersection 9: Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.915

Intersection Setup

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	120	5	442	15	13	29	14	1265	59	158	967	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.01	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	1	0	0	0	0	17	0	7	112	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	5	447	15	13	29	14	1295	60	167	1089	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	1	112	4	3	7	4	324	15	42	272	4
Total Analysis Volume [veh/h]	121	5	447	15	13	29	14	1295	60	167	1089	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.28	0.01	0.03	0.03	0.01	0.40	0.04	0.10	0.34	0.01
Intersection LOS	E											
Intersection V/C	0.915											

Intersection Level Of Service Report
Intersection 10: 4th Street (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

Intersection Setup

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	55.00	100.00	100.00	100.00	100.00	100.00	145.00	100.00	150.00	195.00	100.00	100.00
Speed [mph]	35.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	143	1	44	11	0	12	5	1758	39	41	923	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	18	0	0	119	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	144	1	44	11	0	12	5	1794	39	41	1051	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	0	11	3	0	3	1	449	10	10	263	1
Total Analysis Volume [veh/h]	144	1	44	11	0	12	5	1794	39	41	1051	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.05	0.03	0.01	0.00	0.01	0.00	0.37	0.02	0.03	0.33	0.00
Intersection LOS	A											
Intersection V/C	0.559											

Intersection Level Of Service Report**Intersection 11: Irwindale Avenue (NS) at I-210 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.540

Intersection Setup

Name	Irwindale Avenue				I-210 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Irwindale Avenue				I-210 WB Ramps	
Base Volume Input [veh/h]	793	0	0	1473	192	206
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.00	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	801	0	0	1488	194	208
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	200	0	0	372	49	52
Total Analysis Volume [veh/h]	801	0	0	1488	194	208
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.00	0.00	0.31	0.06	0.13
Intersection LOS	A					
Intersection V/C	0.540					

Intersection Level Of Service Report**Intersection 12: Irwindale Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.766

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	505.00	330.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Base Volume Input [veh/h]	0	1034	336	416	792	0	375	0	456	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.01	1.01	1.00	1.01	1.00	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	56	0	0	0	0	0	0	8	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1100	339	420	800	0	379	0	469	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	275	85	105	200	0	95	0	117	0	0	0
Total Analysis Volume [veh/h]	0	1100	339	420	800	0	379	0	469	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.34	0.21	0.13	0.25	0.00	0.12	0.00	0.18	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.766											

Intersection Level Of Service Report

Intersection 13: Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.706

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	130.00	100.00	180.00	245.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Base Volume Input [veh/h]	28	1163	42	35	1205	7	25	0	80	113	0	178
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.00	1.01	1.01	1.00	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	56	0	0	8	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	1231	42	35	1225	7	25	0	81	114	0	180
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	308	11	9	306	2	6	0	20	29	0	45
Total Analysis Volume [veh/h]	28	1231	42	35	1225	7	25	0	81	114	0	180
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.38	0.03	0.02	0.38	0.00	0.02	0.00	0.07	0.07	0.00	0.28
Intersection LOS	C											
Intersection V/C	0.706											

Intersection Level Of Service Report

Intersection 14: Irwindale Avenue (NS) at 1st Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.461

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	70.00	120.00	100.00	240.00	90.00	100.00	95.00	75.00	100.00	75.00
Speed [mph]	35.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Base Volume Input [veh/h]	11	878	4	9	1337	53	167	0	43	10	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	56	0	0	8	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	943	4	9	1358	54	169	0	43	10	0	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	236	1	2	340	14	42	0	11	3	0	2
Total Analysis Volume [veh/h]	11	943	4	9	1358	54	169	0	43	10	0	6
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.30	0.30	0.01	0.28	0.03	0.05	0.00	0.03	0.01	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.461											

Intersection Level Of Service Report**Intersection 15: Irwindale Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.654

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	120.00	100.00	100.00	210.00	100.00	100.00	50.00	100.00	100.00	200.00	100.00	190.00
Speed [mph]	35.00			35.00			25.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	1	687	308	530	889	8	5	85	27	150	4	207
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	8	0	0	0	0	0	0	0	56
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	694	311	543	898	8	5	86	27	152	4	265
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	174	78	136	225	2	1	22	7	38	1	66
Total Analysis Volume [veh/h]	1	694	311	543	898	8	5	86	27	152	4	265
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	2	0	1	6	0	0	8	0	0	4	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.22	0.19	0.17	0.28	0.28	0.00	0.05	0.02	0.10	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.654											

Intersection Level Of Service Report**Intersection 16: Irwindale Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.769

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	2	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	185.00	100.00	185.00	205.00	100.00	100.00	335.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	91	488	100	191	714	363	373	1315	73	99	475	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	1	0	0	0	0	18	0	7	119	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	493	102	193	721	367	377	1346	74	107	599	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	123	26	48	180	92	94	337	19	27	150	16
Total Analysis Volume [veh/h]	92	493	102	193	721	367	377	1346	74	107	599	64
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	6	3	8	0	7	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.19	0.19	0.12	0.23	0.11	0.12	0.30	0.30	0.07	0.21	0.21
Intersection LOS	C											
Intersection V/C	0.769											

Intersection Level Of Service Report**Intersection 17: Vincent Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.911

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	2	0	0	1	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	100.00	230.00	100.00	100.00	175.00	100.00	100.00
Speed [mph]	45.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	113	24	475	16	25	18	14	862	160	150	203	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	56	0	90	0	0	0	0	0	8	14	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	24	570	16	25	18	14	871	170	166	205	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	6	143	4	6	5	4	218	43	42	51	1
Total Analysis Volume [veh/h]	170	24	570	16	25	18	14	871	170	166	205	3
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.02	0.36	0.01	0.03	0.03	0.00	0.33	0.33	0.10	0.07	0.07
Intersection LOS	E											
Intersection V/C	0.911											

Intersection Level Of Service Report**Intersection 18: Vincent Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.865

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	215.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	78	314	143	38	276	84	228	1417	171	106	485	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	126	146	24	0	22	0	0	0	19	4	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	205	463	168	38	301	85	230	1431	192	111	490	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	116	42	10	75	21	58	358	48	28	123	10
Total Analysis Volume [veh/h]	205	463	168	38	301	85	230	1431	192	111	490	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.20	0.20	0.02	0.12	0.12	0.14	0.45	0.12	0.07	0.15	0.03
Intersection LOS	D											
Intersection V/C	0.865											

Intersection Level Of Service Report**Intersection 19: Vincent Avenue (NS) at Project North Driveway (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	17.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		Project North Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		15.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Vincent Avenue		Vincent Avenue		Project North Driveway	
Base Volume Input [veh/h]	0	535	551	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	137	21	24	159	31
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	677	578	24	159	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	169	145	6	40	8
Total Analysis Volume [veh/h]	5	677	578	24	159	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.35	0.04
d_M, Delay for Movement [s/veh]	8.73	0.00	0.00	0.00	17.29	10.32
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.00	1.57	0.14
95th-Percentile Queue Length [ft/ln]	0.39	0.00	0.00	0.00	39.22	3.43
d_A, Approach Delay [s/veh]	0.06		0.00		16.15	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.11					
Intersection LOS	C					

Intersection Level Of Service Report**Intersection 20: Vincent Avenue (NS) at Project South Driveway (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	16.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.299

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		Project South Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		15.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Vincent Avenue		Vincent Avenue		Project South Driveway	
Base Volume Input [veh/h]	0	535	551	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	5	31	21	137	52
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	545	588	21	137	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	136	147	5	34	13
Total Analysis Volume [veh/h]	8	545	588	21	137	52
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.30	0.07
d_M, Delay for Movement [s/veh]	8.76	0.00	0.00	0.00	16.18	10.53
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.00	1.24	0.24
95th-Percentile Queue Length [ft/ln]	0.63	0.00	0.00	0.00	31.05	5.98
d_A, Approach Delay [s/veh]	0.13		0.00		14.63	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.10					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 21: Vincent Avenue (NS) at Cypress Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Base Volume Input [veh/h]	59	447	138	59	448	30	88	984	112	92	295	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	0	7	69	7	1	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	462	139	67	521	37	90	994	113	93	298	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	116	35	17	130	9	23	249	28	23	75	11
Total Analysis Volume [veh/h]	60	462	139	67	521	37	90	994	113	93	298	42
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.19	0.19	0.04	0.17	0.17	0.06	0.35	0.35	0.06	0.11	0.11
Intersection LOS	C											
Intersection V/C	0.734											

Intersection Level Of Service Report**Intersection 22: Vincent Avenue (NS) at San Bernardino Road (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.679

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	165.00	100.00	100.00
Speed [mph]	35.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Base Volume Input [veh/h]	94	563	77	76	574	48	112	651	110	98	273	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	0	0	69	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	580	78	77	649	48	113	658	111	99	276	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	145	20	19	162	12	28	165	28	25	69	20
Total Analysis Volume [veh/h]	95	580	78	77	649	48	113	658	111	99	276	81
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.21	0.21	0.05	0.22	0.22	0.07	0.24	0.24	0.06	0.11	0.11
Intersection LOS	B											
Intersection V/C	0.679											

Intersection Level Of Service Report
Intersection 23: Vincent Avenue (NS) at Badillo Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.780

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Badillo Street			Badillo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	190.00	100.00	100.00	195.00	100.00	100.00	195.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Badillo Street			Badillo Street		
Base Volume Input [veh/h]	93	584	144	62	702	53	65	953	172	130	421	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	0	7	55	7	1	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	599	145	70	764	61	67	963	174	131	425	58
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	150	36	18	191	15	17	241	44	33	106	15
Total Analysis Volume [veh/h]	94	599	145	70	764	61	67	963	174	131	425	58
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.19	0.09	0.04	0.24	0.04	0.04	0.30	0.11	0.08	0.13	0.04
Intersection LOS	C											
Intersection V/C	0.780											

Intersection Level Of Service Report**Intersection 24: Vincent Avenue (NS) at Puente Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.650

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Base Volume Input [veh/h]	73	727	78	63	832	60	75	540	67	48	265	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	0	0	55	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	743	79	64	895	61	76	545	68	48	268	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	186	20	16	224	15	19	136	17	12	67	9
Total Analysis Volume [veh/h]	74	743	79	64	895	61	76	545	68	48	268	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.23	0.05	0.04	0.28	0.04	0.05	0.19	0.04	0.03	0.10	0.02
Intersection LOS	B											
Intersection V/C	0.650											

Intersection Level Of Service Report**Intersection 25: Vincent Avenue (NS) at Rowland Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.615

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	145.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Base Volume Input [veh/h]	33	840	113	98	849	18	14	206	49	69	93	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	5	45	5	1	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	855	114	104	902	23	15	208	49	70	94	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	214	29	26	226	6	4	52	12	18	24	8
Total Analysis Volume [veh/h]	33	855	114	104	902	23	15	208	49	70	94	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.27	0.07	0.07	0.28	0.01	0.01	0.14	0.03	0.04	0.10	0.02
Intersection LOS	B											
Intersection V/C	0.615											

Intersection Level Of Service Report**Intersection 26: Vincent Avenue (NS) at Workman Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	100.00	180.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Base Volume Input [veh/h]	91	947	198	81	856	24	17	257	64	108	143	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	0	45	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	963	200	82	910	24	17	260	65	109	144	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	241	50	21	228	6	4	65	16	27	36	12
Total Analysis Volume [veh/h]	92	963	200	82	910	24	17	260	65	109	144	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.30	0.13	0.05	0.28	0.02	0.01	0.17	0.04	0.07	0.16	0.03
Intersection LOS	B											
Intersection V/C	0.693											

Intersection Level Of Service Report
Intersection 27: Vincent Avenue (NS) at I-10 WB Ramps (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.461

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	220.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Base Volume Input [veh/h]	1060	0	0	1075	393	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.00	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	0	0	45	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1073	0	0	1131	397	201
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	268	0	0	283	99	50
Total Analysis Volume [veh/h]	1073	0	0	1131	397	201
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.00	0.00	0.24	0.12	0.13
Intersection LOS	A					
Intersection V/C	0.461					

Intersection Level Of Service Report**Intersection 28: Vincent Avenue (NS) at I-10 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	r			r			r r					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	903	711	0	1381	340	160	0	129	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.01	1.01	1.01	1.00	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	7	0	24	2	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	912	718	7	1395	367	164	0	130	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	228	180	2	349	92	41	0	33	0	0	0
Total Analysis Volume [veh/h]	0	912	718	7	1395	367	164	0	130	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.34	0.34	0.00	0.29	0.23	0.10	0.00	0.04	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.542											

Intersection Level Of Service Report**Intersection 29: Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	70.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	41	335	161	42	424	62	167	992	74	92	238	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	4	26	64	0	0	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	338	163	42	428	67	195	1066	75	93	250	29
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	85	41	11	107	17	49	267	19	23	63	7
Total Analysis Volume [veh/h]	41	338	163	42	428	67	195	1066	75	93	250	29
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.21	0.10	0.03	0.15	0.15	0.12	0.36	0.36	0.06	0.09	0.09
Intersection LOS	C											
Intersection V/C	0.752											

Intersection Level Of Service Report**Intersection 30: Azusa Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

Intersection Setup

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑		↑↑		↶↷	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Base Volume Input [veh/h]	0	1131	795	0	131	321
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	52	8	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1194	811	0	132	324
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	299	203	0	33	81
Total Analysis Volume [veh/h]	0	1194	811	0	132	324
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.37	0.25	0.00	0.04	0.20
Intersection LOS	B					
Intersection V/C	0.676					

Intersection Level Of Service Report**Intersection 31: Azusa Avenue (NS) at Paramount Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	200.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Base Volume Input [veh/h]	91	923	4	27	966	51	170	1	87	17	7	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	52	0	0	8	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	984	4	27	984	52	172	1	88	17	7	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	246	1	7	246	13	43	0	22	4	2	9
Total Analysis Volume [veh/h]	92	984	4	27	984	52	172	1	88	17	7	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.31	0.00	0.02	0.31	0.03	0.11	0.16	0.16	0.01	0.04	0.04
Intersection LOS	B											
Intersection V/C	0.639											

Intersection Level Of Service Report**Intersection 32: Azusa Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.743

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	2	0	0	1	0	0	1	0	0
Pocket Length [ft]	190.00	100.00	190.00	190.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	79	668	150	214	716	57	212	762	79	122	287	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	8	52	12	0	0	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	675	152	216	723	66	266	782	80	123	292	74
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	169	38	54	181	17	67	196	20	31	73	19
Total Analysis Volume [veh/h]	80	675	152	216	723	66	266	782	80	123	292	74
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.21	0.02	0.07	0.25	0.25	0.17	0.27	0.27	0.08	0.11	0.11
Intersection LOS	C											
Intersection V/C	0.743											

Intersection Level Of Service Report**Intersection 33: San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

-
B
0.672

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	78	505	330	117	837	20	72	175	85	288	164	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	8	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	535	350	124	887	21	76	186	90	313	174	157
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	138	90	32	229	5	20	48	23	81	45	41
Total Analysis Volume [veh/h]	86	552	361	128	915	22	78	192	93	323	180	162
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.17	0.23	0.08	0.29	0.01	0.05	0.12	0.06	0.10	0.11	0.11
Intersection LOS	B											
Intersection V/C	0.672											

Intersection Level Of Service Report**Intersection 34: Alameda Ave/I-210 WB Ramps (NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

-
C
0.704

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	325.00	100.00	100.00	50.00	100.00	150.00	55.00	100.00	100.00	100.00	100.00	110.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	366	87	94	46	24	38	20	604	207	177	305	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	381	89	96	47	24	39	20	616	211	181	311	44
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	24	26	13	6	10	5	164	56	48	83	12
Total Analysis Volume [veh/h]	405	95	102	50	26	41	21	655	224	193	331	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.12	0.12	0.03	0.02	0.03	0.01	0.20	0.14	0.12	0.21	0.03
Intersection LOS	C											
Intersection V/C	0.704											

FUTURE BASELINE WITH PROJECT – WITH IMPROVEMENTS

Vincent Avenue Industrial Building

Vistro File: G:\...\AMC.vistro

Scenario 5 Future Baseline With Project With Improvements

Report File: G:\...\FBP AM IMP.pdf

5/6/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.802	-	D
7	Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)	Signalized	ICU 1	WB Thru	0.518	-	A
9	Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Right	0.757	-	C
17	Vincent Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Thru	0.529	-	A
34	Alameda Ave/I-210 WB Ramps NS) at 1st St (EW)	Signalized	ICU 1	WB Thru	0.754	-	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 2: I-605 NB Ramps (NS) at Live Oak Avenue (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: D
Volume to Capacity (v/c): 0.802

Intersection Setup

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐⇐			⇑⇑			⇑⇑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	0	0	469	0	0	432	0	262	0	0	1205	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.00	1.00	1.01	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	105	0	0	0	0	0	0	0	14	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	579	0	0	436	0	265	0	0	1231	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	145	0	0	109	0	66	0	0	308	0
Total Analysis Volume [veh/h]	0	0	579	0	0	436	0	265	0	0	1231	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	0	2	0	0	6	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.18	0.00	0.00	0.14	0.00	0.08	0.00	0.00	0.38	0.00
Intersection LOS	D											
Intersection V/C	0.802											

Intersection Level Of Service Report**Intersection 7: Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

Intersection Setup

Name			Live Oak Avenue		Arrow Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	⇐⇐⇐		⇐		⇐	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name			Live Oak Avenue		Arrow Highway	
Base Volume Input [veh/h]	296	59	113	634	1117	1772
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	0	113	15	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	312	60	114	753	1143	1774
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	15	29	188	286	444
Total Analysis Volume [veh/h]	312	60	114	753	1143	1774
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Unsignalized
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.04	0.07	0.16	0.24	0.00
Intersection LOS	A					
Intersection V/C	0.518					

Intersection Level Of Service Report**Intersection 9: Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.757

Intersection Setup

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	837	14	145	11	3	12	19	624	122	67	1708	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.01	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	0	0	0	0	126	0	1	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	845	14	154	11	3	12	19	756	123	69	1742	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	211	4	39	3	1	3	5	189	31	17	436	6
Total Analysis Volume [veh/h]	845	14	154	11	3	12	19	756	123	69	1742	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.27	0.10	0.01	0.01	0.01	0.01	0.18	0.18	0.04	0.37	0.37
Intersection LOS	C											
Intersection V/C	0.757											

Intersection Level Of Service Report**Intersection 17: Vincent Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↑↵			↑↵			↵↵↑			↵↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	2	0	0	1	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	100.00	230.00	100.00	100.00	175.00	100.00	100.00
Speed [mph]	45.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	265	29	147	16	8	38	43	97	64	178	942	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	14	0	0	0	0	0	64	102	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	276	29	162	16	8	38	43	98	129	282	951	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	7	41	4	2	10	11	25	32	71	238	1
Total Analysis Volume [veh/h]	276	29	162	16	8	38	43	98	129	282	951	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.10	0.10	0.01	0.03	0.03	0.01	0.07	0.07	0.18	0.30	0.30
Intersection LOS	A											
Intersection V/C	0.529											

Intersection Level Of Service Report**Intersection 34: Alameda Ave/I-210 WB Ramps NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

-
C
0.754

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	325.00	100.00	100.00	50.00	100.00	150.00	55.00	100.00	100.00	100.00	100.00	110.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	111	14	7	41	112	64	8	239	388	580	465	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	59	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	14	7	42	114	65	8	244	396	592	474	45
Peak Hour Factor	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	4	2	11	30	17	2	65	106	158	127	12
Total Analysis Volume [veh/h]	184	15	7	45	122	70	9	261	424	633	507	48
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.01	0.03	0.08	0.04	0.01	0.08	0.27	0.20	0.32	0.03
Intersection LOS	C											
Intersection V/C	0.754											

Vincent Avenue Industrial Building

Vistro File: G:\...\PMC.vistro

Scenario 5 Future Baseline With Project With Improvements

Report File: G:\...\FBP PM IMP.pdf

5/6/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.792	-	C
7	Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)	Signalized	ICU 1	SB Left	0.761	-	C
9	Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.792	-	C
17	Vincent Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	EB Right	0.740	-	C
34	Alameda Ave/I-210 WB Ramps (NS) at 1st St (EW)	Signalized	ICU 1	NB Left	0.644	-	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 2: I-605 NB Ramps (NS) at Live Oak Avenue (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.792

Intersection Setup

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐⇐			⇑⇑			⇑⇑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	0	0	621	0	0	523	0	1012	0	0	944	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.00	1.00	1.01	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	14	0	0	0	0	0	0	0	93	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	641	0	0	528	0	1022	0	0	1046	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	160	0	0	132	0	256	0	0	262	0
Total Analysis Volume [veh/h]	0	0	641	0	0	528	0	1022	0	0	1046	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	0	2	0	0	6	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.20	0.00	0.00	0.17	0.00	0.32	0.00	0.00	0.33	0.00
Intersection LOS	C											
Intersection V/C	0.792											

Intersection Level Of Service Report**Intersection 7: Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name			Live Oak Avenue		Arrow Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	⇐⇐⇐		⇐		⇐	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name			Live Oak Avenue		Arrow Highway	
Base Volume Input [veh/h]	1077	131	41	1326	1117	451
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	0	0	15	100	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1090	132	41	1354	1228	463
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	273	33	10	339	307	116
Total Analysis Volume [veh/h]	1090	132	41	1354	1228	463
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Unsignalized
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.08	0.03	0.28	0.26	0.00
Intersection LOS	C					
Intersection V/C	0.761					

Intersection Level Of Service Report

Intersection 9: Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.792

Intersection Setup

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	120	5	442	15	13	29	14	1265	59	158	967	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.01	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	1	0	0	0	0	17	0	7	112	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	5	447	15	13	29	14	1295	60	167	1089	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	1	112	4	3	7	4	324	15	42	272	4
Total Analysis Volume [veh/h]	121	5	447	15	13	29	14	1295	60	167	1089	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.28	0.01	0.03	0.03	0.01	0.28	0.28	0.10	0.23	0.23
Intersection LOS	C											
Intersection V/C	0.792											

Intersection Level Of Service Report**Intersection 17: Vincent Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.740

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	2	0	0	1	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	100.00	230.00	100.00	100.00	175.00	100.00	100.00
Speed [mph]	45.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	113	24	475	16	25	18	14	862	160	150	203	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	56	0	90	0	0	0	0	0	8	14	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	24	570	16	25	18	14	871	170	166	205	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	6	143	4	6	5	4	218	43	42	51	1
Total Analysis Volume [veh/h]	170	24	570	16	25	18	14	871	170	166	205	3
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.16	0.16	0.01	0.03	0.03	0.00	0.33	0.33	0.10	0.07	0.07
Intersection LOS	C											
Intersection V/C	0.740											

Intersection Level Of Service Report**Intersection 34: Alameda Ave/I-210 WB Ramps (NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

-
B
0.644

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	325.00	100.00	100.00	50.00	100.00	150.00	55.00	100.00	100.00	100.00	100.00	110.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	366	87	94	46	24	38	20	604	207	177	305	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	381	89	96	47	24	39	20	616	211	181	311	44
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	24	26	13	6	10	5	164	56	48	83	12
Total Analysis Volume [veh/h]	405	95	102	50	26	41	21	655	224	193	331	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.12	0.12	0.03	0.02	0.03	0.01	0.20	0.14	0.06	0.21	0.03
Intersection LOS	B											
Intersection V/C	0.644											

FUTURE BASELINE PLUS CUMULATIVE PROJECTS WITHOUT PROJECT

Vincent Avenue Industrial Building

Vistro File: G:\...\AMC.vistro

Scenario 3 Future Baseline Plus Cumulative Without Project

Report File: G:\...\FBC AM.pdf

5/6/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-605 SB On Ramp (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.660	-	B
2	I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Two-way stop	HCM 6th Edition	SB Right	2.646	772.3	F
3	Graham Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.665	-	B
4	Rivergrade Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.679	-	B
5	Stewart Avenue (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.844	-	D
6	Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.596	-	A
7	Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)	Signalized	ICU 1	WB Thru	0.675	-	B
8	Maine Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.821	-	D
9	Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.963	-	E
10	4th Street (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.371	-	A
11	Irwindale Avenue (NS) at I-210 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.595	-	A
12	Irwindale Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	EB Right	0.798	-	C
13	Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)	Signalized	ICU 1	SB Thru	0.663	-	B
14	Irwindale Avenue (NS) at 1st Street (EW)	Signalized	ICU 1	NB Right	0.528	-	A
15	Irwindale Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Left	0.686	-	B
16	Irwindale Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Right	0.885	-	D
17	Vincent Avenue (NS) at	Signalized	ICU 1	WB Thru	0.531	-	A

		Signalized	ICU 1	WB Thru	0.551	-	A
17	Gladstone Street (EW)						
18	Vincent Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.774	-	C
21	Vincent Avenue (NS) at Cypress Street (EW)	Signalized	ICU 1	WB Thru	0.653	-	B
22	Vincent Avenue (NS) at San Bernardino Road (EW)	Signalized	ICU 1	WB Thru	0.660	-	B
23	Vincent Avenue (NS) at Badillo Street (EW)	Signalized	ICU 1	WB Thru	0.616	-	B
24	Vincent Avenue (NS) at Puente Avenue (EW)	Signalized	ICU 1	NB Thru	0.591	-	A
25	Vincent Avenue (NS) at Rowland Avenue (EW)	Signalized	ICU 1	SB Thru	0.543	-	A
26	Vincent Avenue (NS) at Workman Avenue (EW)	Signalized	ICU 1	SB Thru	0.616	-	B
27	Vincent Avenue (NS) at I-10 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.446	-	A
28	Vincent Avenue (NS) at I-10 EB Ramps (EW)	Signalized	ICU 1	NB Right	0.493	-	A
29	Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Thru	0.698	-	B
30	Azusa Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.686	-	B
31	Azusa Avenue (NS) at Paramount Street (EW)	Signalized	ICU 1	NB Thru	0.629	-	B
32	Azusa Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Thru	0.758	-	C
33	San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)	Signalized	ICU 1	SB Thru	0.704	-	C
34	Alameda Ave/I-210 WB Ramps NS) at 1st St (EW)	Signalized	ICU 1	WB Left	0.962	-	E

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: I-605 SB On Ramp (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.660

Intersection Setup

Name	I-605 SB On Ramps				Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	365.00	100.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	I-605 SB On Ramps				Live Oak Avenue	
Base Volume Input [veh/h]	0	0	280	347	521	1094
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	92	138	182	608
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	375	138	708	1713
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	94	0	177	428
Total Analysis Volume [veh/h]	0	0	375	0	708	1713
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	0	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.12	0.00	0.44	0.54
Intersection LOS	B					
Intersection V/C	0.660					

Intersection Level Of Service Report**Intersection 2: I-605 NB Ramps (NS) at Live Oak Avenue (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	772.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.646

Intersection Setup

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶			↶			↑↑			↑↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	0	0	469	0	0	432	0	262	0	0	1205	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.00	1.00	1.01	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	258	0	0	484	0	92	0	0	306	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	732	0	0	920	0	357	0	0	1523	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	183	0	0	230	0	89	0	0	381	0
Total Analysis Volume [veh/h]	0	0	732	0	0	920	0	357	0	0	1523	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.88	0.00	0.00	2.65	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	31.47	0.00	0.00	772.26	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			D			F		A			A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	11.39	0.00	0.00	76.07	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	284.80	0.00	0.00	1901.76	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	31.47			772.26			0.00			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	207.68											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: Graham Road (NS) at Live Oak Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.665

Intersection Setup

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	205.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Base Volume Input [veh/h]	38	39	578	28	14	1334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	350	0	0	306
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	39	934	28	14	1653
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	10	234	7	4	413
Total Analysis Volume [veh/h]	38	39	934	28	14	1653
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.29	0.02	0.01	0.52
Intersection LOS	B					
Intersection V/C	0.665					

Intersection Level Of Service Report**Intersection 4: Rivergrade Road (NS) at Live Oak Avenue (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.679

Intersection Setup

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Pocket Length [ft]	315.00	100.00	100.00	160.00	100.00	145.00	205.00	100.00	100.00	155.00	100.00	120.00
Speed [mph]	50.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	52	67	138	24	311	58	71	587	77	268	983	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	5	0	2	105	94	141	0	2	93	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	70	144	24	316	164	166	734	78	273	1086	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	18	36	6	79	41	42	184	20	68	272	6
Total Analysis Volume [veh/h]	53	70	144	24	316	164	166	734	78	273	1086	22
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.04	0.00	0.02	0.10	0.10	0.10	0.23	0.05	0.17	0.34	0.01
Intersection LOS	B											
Intersection V/C	0.679											

Intersection Level Of Service Report**Intersection 5: Stewart Avenue (NS) at Live Oak Avenue (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: D
Volume to Capacity (v/c): 0.844

Intersection Setup

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	239	112	28	10	35	49	12	609	25	23	1450	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	5	0	2	0	0	146	0	2	95	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	241	115	33	10	37	49	12	761	25	25	1560	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	29	8	3	9	12	3	190	6	6	390	8
Total Analysis Volume [veh/h]	241	115	33	10	37	49	12	761	25	25	1560	30
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.24	0.24	0.01	0.02	0.03	0.01	0.24	0.02	0.02	0.49	0.02
Intersection LOS	D											
Intersection V/C	0.844											

Intersection Level Of Service Report**Intersection 6: Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.596

Intersection Setup

Name	Baldwin Park Boulevard						Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Baldwin Park Boulevard						Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	311	0	237	0	0	0	0	581	89	143	1056	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	10	18	13	4	18	44	102	5	6	69	44
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	327	10	257	13	4	18	44	689	95	150	1136	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	3	64	3	1	5	11	172	24	38	284	11
Total Analysis Volume [veh/h]	327	10	257	13	4	18	44	689	95	150	1136	44
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	0	0	0	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.00	0.00	0.00	0.03	0.22	0.06	0.09	0.36	0.03
Intersection LOS	A											
Intersection V/C	0.596											

Intersection Level Of Service Report**Intersection 7: Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.675

Intersection Setup

Name			Live Oak Avenue		Arrow Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	⇐⇐⇐		⇐		⇐	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name			Live Oak Avenue		Arrow Highway	
Base Volume Input [veh/h]	296	59	113	634	1117	1772
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	25	35	20	113	84	39
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	324	95	134	753	1212	1811
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	24	34	188	303	453
Total Analysis Volume [veh/h]	324	95	134	753	1212	1811
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Unsignalized
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.06	0.08	0.24	0.38	0.00
Intersection LOS	B					
Intersection V/C	0.675					

Intersection Level Of Service Report
Intersection 8: Maine Avenue (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.821

Intersection Setup

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	1	0
Pocket Length [ft]	100.00	50.00	100.00	100.00	80.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Base Volume Input [veh/h]	606	96	869	172	61	2288
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	134	4	0	116
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	619	97	1012	178	62	2427
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	155	24	253	45	16	607
Total Analysis Volume [veh/h]	619	97	1012	178	62	2427
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	5	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.06	0.32	0.11	0.04	0.51
Intersection LOS	D					
Intersection V/C	0.821					

Intersection Level Of Service Report
Intersection 9: Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.963

Intersection Setup

Name	Azusa Canyon Road			Southbound			Arrow Highway Eastbound			Arrow Highway Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Azusa Canyon Road			Southbound			Arrow Highway Eastbound			Arrow Highway Westbound		
Base Volume Input [veh/h]	837	14	145	11	3	12	19	624	122	67	1708	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.01	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	26	0	11	0	0	0	0	111	22	3	84	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	871	14	157	11	3	12	19	741	145	71	1809	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	218	4	39	3	1	3	5	185	36	18	452	6
Total Analysis Volume [veh/h]	871	14	157	11	3	12	19	741	145	71	1809	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.28	0.10	0.01	0.01	0.01	0.01	0.23	0.09	0.04	0.57	0.01
Intersection LOS	E											
Intersection V/C	0.963											

Intersection Level Of Service Report
Intersection 10: 4th Street (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.371

Intersection Setup

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	55.00	100.00	100.00	100.00	100.00	100.00	145.00	100.00	150.00	195.00	100.00	100.00
Speed [mph]	35.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	76	1	22	3	2	12	20	769	126	77	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	122	0	0	87	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	1	22	3	2	12	20	899	127	78	87	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	6	1	1	3	5	225	32	20	22	0
Total Analysis Volume [veh/h]	77	1	22	3	2	12	20	899	127	78	87	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.01	0.00	0.01	0.01	0.01	0.19	0.08	0.05	0.03	0.00
Intersection LOS	A											
Intersection V/C	0.371											

Intersection Level Of Service Report**Intersection 11: Irwindale Avenue (NS) at I-210 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.595

Intersection Setup

Name	Irwindale Avenue				I-210 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Irwindale Avenue				I-210 WB Ramps	
Base Volume Input [veh/h]	826	0	0	1049	281	169
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.00	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	301	0	0	223	85	188
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1135	0	0	1282	369	359
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	284	0	0	321	92	90
Total Analysis Volume [veh/h]	1135	0	0	1282	369	359
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.00	0.00	0.27	0.12	0.23
Intersection LOS	A					
Intersection V/C	0.595					

Intersection Level Of Service Report**Intersection 12: Irwindale Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.798

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	505.00	330.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Base Volume Input [veh/h]	0	829	235	167	595	0	444	0	748	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.01	1.01	1.00	1.01	1.00	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	63	18	79	101	0	268	0	116	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	900	255	248	702	0	716	0	871	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	225	64	62	176	0	179	0	218	0	0	0
Total Analysis Volume [veh/h]	0	900	255	248	702	0	716	0	871	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.28	0.16	0.08	0.22	0.00	0.22	0.00	0.33	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.798											

Intersection Level Of Service Report
Intersection 13: Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.663

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	130.00	100.00	180.00	245.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Base Volume Input [veh/h]	53	1015	115	168	1133	41	10	0	13	24	0	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.00	1.01	1.01	1.00	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	55	12	94	123	0	0	0	0	2	0	26
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	1080	128	264	1267	41	10	0	13	26	0	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	270	32	66	317	10	3	0	3	7	0	15
Total Analysis Volume [veh/h]	54	1080	128	264	1267	41	10	0	13	26	0	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.34	0.08	0.17	0.40	0.03	0.01	0.00	0.01	0.02	0.00	0.08
Intersection LOS	B											
Intersection V/C	0.663											

Intersection Level Of Service Report
Intersection 14: Irwindale Avenue (NS) at 1st Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.528

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	70.00	120.00	100.00	240.00	90.00	100.00	95.00	75.00	100.00	75.00
Speed [mph]	35.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Base Volume Input [veh/h]	38	1187	4	14	827	130	54	0	21	0	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	57	0	0	72	53	10	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	1256	4	14	907	184	65	0	21	0	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	314	1	4	227	46	16	0	5	0	0	2
Total Analysis Volume [veh/h]	44	1256	4	14	907	184	65	0	21	0	0	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.39	0.39	0.01	0.19	0.12	0.02	0.00	0.01	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.528											

Intersection Level Of Service Report**Intersection 15: Irwindale Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	120.00	100.00	100.00	210.00	100.00	100.00	50.00	100.00	100.00	200.00	100.00	190.00
Speed [mph]	35.00			35.00			25.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	10	634	67	135	551	6	1	10	22	456	70	680
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	49	49	59	13	0	0	0	0	2	0	14
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	689	117	195	570	6	1	10	22	463	71	701
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	172	29	49	143	2	0	3	6	116	18	175
Total Analysis Volume [veh/h]	10	689	117	195	570	6	1	10	22	463	71	701
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	2	0	1	6	0	0	8	0	0	4	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.22	0.07	0.06	0.18	0.18	0.00	0.01	0.01	0.29	0.04	0.16
Intersection LOS	B											
Intersection V/C	0.686											

Intersection Level Of Service Report**Intersection 16: Irwindale Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.885

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	2	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	185.00	100.00	185.00	205.00	100.00	100.00	335.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	163	579	65	98	457	446	277	423	52	67	1022	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	26	1	2	10	3	56	62	4	1	75	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	174	611	67	101	472	453	336	489	57	69	1107	115
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	153	17	25	118	113	84	122	14	17	277	29
Total Analysis Volume [veh/h]	174	611	67	101	472	453	336	489	57	69	1107	115
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	6	3	8	0	7	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.21	0.21	0.06	0.15	0.18	0.11	0.11	0.11	0.04	0.38	0.38
Intersection LOS	D											
Intersection V/C	0.885											

Intersection Level Of Service Report**Intersection 17: Vincent Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.531

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	2	0	0	1	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	100.00	230.00	100.00	100.00	175.00	100.00	100.00
Speed [mph]	45.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	265	29	147	16	8	38	43	97	64	178	942	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	4	0	0	0	0	4	104	28	11	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	273	29	152	16	8	38	43	102	169	208	962	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	7	38	4	2	10	11	26	42	52	241	1
Total Analysis Volume [veh/h]	273	29	152	16	8	38	43	102	169	208	962	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.09	0.10	0.01	0.03	0.03	0.01	0.08	0.08	0.13	0.30	0.30
Intersection LOS	A											
Intersection V/C	0.531											

Intersection Level Of Service Report**Intersection 18: Vincent Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	215.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	161	285	88	22	189	65	58	378	88	138	1150	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	36	16	1	2	5	103	32	23	10	1	49	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	199	304	90	24	196	169	91	405	99	140	1211	94
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	76	23	6	49	42	23	101	25	35	303	24
Total Analysis Volume [veh/h]	199	304	90	24	196	169	91	405	99	140	1211	94
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.12	0.12	0.02	0.11	0.11	0.06	0.13	0.06	0.09	0.38	0.06
Intersection LOS	C											
Intersection V/C	0.774											

Intersection Level Of Service Report
Intersection 21: Vincent Avenue (NS) at Cypress Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.653

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Base Volume Input [veh/h]	162	467	125	65	398	71	34	303	50	190	792	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	50	0	1	15	0	1	0	0	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	522	126	67	417	72	35	306	51	192	800	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	131	32	17	104	18	9	77	13	48	200	20
Total Analysis Volume [veh/h]	164	522	126	67	417	72	35	306	51	192	800	81
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.20	0.20	0.04	0.15	0.15	0.02	0.11	0.11	0.12	0.28	0.28
Intersection LOS	B											
Intersection V/C	0.653											

Intersection Level Of Service Report**Intersection 22: Vincent Avenue (NS) at San Bernardino Road (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.660

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	165.00	100.00	100.00
Speed [mph]	35.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Base Volume Input [veh/h]	106	546	50	70	556	99	82	330	67	99	597	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	50	0	0	15	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	601	51	71	577	100	83	333	68	100	603	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	150	13	18	144	25	21	83	17	25	151	33
Total Analysis Volume [veh/h]	107	601	51	71	577	100	83	333	68	100	603	132
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.20	0.20	0.04	0.21	0.21	0.05	0.13	0.13	0.06	0.23	0.23
Intersection LOS	B											
Intersection V/C	0.660											

Intersection Level Of Service Report
Intersection 23: Vincent Avenue (NS) at Badillo Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Dadillo Street			Badillo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	190.00	100.00	100.00	195.00	100.00	100.00	195.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Dadillo Street			Badillo Street		
Base Volume Input [veh/h]	105	629	177	42	580	121	31	506	113	110	770	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	33	0	5	10	0	1	0	0	0	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	668	179	47	596	122	32	511	114	111	778	105
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	167	45	12	149	31	8	128	29	28	195	26
Total Analysis Volume [veh/h]	106	668	179	47	596	122	32	511	114	111	778	105
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.21	0.11	0.03	0.19	0.08	0.02	0.16	0.07	0.07	0.24	0.07
Intersection LOS	B											
Intersection V/C	0.616											

Intersection Level Of Service Report**Intersection 24: Vincent Avenue (NS) at Puente Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.591

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Base Volume Input [veh/h]	67	687	31	57	660	69	42	349	66	74	563	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	33	0	0	10	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	727	31	58	677	70	42	352	67	75	569	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	182	8	15	169	18	11	88	17	19	142	24
Total Analysis Volume [veh/h]	68	727	31	58	677	70	42	352	67	75	569	97
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.23	0.02	0.04	0.21	0.04	0.03	0.12	0.04	0.05	0.20	0.06
Intersection LOS	A											
Intersection V/C	0.591											

Intersection Level Of Service Report**Intersection 25: Vincent Avenue (NS) at Rowland Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.543

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	145.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Base Volume Input [veh/h]	34	712	55	36	756	12	32	133	41	119	131	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	21	0	3	6	1	4	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	740	56	39	770	13	36	134	41	120	132	71
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	185	14	10	193	3	9	34	10	30	33	18
Total Analysis Volume [veh/h]	34	740	56	39	770	13	36	134	41	120	132	71
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.23	0.04	0.02	0.24	0.01	0.02	0.11	0.03	0.08	0.16	0.04
Intersection LOS	A											
Intersection V/C	0.543											

Intersection Level Of Service Report**Intersection 26: Vincent Avenue (NS) at Workman Avenue (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

-
B
0.616

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	100.00	180.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Base Volume Input [veh/h]	67	675	110	42	816	61	21	137	49	131	188	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	21	1	0	6	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	703	112	42	830	62	21	138	49	132	190	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	176	28	11	208	16	5	35	12	33	48	19
Total Analysis Volume [veh/h]	68	703	112	42	830	62	21	138	49	132	190	75
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.22	0.07	0.03	0.26	0.04	0.01	0.10	0.03	0.08	0.20	0.05
Intersection LOS	B											
Intersection V/C	0.616											

Intersection Level Of Service Report**Intersection 27: Vincent Avenue (NS) at I-10 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.446

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	220.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Base Volume Input [veh/h]	741	0	0	1011	393	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.00	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	14	0	0	8	0	15
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	762	0	0	1029	397	211
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	191	0	0	257	99	53
Total Analysis Volume [veh/h]	762	0	0	1029	397	211
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.00	0.00	0.21	0.12	0.13
Intersection LOS	A					
Intersection V/C	0.446					

Intersection Level Of Service Report
Intersection 28: Vincent Avenue (NS) at I-10 EB Ramps (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.493

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	527	656	0	1045	358	217	0	243	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.01	1.01	1.01	1.00	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	0	1	5	11	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	535	663	0	1056	367	230	0	245	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	134	166	0	264	92	58	0	61	0	0	0
Total Analysis Volume [veh/h]	0	535	663	0	1056	367	230	0	245	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.25	0.25	0.00	0.22	0.23	0.14	0.00	0.08	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.493											

Intersection Level Of Service Report**Intersection 29: Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.698

Intersection Setup

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	70.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	76	423	178	23	426	88	51	198	32	150	825	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	8	0	0	39	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	427	180	23	430	89	52	208	32	152	872	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	107	45	6	108	22	13	52	8	38	218	10
Total Analysis Volume [veh/h]	77	427	180	23	430	89	52	208	32	152	872	39
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.27	0.11	0.01	0.16	0.16	0.03	0.08	0.08	0.10	0.28	0.28
Intersection LOS	B											
Intersection V/C	0.698											

Intersection Level Of Service Report**Intersection 30: Azusa Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

Intersection Setup

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑		↑↑		↶↷	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Base Volume Input [veh/h]	0	1128	627	0	193	331
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	44	58	0	7	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1183	691	0	202	346
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	296	173	0	51	87
Total Analysis Volume [veh/h]	0	1183	691	0	202	346
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.37	0.22	0.00	0.06	0.22
Intersection LOS	B					
Intersection V/C	0.686					

Intersection Level Of Service Report**Intersection 31: Azusa Avenue (NS) at Paramount Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.629

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	200.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Base Volume Input [veh/h]	127	936	0	11	819	75	162	0	79	2	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	23	0	0	53	0	27	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	968	0	11	880	76	191	0	80	2	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	242	0	3	220	19	48	0	20	1	0	2
Total Analysis Volume [veh/h]	134	968	0	11	880	76	191	0	80	2	0	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.30	0.00	0.01	0.28	0.05	0.12	0.00	0.17	0.00	0.00	0.01
Intersection LOS	B											
Intersection V/C	0.629											

Intersection Level Of Service Report**Intersection 32: Azusa Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.758

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	2	0	0	1	0	0	1	0	0
Pocket Length [ft]	190.00	100.00	190.00	190.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	113	668	64	119	631	82	117	243	41	139	738	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	11	1	12	15	26	6	2	0	1	10	12
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	117	686	66	132	652	109	124	247	41	141	755	106
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	172	17	33	163	27	31	62	10	35	189	27
Total Analysis Volume [veh/h]	117	686	66	132	652	109	124	247	41	141	755	106
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.21	0.00	0.04	0.24	0.24	0.08	0.09	0.09	0.09	0.27	0.27
Intersection LOS	C											
Intersection V/C	0.758											

Intersection Level Of Service Report**Intersection 33: San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.704

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	86	516	410	72	826	31	38	82	76	369	252	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	14	13	51	0	0	0	0	34	0	14
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	570	449	89	927	33	40	87	81	425	267	185
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	157	124	25	255	9	11	24	22	117	74	51
Total Analysis Volume [veh/h]	100	628	494	98	1021	36	44	96	89	468	294	204
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.20	0.31	0.06	0.32	0.02	0.03	0.06	0.06	0.15	0.16	0.16
Intersection LOS	C											
Intersection V/C	0.704											

Intersection Level Of Service Report**Intersection 34: Alameda Ave/I-210 WB Ramps NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

-
E
0.962

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	325.00	100.00	100.00	50.00	100.00	150.00	55.00	100.00	100.00	100.00	100.00	110.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	111	14	7	41	112	64	8	239	388	580	465	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	48	0	0	0	0	0	0	0	27	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	161	14	7	42	114	65	8	244	423	592	474	45
Peak Hour Factor	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	4	2	11	30	17	2	65	113	158	127	12
Total Analysis Volume [veh/h]	172	15	7	45	122	70	9	261	452	633	507	48
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.01	0.01	0.03	0.08	0.04	0.01	0.08	0.28	0.40	0.32	0.03
Intersection LOS	E											
Intersection V/C	0.962											

Vincent Avenue Industrial Building

Vistro File: G:\...\PMC.vistro

Scenario 3 Future Baseline Plus Cumulative Without Project

Report File: G:\...\FBC PM.pdf

5/6/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-605 SB On Ramp (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Left	0.980	-	E
2	I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Two-way stop	HCM 6th Edition	NB Right	1.818	397.4	F
3	Graham Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.682	-	B
4	Rivergrade Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.924	-	E
5	Stewart Avenue (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.806	-	D
6	Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.743	-	C
7	Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)	Signalized	ICU 1	EB Thru	0.940	-	E
8	Maine Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.857	-	D
9	Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.943	-	E
10	4th Street (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.576	-	A
11	Irwindale Avenue (NS) at I-210 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.699	-	B
12	Irwindale Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.889	-	D
13	Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)	Signalized	ICU 1	NB Thru	0.811	-	D
14	Irwindale Avenue (NS) at 1st Street (EW)	Signalized	ICU 1	NB Thru	0.485	-	A
15	Irwindale Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	SB Thru	0.678	-	B
16	Irwindale Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Right	0.792	-	C
17	Vincent Avenue (NS) at	Signalized	ICU 1	EB Right	0.860	-	D

ICU	Control	Signalized	ICU 1	EB Right	0.669	-	D
17	Gladstone Street (EW)	Signalized	ICU 1	EB Thru	0.825	-	D
18	Vincent Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.734	-	C
21	Vincent Avenue (NS) at Cypress Street (EW)	Signalized	ICU 1	EB Thru	0.674	-	B
22	Vincent Avenue (NS) at San Bernardino Road (EW)	Signalized	ICU 1	EB Thru	0.773	-	C
23	Vincent Avenue (NS) at Badillo Street (EW)	Signalized	ICU 1	SB Thru	0.643	-	B
24	Vincent Avenue (NS) at Puente Avenue (EW)	Signalized	ICU 1	SB Thru	0.618	-	B
25	Vincent Avenue (NS) at Rowland Avenue (EW)	Signalized	ICU 1	NB Thru	0.693	-	B
26	Vincent Avenue (NS) at Workman Avenue (EW)	Signalized	ICU 1	SB Thru	0.457	-	A
27	Vincent Avenue (NS) at I-10 WB Ramps (EW)	Signalized	ICU 1	NB Right	0.545	-	A
28	Vincent Avenue (NS) at I-10 EB Ramps (EW)	Signalized	ICU 1	EB Right	0.742	-	C
29	Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)	Signalized	ICU 1	NB Thru	0.688	-	B
30	Azusa Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	SB Thru	0.668	-	B
31	Azusa Avenue (NS) at Paramount Street (EW)	Signalized	ICU 1	EB Thru	0.749	-	C
32	Azusa Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	SB Thru	0.691	-	B
33	San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)	Signalized	ICU 1	NB Left	0.734	-	C
34	Alameda Ave/I-210 WB Ramps (NS) at 1st St (EW)	Signalized	ICU 1				

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: I-605 SB On Ramp (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.980

Intersection Setup

Name	I-605 SB On Ramps				Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	365.00	100.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	I-605 SB On Ramps				Live Oak Avenue	
Base Volume Input [veh/h]	0	0	1049	1114	557	884
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	133	504	249	282
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1192	504	812	1175
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	298	0	203	294
Total Analysis Volume [veh/h]	0	0	1192	0	812	1175
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	0	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.37	0.00	0.51	0.37
Intersection LOS	E					
Intersection V/C	0.980					

Intersection Level Of Service Report**Intersection 2: I-605 NB Ramps (NS) at Live Oak Avenue (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	397.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.818

Intersection Setup

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↗			↖			↑↑			↑↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	0	0	621	0	0	523	0	1012	0	0	944	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.00	1.00	1.01	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	208	0	0	170	0	133	0	0	361	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	835	0	0	698	0	1155	0	0	1314	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	209	0	0	175	0	289	0	0	329	0
Total Analysis Volume [veh/h]	0	0	835	0	0	698	0	1155	0	0	1314	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	1.82	0.00	0.00	1.71	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	397.41	0.00	0.00	354.74	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			F			F		A			A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	52.87	0.00	0.00	42.48	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1321.79	0.00	0.00	1062.06	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	397.41			354.74			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	144.79											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: Graham Road (NS) at Live Oak Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.682

Intersection Setup

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	205.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Base Volume Input [veh/h]	38	39	578	28	14	1334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	341	0	0	361
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	39	925	28	14	1708
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	10	231	7	4	427
Total Analysis Volume [veh/h]	38	39	925	28	14	1708
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.29	0.02	0.01	0.53
Intersection LOS	B					
Intersection V/C	0.682					

Intersection Level Of Service Report**Intersection 4: Rivergrade Road (NS) at Live Oak Avenue (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

-
E
0.924

Intersection Setup

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Pocket Length [ft]	315.00	100.00	100.00	160.00	100.00	145.00	205.00	100.00	100.00	155.00	100.00	120.00
Speed [mph]	50.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	162	193	481	25	41	54	37	1475	21	117	685	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	3	0	2	99	113	118	0	3	132	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	197	489	25	43	154	150	1608	21	121	824	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	49	122	6	11	39	38	402	5	30	206	3
Total Analysis Volume [veh/h]	164	197	489	25	43	154	150	1608	21	121	824	12
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.12	0.23	0.02	0.01	0.10	0.09	0.50	0.01	0.08	0.26	0.01
Intersection LOS	E											
Intersection V/C	0.924											

Intersection Level Of Service Report**Intersection 5: Stewart Avenue (NS) at Live Oak Avenue (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: D
Volume to Capacity (v/c): 0.806

Intersection Setup

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	53	27	7	32	109	7	38	1720	302	31	692	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	3	0	2	0	0	121	0	3	135	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	29	10	32	112	7	38	1858	305	34	834	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	7	3	8	28	2	10	465	76	9	209	4
Total Analysis Volume [veh/h]	54	29	10	32	112	7	38	1858	305	34	834	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.06	0.06	0.02	0.07	0.00	0.02	0.58	0.19	0.02	0.26	0.01
Intersection LOS	D											
Intersection V/C	0.806											

Intersection Level Of Service Report**Intersection 6: Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.743

Intersection Setup

Name	Baldwin Park Boulevard						Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Baldwin Park Boulevard						Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	77	0	94	0	0	0	0	1259	623	280	623	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	5	7	23	6	36	23	85	15	19	101	24
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	5	102	23	6	36	23	1357	644	302	730	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	1	26	6	2	9	6	339	161	76	183	6
Total Analysis Volume [veh/h]	86	5	102	23	6	36	23	1357	644	302	730	24
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	0	0	0	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.00	0.00	0.01	0.42	0.40	0.19	0.23	0.02
Intersection LOS	C											
Intersection V/C	0.743											

Intersection Level Of Service Report**Intersection 7: Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.940

Intersection Setup

Name			Live Oak Avenue		Arrow Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	⇐⇐⇐		⇐		⇐	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name			Live Oak Avenue		Arrow Highway	
Base Volume Input [veh/h]	1077	131	41	1326	1117	451
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	41	29	21	94	115	45
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1129	161	62	1433	1243	496
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	282	40	16	358	311	124
Total Analysis Volume [veh/h]	1129	161	62	1433	1243	496
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Unsignalized
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.35	0.10	0.04	0.45	0.39	0.00
Intersection LOS	E					
Intersection V/C	0.940					

Intersection Level Of Service Report
Intersection 8: Maine Avenue (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.857

Intersection Setup

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	1	0
Pocket Length [ft]	100.00	50.00	100.00	100.00	80.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Base Volume Input [veh/h]	247	57	1849	555	70	1046
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	130	5	0	155
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	254	58	1997	566	71	1211
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	15	499	142	18	303
Total Analysis Volume [veh/h]	254	58	1997	566	71	1211
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	5	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.04	0.62	0.35	0.04	0.25
Intersection LOS	D					
Intersection V/C	0.857					

Intersection Level Of Service Report**Intersection 9: Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.943

Intersection Setup

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	120	5	442	15	13	29	14	1265	59	158	967	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.01	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	28	0	4	0	0	0	0	94	30	11	124	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	149	5	450	15	13	29	14	1372	90	171	1101	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	1	113	4	3	7	4	343	23	43	275	4
Total Analysis Volume [veh/h]	149	5	450	15	13	29	14	1372	90	171	1101	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.28	0.01	0.03	0.03	0.01	0.43	0.06	0.11	0.34	0.01
Intersection LOS	E											
Intersection V/C	0.943											

Intersection Level Of Service Report
Intersection 10: 4th Street (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.576

Intersection Setup

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	55.00	100.00	100.00	100.00	100.00	100.00	145.00	100.00	150.00	195.00	100.00	100.00
Speed [mph]	35.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	143	1	44	11	0	12	5	1758	39	41	923	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	98	0	0	135	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	144	1	44	11	0	12	5	1874	39	41	1067	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	0	11	3	0	3	1	469	10	10	267	1
Total Analysis Volume [veh/h]	144	1	44	11	0	12	5	1874	39	41	1067	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.05	0.03	0.01	0.00	0.01	0.00	0.39	0.02	0.03	0.33	0.00
Intersection LOS	A											
Intersection V/C	0.576											

Intersection Level Of Service Report**Intersection 11: Irwindale Avenue (NS) at I-210 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.699

Intersection Setup

Name	Irwindale Avenue				I-210 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Irwindale Avenue				I-210 WB Ramps	
Base Volume Input [veh/h]	793	0	0	1473	192	206
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.00	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	172	0	0	488	17	91
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	973	0	0	1976	211	299
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	243	0	0	494	53	75
Total Analysis Volume [veh/h]	973	0	0	1976	211	299
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.00	0.00	0.41	0.07	0.16
Intersection LOS	B					
Intersection V/C	0.699					

Intersection Level Of Service Report**Intersection 12: Irwindale Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.889

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	505.00	330.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Base Volume Input [veh/h]	0	1034	336	416	792	0	375	0	456	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.01	1.01	1.00	1.01	1.00	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	134	90	183	53	0	148	0	26	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1178	429	603	853	0	527	0	487	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	295	107	151	213	0	132	0	122	0	0	0
Total Analysis Volume [veh/h]	0	1178	429	603	853	0	527	0	487	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.37	0.27	0.19	0.27	0.00	0.16	0.00	0.21	0.00	0.00	0.00
Intersection LOS	D											
Intersection V/C	0.889											

Intersection Level Of Service Report
Intersection 13: Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.811

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	130.00	100.00	180.00	245.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Base Volume Input [veh/h]	28	1163	42	35	1205	7	25	0	80	113	0	178
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.00	1.01	1.01	1.00	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	131	2	25	54	0	0	0	0	12	0	93
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	1306	44	60	1271	7	25	0	81	126	0	273
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	327	11	15	318	2	6	0	20	32	0	68
Total Analysis Volume [veh/h]	28	1306	44	60	1271	7	25	0	81	126	0	273
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.41	0.03	0.04	0.40	0.00	0.02	0.00	0.07	0.08	0.00	0.38
Intersection LOS	D											
Intersection V/C	0.811											

Intersection Level Of Service Report
Intersection 14: Irwindale Avenue (NS) at 1st Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.485

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	70.00	120.00	100.00	240.00	90.00	100.00	95.00	75.00	100.00	75.00
Speed [mph]	35.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Base Volume Input [veh/h]	11	878	4	9	1337	53	167	0	43	10	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	81	0	0	58	8	52	0	6	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	968	4	9	1408	62	221	0	49	10	0	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	242	1	2	352	16	55	0	12	3	0	2
Total Analysis Volume [veh/h]	11	968	4	9	1408	62	221	0	49	10	0	6
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.30	0.30	0.01	0.29	0.04	0.07	0.00	0.03	0.01	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.485											

Intersection Level Of Service Report**Intersection 15: Irwindale Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.678

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	120.00	100.00	100.00	210.00	100.00	100.00	50.00	100.00	100.00	200.00	100.00	190.00
Speed [mph]	35.00			35.00			25.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	1	687	308	530	889	8	5	85	27	150	4	207
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	59	21	20	44	0	0	0	0	2	0	22
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	753	332	555	942	8	5	86	27	154	4	231
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	188	83	139	236	2	1	22	7	39	1	58
Total Analysis Volume [veh/h]	1	753	332	555	942	8	5	86	27	154	4	231
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	2	0	1	6	0	0	8	0	0	4	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.24	0.21	0.17	0.30	0.30	0.00	0.05	0.02	0.10	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.678											

Intersection Level Of Service Report**Intersection 16: Irwindale Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.792

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	2	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	185.00	100.00	185.00	205.00	100.00	100.00	335.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	91	488	100	191	714	363	373	1315	73	99	475	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	13	0	8	21	17	10	78	10	6	112	57
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	506	101	201	742	384	387	1406	84	106	592	121
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	127	25	50	186	96	97	352	21	27	148	30
Total Analysis Volume [veh/h]	98	506	101	201	742	384	387	1406	84	106	592	121
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	6	3	8	0	7	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.19	0.19	0.13	0.23	0.12	0.12	0.31	0.31	0.07	0.22	0.22
Intersection LOS	C											
Intersection V/C	0.792											

Intersection Level Of Service Report**Intersection 17: Vincent Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.869

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	2	0	0	1	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	100.00	230.00	100.00	100.00	175.00	100.00	100.00
Speed [mph]	45.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	113	24	475	16	25	18	14	862	160	150	203	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	0	16	0	0	0	0	16	25	5	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	24	496	16	25	18	14	887	187	157	211	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	6	124	4	6	5	4	222	47	39	53	1
Total Analysis Volume [veh/h]	132	24	496	16	25	18	14	887	187	157	211	3
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.02	0.31	0.01	0.03	0.03	0.00	0.34	0.34	0.10	0.07	0.07
Intersection LOS	D											
Intersection V/C	0.869											

Intersection Level Of Service Report**Intersection 18: Vincent Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.825

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	215.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	78	314	143	38	276	84	228	1417	171	106	485	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	4	1	5	25	42	7	51	28	1	33	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	321	145	43	304	127	237	1482	201	108	523	41
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	80	36	11	76	32	59	371	50	27	131	10
Total Analysis Volume [veh/h]	96	321	145	43	304	127	237	1482	201	108	523	41
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.15	0.15	0.03	0.13	0.13	0.15	0.46	0.13	0.07	0.16	0.03
Intersection LOS	D											
Intersection V/C	0.825											

Intersection Level Of Service Report
Intersection 21: Vincent Avenue (NS) at Cypress Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Base Volume Input [veh/h]	59	447	138	59	448	30	88	984	112	92	295	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	21	0	2	51	1	0	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	472	139	62	503	31	89	994	113	93	298	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	118	35	16	126	8	22	249	28	23	75	11
Total Analysis Volume [veh/h]	60	472	139	62	503	31	89	994	113	93	298	42
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.19	0.19	0.04	0.17	0.17	0.06	0.35	0.35	0.06	0.11	0.11
Intersection LOS	C											
Intersection V/C	0.734											

Intersection Level Of Service Report**Intersection 22: Vincent Avenue (NS) at San Bernardino Road (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.674

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	165.00	100.00	100.00
Speed [mph]	35.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Base Volume Input [veh/h]	94	563	77	76	574	48	112	651	110	98	273	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	21	0	0	51	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	590	78	77	631	48	113	658	111	99	276	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	148	20	19	158	12	28	165	28	25	69	20
Total Analysis Volume [veh/h]	95	590	78	77	631	48	113	658	111	99	276	81
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.21	0.21	0.05	0.21	0.21	0.07	0.24	0.24	0.06	0.11	0.11
Intersection LOS	B											
Intersection V/C	0.674											

Intersection Level Of Service Report
Intersection 23: Vincent Avenue (NS) at Badillo Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.773

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Badillo Street			Badillo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	190.00	100.00	100.00	195.00	100.00	100.00	195.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Badillo Street			Badillo Street		
Base Volume Input [veh/h]	93	584	144	62	702	53	65	953	172	130	421	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	1	17	33	1	0	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	603	146	80	742	55	66	963	174	131	425	65
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	151	37	20	186	14	17	241	44	33	106	16
Total Analysis Volume [veh/h]	94	603	146	80	742	55	66	963	174	131	425	65
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.19	0.09	0.05	0.23	0.03	0.04	0.30	0.11	0.08	0.13	0.04
Intersection LOS	C											
Intersection V/C	0.773											

Intersection Level Of Service Report**Intersection 24: Vincent Avenue (NS) at Puente Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.643

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Base Volume Input [veh/h]	73	727	78	63	832	60	75	540	67	48	265	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	0	0	33	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	748	79	64	873	61	76	545	68	48	268	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	187	20	16	218	15	19	136	17	12	67	9
Total Analysis Volume [veh/h]	74	748	79	64	873	61	76	545	68	48	268	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.23	0.05	0.04	0.27	0.04	0.05	0.19	0.04	0.03	0.10	0.02
Intersection LOS	B											
Intersection V/C	0.643											

Intersection Level Of Service Report**Intersection 25: Vincent Avenue (NS) at Rowland Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.618

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	145.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Base Volume Input [veh/h]	33	840	113	98	849	18	14	206	49	69	93	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	9	20	4	2	0	0	0	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	855	114	108	877	22	16	208	49	70	94	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	214	29	27	219	6	4	52	12	18	24	9
Total Analysis Volume [veh/h]	33	855	114	108	877	22	16	208	49	70	94	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.27	0.07	0.07	0.27	0.01	0.01	0.14	0.03	0.04	0.10	0.02
Intersection LOS	B											
Intersection V/C	0.618											

Intersection Level Of Service Report**Intersection 26: Vincent Avenue (NS) at Workman Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	100.00	180.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Base Volume Input [veh/h]	91	947	198	81	856	24	17	257	64	108	143	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	1	0	20	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	963	201	82	885	24	17	260	65	109	144	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	241	50	21	221	6	4	65	16	27	36	12
Total Analysis Volume [veh/h]	92	963	201	82	885	24	17	260	65	109	144	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.30	0.13	0.05	0.28	0.02	0.01	0.17	0.04	0.07	0.16	0.03
Intersection LOS	B											
Intersection V/C	0.693											

Intersection Level Of Service Report**Intersection 27: Vincent Avenue (NS) at I-10 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.457

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	220.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Base Volume Input [veh/h]	1060	0	0	1075	393	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.00	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	0	25	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1078	0	0	1111	397	201
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	270	0	0	278	99	50
Total Analysis Volume [veh/h]	1078	0	0	1111	397	201
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.00	0.00	0.23	0.12	0.13
Intersection LOS	A					
Intersection V/C	0.457					

Intersection Level Of Service Report
Intersection 28: Vincent Avenue (NS) at I-10 EB Ramps (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.545

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	903	711	0	1381	340	160	0	129	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.01	1.01	1.01	1.00	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	1	0	4	15	6	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	913	719	0	1399	358	168	0	130	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	228	180	0	350	90	42	0	33	0	0	0
Total Analysis Volume [veh/h]	0	913	719	0	1399	358	168	0	130	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.34	0.34	0.00	0.29	0.22	0.11	0.00	0.04	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.545											

Intersection Level Of Service Report**Intersection 29: Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.742

Intersection Setup

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	70.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	41	335	161	42	424	62	167	992	74	92	238	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	31	1	0	11	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	338	163	42	428	63	169	1033	76	93	251	29
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	85	41	11	107	16	42	258	19	23	63	7
Total Analysis Volume [veh/h]	41	338	163	42	428	63	169	1033	76	93	251	29
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.21	0.10	0.03	0.15	0.15	0.11	0.35	0.35	0.06	0.09	0.09
Intersection LOS	C											
Intersection V/C	0.742											

Intersection Level Of Service Report**Intersection 30: Azusa Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.688

Intersection Setup

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑		↑↑		↶↷	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Base Volume Input [veh/h]	0	1131	795	0	131	321
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	66	39	0	19	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1208	842	0	151	336
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	302	211	0	38	84
Total Analysis Volume [veh/h]	0	1208	842	0	151	336
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.38	0.26	0.00	0.05	0.21
Intersection LOS	B					
Intersection V/C	0.688					

Intersection Level Of Service Report**Intersection 31: Azusa Avenue (NS) at Paramount Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.668

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	200.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Base Volume Input [veh/h]	91	923	4	27	966	51	170	1	87	17	7	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	46	0	0	37	0	26	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	978	4	27	1013	52	198	1	88	17	7	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	245	1	7	253	13	50	0	22	4	2	9
Total Analysis Volume [veh/h]	98	978	4	27	1013	52	198	1	88	17	7	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.31	0.00	0.02	0.32	0.03	0.12	0.18	0.18	0.01	0.04	0.04
Intersection LOS	B											
Intersection V/C	0.668											

Intersection Level Of Service Report**Intersection 32: Azusa Avenue (NS) at Gladstone Street (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.749

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	2	0	0	1	0	0	1	0	0
Pocket Length [ft]	190.00	100.00	190.00	190.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	79	668	150	214	716	57	212	762	79	122	287	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	1	14	16	7	17	11	3	1	4	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	694	153	230	739	65	231	781	83	124	294	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	174	38	58	185	16	58	195	21	31	74	23
Total Analysis Volume [veh/h]	80	694	153	230	739	65	231	781	83	124	294	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.22	0.02	0.07	0.25	0.25	0.14	0.27	0.27	0.08	0.12	0.12
Intersection LOS	C											
Intersection V/C	0.749											

Intersection Level Of Service Report**Intersection 33: San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.691

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	78	505	330	117	837	20	72	175	85	288	164	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	47	13	15	53	0	0	0	0	15	0	38
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	582	363	139	940	21	76	186	90	320	174	195
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	150	94	36	243	5	20	48	23	83	45	50
Total Analysis Volume [veh/h]	86	601	375	143	970	22	78	192	93	330	180	201
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.19	0.23	0.09	0.30	0.01	0.05	0.12	0.06	0.10	0.12	0.12
Intersection LOS	B											
Intersection V/C	0.691											

Intersection Level Of Service Report**Intersection 34: Alameda Ave/I-210 WB Ramps (NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.734

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	325.00	100.00	100.00	50.00	100.00	150.00	55.00	100.00	100.00	100.00	100.00	110.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	366	87	94	46	24	38	20	604	207	177	305	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	53	0	0	0	0	0	0	0	28	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	426	89	96	47	24	39	20	616	239	181	311	44
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	24	26	13	6	10	5	164	64	48	83	12
Total Analysis Volume [veh/h]	453	95	102	50	26	41	21	655	254	193	331	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.12	0.12	0.03	0.02	0.03	0.01	0.20	0.16	0.12	0.21	0.03
Intersection LOS	C											
Intersection V/C	0.734											

FUTURE BASELINE PLUS CUMULATIVE PROJECTS WITH PROJECT

Vincent Avenue Industrial Building

Vistro File: G:\...\AMC.vistro

Scenario 4 Future Baseline Plus Cumulative With Project

Report File: G:\...\FBCP AM.pdf

5/6/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-605 SB On Ramp (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.668	-	B
2	I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Two-way stop	HCM 6th Edition	SB Right	2.674	785.2	F
3	Graham Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.669	-	B
4	Rivergrade Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.683	-	B
5	Stewart Avenue (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.849	-	D
6	Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.600	-	B
7	Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)	Signalized	ICU 1	WB Thru	0.684	-	B
8	Maine Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.824	-	D
9	Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.968	-	E
10	4th Street (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.399	-	A
11	Irwindale Avenue (NS) at I-210 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.595	-	A
12	Irwindale Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	EB Right	0.814	-	D
13	Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)	Signalized	ICU 1	SB Thru	0.666	-	B
14	Irwindale Avenue (NS) at 1st Street (EW)	Signalized	ICU 1	NB Right	0.530	-	A
15	Irwindale Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Left	0.708	-	C
16	Irwindale Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.891	-	D
17	Vincent Avenue (NS) at	Signalized	ICU 1	WB Thru	0.530	-	A

		Signalized	ICU 1	WB Thru	0.559	-	A
17	Gladstone Street (EW)						
18	Vincent Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.838	-	D
19	Vincent Avenue (NS) at Project North Driveway (EW)	Two-way stop	HCM 6th Edition	EB Left	0.062	15.0	B
20	Vincent Avenue (NS) at Project South Driveway (EW)	Two-way stop	HCM 6th Edition	EB Left	0.045	13.1	B
21	Vincent Avenue (NS) at Cypress Street (EW)	Signalized	ICU 1	WB Thru	0.673	-	B
22	Vincent Avenue (NS) at San Bernardino Road (EW)	Signalized	ICU 1	WB Thru	0.663	-	B
23	Vincent Avenue (NS) at Badillo Street (EW)	Signalized	ICU 1	WB Thru	0.626	-	B
24	Vincent Avenue (NS) at Puente Avenue (EW)	Signalized	ICU 1	NB Thru	0.610	-	B
25	Vincent Avenue (NS) at Rowland Avenue (EW)	Signalized	ICU 1	NB Thru	0.556	-	A
26	Vincent Avenue (NS) at Workman Avenue (EW)	Signalized	ICU 1	SB Thru	0.618	-	B
27	Vincent Avenue (NS) at I-10 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.469	-	A
28	Vincent Avenue (NS) at I-10 EB Ramps (EW)	Signalized	ICU 1	NB Right	0.503	-	A
29	Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Thru	0.723	-	C
30	Azusa Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.688	-	B
31	Azusa Avenue (NS) at Paramount Street (EW)	Signalized	ICU 1	NB Thru	0.648	-	B
32	Azusa Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Thru	0.785	-	C
33	San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)	Signalized	ICU 1	SB Thru	0.727	-	C
34	Alameda Ave/I-210 WB Ramps NS) at 1st St (EW)	Signalized	ICU 1	WB Left	1.001	-	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: I-605 SB On Ramp (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.668

Intersection Setup

Name	I-605 SB On Ramps				Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	365.00	100.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	I-605 SB On Ramps				Live Oak Avenue	
Base Volume Input [veh/h]	0	0	280	347	521	1094
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	92	138	196	608
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	375	138	722	1713
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	94	0	181	428
Total Analysis Volume [veh/h]	0	0	375	0	722	1713
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	0	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.12	0.00	0.45	0.54
Intersection LOS	B					
Intersection V/C	0.668					

Intersection Level Of Service Report**Intersection 2: I-605 NB Ramps (NS) at Live Oak Avenue (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	785.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.674

Intersection Setup

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↱			↱			↑↑			↑↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	0	0	469	0	0	432	0	262	0	0	1205	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.00	1.00	1.01	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	363	0	0	484	0	92	0	0	320	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	837	0	0	920	0	357	0	0	1537	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	209	0	0	230	0	89	0	0	384	0
Total Analysis Volume [veh/h]	0	0	837	0	0	920	0	357	0	0	1537	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	1.00	0.00	0.00	2.67	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	54.41	0.00	0.00	785.18	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			F			F		A			A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	17.93	0.00	0.00	76.50	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	448.20	0.00	0.00	1912.62	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	54.41			785.18			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	210.33											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: Graham Road (NS) at Live Oak Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.669

Intersection Setup

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	205.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Base Volume Input [veh/h]	38	39	578	28	14	1334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	455	0	0	320
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	39	1039	28	14	1667
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	10	260	7	4	417
Total Analysis Volume [veh/h]	38	39	1039	28	14	1667
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.32	0.02	0.01	0.52
Intersection LOS	B					
Intersection V/C	0.669					

Intersection Level Of Service Report**Intersection 4: Rivergrade Road (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

Intersection Setup

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Pocket Length [ft]	315.00	100.00	100.00	160.00	100.00	145.00	205.00	100.00	100.00	155.00	100.00	120.00
Speed [mph]	50.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	52	67	138	24	311	58	71	587	77	268	983	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	5	0	2	105	94	246	0	2	107	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	70	144	24	316	164	166	839	78	273	1100	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	18	36	6	79	41	42	210	20	68	275	6
Total Analysis Volume [veh/h]	53	70	144	24	316	164	166	839	78	273	1100	22
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.04	0.00	0.02	0.10	0.10	0.10	0.26	0.05	0.17	0.34	0.01
Intersection LOS	B											
Intersection V/C	0.683											

Intersection Level Of Service Report**Intersection 5: Stewart Avenue (NS) at Live Oak Avenue (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: D
Volume to Capacity (v/c): 0.849

Intersection Setup

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	239	112	28	10	35	49	12	609	25	23	1450	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	5	0	2	0	0	251	0	2	109	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	241	115	33	10	37	49	12	866	25	25	1574	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	29	8	3	9	12	3	217	6	6	394	8
Total Analysis Volume [veh/h]	241	115	33	10	37	49	12	866	25	25	1574	30
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.24	0.24	0.01	0.02	0.03	0.01	0.27	0.02	0.02	0.49	0.02
Intersection LOS	D											
Intersection V/C	0.849											

Intersection Level Of Service Report**Intersection 6: Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

Intersection Setup

Name	Baldwin Park Boulevard						Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Baldwin Park Boulevard						Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	311	0	237	0	0	0	0	581	89	143	1056	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	10	26	13	4	18	44	207	5	7	83	44
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	327	10	265	13	4	18	44	794	95	151	1150	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	3	66	3	1	5	11	199	24	38	288	11
Total Analysis Volume [veh/h]	327	10	265	13	4	18	44	794	95	151	1150	44
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	0	0	0	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.00	0.00	0.00	0.03	0.25	0.06	0.09	0.36	0.03
Intersection LOS	B											
Intersection V/C	0.600											

Intersection Level Of Service Report**Intersection 7: Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.684

Intersection Setup

Name	Live Oak Avenue		Arrow Highway	
Approach	Southbound		Westbound	
Lane Configuration				
Turning Movement	Left	Right	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00
Speed [mph]	35.00		45.00	
Grade [%]	0.00		0.00	
Crosswalk	No		No	

Volumes

Name	Live Oak Avenue		Arrow Highway	
Base Volume Input [veh/h]	296	59	1117	1772
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0
Site-Generated Trips [veh/h]	38	35	99	41
Diverted Trips [veh/h]	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0
Other Volume [veh/h]	0	0	0	0
Total Hourly Volume [veh/h]	337	95	1227	1813
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	24	307	453
Total Analysis Volume [veh/h]	337	95	1227	1813
Pedestrian Volume [ped/h]	0		0	
Bicycle Volume [bicycles/h]	0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Unsignalized
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.06	0.08	0.27	0.38	0.00
Intersection LOS	B					
Intersection V/C	0.684					

Intersection Level Of Service Report
Intersection 8: Maine Avenue (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.824

Intersection Setup

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	1	0
Pocket Length [ft]	100.00	50.00	100.00	100.00	80.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Base Volume Input [veh/h]	606	96	869	172	61	2288
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	260	4	0	133
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	619	97	1138	178	62	2444
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	155	24	285	45	16	611
Total Analysis Volume [veh/h]	619	97	1138	178	62	2444
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	5	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.06	0.36	0.11	0.04	0.51
Intersection LOS	D					
Intersection V/C	0.824					

Intersection Level Of Service Report
Intersection 9: Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.968

Intersection Setup

Name	Azusa Canyon Road			Southbound			Arrow Highway Eastbound			Arrow Highway Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Azusa Canyon Road			Southbound			Arrow Highway Eastbound			Arrow Highway Westbound		
Base Volume Input [veh/h]	837	14	145	11	3	12	19	624	122	67	1708	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.01	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	26	0	19	0	0	0	0	237	22	4	101	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	871	14	165	11	3	12	19	867	145	72	1826	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	218	4	41	3	1	3	5	217	36	18	457	6
Total Analysis Volume [veh/h]	871	14	165	11	3	12	19	867	145	72	1826	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.28	0.10	0.01	0.01	0.01	0.01	0.27	0.09	0.05	0.57	0.01
Intersection LOS	E											
Intersection V/C	0.968											

Intersection Level Of Service Report
Intersection 10: 4th Street (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.399

Intersection Setup

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	55.00	100.00	100.00	100.00	100.00	100.00	145.00	100.00	150.00	195.00	100.00	100.00
Speed [mph]	35.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	76	1	22	3	2	12	20	769	126	77	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	256	0	0	105	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	1	22	3	2	12	20	1033	127	78	105	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	6	1	1	3	5	258	32	20	26	0
Total Analysis Volume [veh/h]	77	1	22	3	2	12	20	1033	127	78	105	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.01	0.00	0.01	0.01	0.01	0.22	0.08	0.05	0.03	0.00
Intersection LOS	A											
Intersection V/C	0.399											

Intersection Level Of Service Report**Intersection 11: Irwindale Avenue (NS) at I-210 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.595

Intersection Setup

Name	Irwindale Avenue				I-210 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Irwindale Avenue				I-210 WB Ramps	
Base Volume Input [veh/h]	826	0	0	1049	281	169
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.00	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	301	0	0	223	85	188
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1135	0	0	1282	369	359
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	284	0	0	321	92	90
Total Analysis Volume [veh/h]	1135	0	0	1282	369	359
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.00	0.00	0.27	0.12	0.23
Intersection LOS	A					
Intersection V/C	0.595					

Intersection Level Of Service Report**Intersection 12: Irwindale Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.814

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	505.00	330.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Base Volume Input [veh/h]	0	829	235	167	595	0	444	0	748	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.01	1.01	1.00	1.01	1.00	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	71	18	79	101	0	268	0	180	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	908	255	248	702	0	716	0	935	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	227	64	62	176	0	179	0	234	0	0	0
Total Analysis Volume [veh/h]	0	908	255	248	702	0	716	0	935	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.28	0.16	0.08	0.22	0.00	0.22	0.00	0.34	0.00	0.00	0.00
Intersection LOS	D											
Intersection V/C	0.814											

Intersection Level Of Service Report
Intersection 13: Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	130.00	100.00	180.00	245.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Base Volume Input [veh/h]	53	1015	115	168	1133	41	10	0	13	24	0	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.00	1.01	1.01	1.00	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	63	12	94	187	0	0	0	0	2	0	26
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	1088	128	264	1331	41	10	0	13	26	0	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	272	32	66	333	10	3	0	3	7	0	15
Total Analysis Volume [veh/h]	54	1088	128	264	1331	41	10	0	13	26	0	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.34	0.08	0.17	0.42	0.03	0.01	0.00	0.01	0.02	0.00	0.08
Intersection LOS	B											
Intersection V/C	0.666											

Intersection Level Of Service Report
Intersection 14: Irwindale Avenue (NS) at 1st Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.530

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	70.00	120.00	100.00	240.00	90.00	100.00	95.00	75.00	100.00	75.00
Speed [mph]	35.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Base Volume Input [veh/h]	38	1187	4	14	827	130	54	0	21	0	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	65	0	0	136	53	10	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	1264	4	14	971	184	65	0	21	0	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	316	1	4	243	46	16	0	5	0	0	2
Total Analysis Volume [veh/h]	44	1264	4	14	971	184	65	0	21	0	0	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.40	0.40	0.01	0.20	0.12	0.02	0.00	0.01	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.530											

Intersection Level Of Service Report**Intersection 15: Irwindale Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.708

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	120.00	100.00	100.00	210.00	100.00	100.00	50.00	100.00	100.00	200.00	100.00	190.00
Speed [mph]	35.00			35.00			25.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	10	634	67	135	551	6	1	10	22	456	70	680
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	49	49	123	13	0	0	0	0	2	0	22
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	689	117	259	570	6	1	10	22	463	71	709
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	172	29	65	143	2	0	3	6	116	18	177
Total Analysis Volume [veh/h]	10	689	117	259	570	6	1	10	22	463	71	709
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	2	0	1	6	0	0	8	0	0	4	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.22	0.07	0.08	0.18	0.18	0.00	0.01	0.01	0.29	0.04	0.14
Intersection LOS	C											
Intersection V/C	0.708											

Intersection Level Of Service Report**Intersection 16: Irwindale Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.891

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	2	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	185.00	100.00	185.00	205.00	100.00	100.00	335.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	163	579	65	98	457	446	277	423	52	67	1022	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	26	9	2	10	3	56	196	4	2	93	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	174	611	75	101	472	453	336	623	57	70	1125	115
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	153	19	25	118	113	84	156	14	18	281	29
Total Analysis Volume [veh/h]	174	611	75	101	472	453	336	623	57	70	1125	115
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	6	3	8	0	7	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.21	0.21	0.06	0.15	0.18	0.11	0.14	0.14	0.04	0.39	0.39
Intersection LOS	D											
Intersection V/C	0.891											

Intersection Level Of Service Report**Intersection 17: Vincent Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.539

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	2	0	0	1	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	100.00	230.00	100.00	100.00	175.00	100.00	100.00
Speed [mph]	45.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	265	29	147	16	8	38	43	97	64	178	942	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	18	0	0	0	0	4	168	130	11	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	281	29	166	16	8	38	43	102	233	310	962	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	7	42	4	2	10	11	26	58	78	241	1
Total Analysis Volume [veh/h]	281	29	166	16	8	38	43	102	233	310	962	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.10	0.10	0.01	0.03	0.03	0.01	0.10	0.10	0.19	0.30	0.30
Intersection LOS	A											
Intersection V/C	0.539											

Intersection Level Of Service Report**Intersection 18: Vincent Avenue (NS) at Arrow Highway (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: D
Volume to Capacity (v/c): 0.838

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	215.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	161	285	88	22	189	65	58	378	88	138	1150	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	55	38	5	2	171	103	32	23	152	27	49	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	218	326	94	24	362	169	91	405	241	166	1211	94
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	82	24	6	91	42	23	101	60	42	303	24
Total Analysis Volume [veh/h]	218	326	94	24	362	169	91	405	241	166	1211	94
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.13	0.13	0.02	0.17	0.17	0.06	0.13	0.15	0.10	0.38	0.06
Intersection LOS	D											
Intersection V/C	0.838											

Intersection Level Of Service Report**Intersection 19: Vincent Avenue (NS) at Project North Driveway (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		Project North Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		15.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Vincent Avenue		Vincent Avenue		Project North Driveway	
Base Volume Input [veh/h]	0	534	534	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	34	74	171	179	24	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	613	710	179	24	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	153	178	45	6	1
Total Analysis Volume [veh/h]	34	613	710	179	24	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.01	0.00	0.06	0.01
d_M, Delay for Movement [s/veh]	9.97	0.00	0.00	0.00	14.96	10.66
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.14	0.00	0.00	0.00	0.20	0.02
95th-Percentile Queue Length [ft/ln]	3.52	0.00	0.00	0.00	4.96	0.59
d_A, Approach Delay [s/veh]	0.52		0.00		14.21	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.48					
Intersection LOS	B					

Intersection Level Of Service Report**Intersection 20: Vincent Avenue (NS) at Project South Driveway (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	13.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		Project South Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		15.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Vincent Avenue		Vincent Avenue		Project South Driveway	
Base Volume Input [veh/h]	0	534	412	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	58	87	21	155	21	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	626	437	155	21	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	157	109	39	5	2
Total Analysis Volume [veh/h]	58	626	437	155	21	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	8.91	0.00	0.00	0.00	13.05	9.63
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.19	0.00	0.00	0.00	0.14	0.03
95th-Percentile Queue Length [ft/ln]	4.71	0.00	0.00	0.00	3.51	0.77
d_A, Approach Delay [s/veh]	0.76		0.00		12.11	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.66					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 21: Vincent Avenue (NS) at Cypress Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.673

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Base Volume Input [veh/h]	162	467	125	65	398	71	34	303	50	190	792	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	126	0	2	26	1	9	0	0	0	0	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	598	126	68	428	73	43	306	51	192	800	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	150	32	17	107	18	11	77	13	48	200	22
Total Analysis Volume [veh/h]	164	598	126	68	428	73	43	306	51	192	800	89
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.23	0.23	0.04	0.16	0.16	0.03	0.11	0.11	0.12	0.28	0.28
Intersection LOS	B											
Intersection V/C	0.673											

Intersection Level Of Service Report**Intersection 22: Vincent Avenue (NS) at San Bernardino Road (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.663

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	165.00	100.00	100.00
Speed [mph]	35.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Base Volume Input [veh/h]	106	546	50	70	556	99	82	330	67	99	597	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	126	0	0	26	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	677	51	71	588	100	83	333	68	100	603	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	169	13	18	147	25	21	83	17	25	151	33
Total Analysis Volume [veh/h]	107	677	51	71	588	100	83	333	68	100	603	132
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.23	0.23	0.04	0.22	0.22	0.05	0.13	0.13	0.06	0.23	0.23
Intersection LOS	B											
Intersection V/C	0.663											

Intersection Level Of Service Report
Intersection 23: Vincent Avenue (NS) at Badillo Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.626

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Badillo Street			Badillo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	190.00	100.00	100.00	195.00	100.00	100.00	195.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Badillo Street			Badillo Street		
Base Volume Input [veh/h]	105	629	177	42	580	121	31	506	113	110	770	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	93	0	6	19	1	9	0	0	0	0	24
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	728	179	48	605	123	40	511	114	111	778	113
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	182	45	12	151	31	10	128	29	28	195	28
Total Analysis Volume [veh/h]	106	728	179	48	605	123	40	511	114	111	778	113
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.23	0.11	0.03	0.19	0.08	0.03	0.16	0.07	0.07	0.24	0.07
Intersection LOS	B											
Intersection V/C	0.626											

Intersection Level Of Service Report
Intersection 24: Vincent Avenue (NS) at Puente Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.610

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Base Volume Input [veh/h]	67	687	31	57	660	69	42	349	66	74	563	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	93	0	0	19	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	787	31	58	686	70	42	352	67	75	569	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	197	8	15	172	18	11	88	17	19	142	24
Total Analysis Volume [veh/h]	68	787	31	58	686	70	42	352	67	75	569	97
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.25	0.02	0.04	0.21	0.04	0.03	0.12	0.04	0.05	0.20	0.06
Intersection LOS	B											
Intersection V/C	0.610											

Intersection Level Of Service Report**Intersection 25: Vincent Avenue (NS) at Rowland Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	145.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Base Volume Input [veh/h]	34	712	55	36	756	12	32	133	41	119	131	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	71	0	4	13	2	9	0	0	0	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	790	56	40	777	14	41	134	41	120	132	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	198	14	10	194	4	10	34	10	30	33	19
Total Analysis Volume [veh/h]	34	790	56	40	777	14	41	134	41	120	132	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.25	0.04	0.03	0.24	0.01	0.03	0.11	0.03	0.08	0.16	0.05
Intersection LOS	A											
Intersection V/C	0.556											

Intersection Level Of Service Report**Intersection 26: Vincent Avenue (NS) at Workman Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.618

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	100.00	180.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Base Volume Input [veh/h]	67	675	110	42	816	61	21	137	49	131	188	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	71	1	0	13	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	753	112	42	837	62	21	138	49	132	190	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	188	28	11	209	16	5	35	12	33	48	19
Total Analysis Volume [veh/h]	68	753	112	42	837	62	21	138	49	132	190	75
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.24	0.07	0.03	0.26	0.04	0.01	0.10	0.03	0.08	0.20	0.05
Intersection LOS	B											
Intersection V/C	0.618											

Intersection Level Of Service Report**Intersection 27: Vincent Avenue (NS) at I-10 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.469

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	220.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Base Volume Input [veh/h]	741	0	0	1011	393	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.00	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	30	0	0	15	0	49
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	778	0	0	1036	397	245
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	195	0	0	259	99	61
Total Analysis Volume [veh/h]	778	0	0	1036	397	245
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.00	0.00	0.22	0.12	0.15
Intersection LOS	A					
Intersection V/C	0.469					

Intersection Level Of Service Report**Intersection 28: Vincent Avenue (NS) at I-10 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.503

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	527	656	0	1045	358	217	0	243	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.01	1.01	1.01	1.00	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	1	1	9	27	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	535	663	1	1056	371	246	0	245	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	134	166	0	264	93	62	0	61	0	0	0
Total Analysis Volume [veh/h]	0	535	663	1	1056	371	246	0	245	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.25	0.25	0.00	0.22	0.23	0.15	0.00	0.08	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.503											

Intersection Level Of Service Report**Intersection 29: Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.723

Intersection Setup

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	70.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	76	423	178	23	426	88	51	198	32	150	825	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	30	4	18	0	0	111	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	427	180	23	430	119	56	218	32	152	944	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	107	45	6	108	30	14	55	8	38	236	10
Total Analysis Volume [veh/h]	77	427	180	23	430	119	56	218	32	152	944	39
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.27	0.11	0.01	0.17	0.17	0.04	0.08	0.08	0.10	0.31	0.31
Intersection LOS	C											
Intersection V/C	0.723											

Intersection Level Of Service Report
Intersection 30: Azusa Avenue (NS) at I-210 EB Ramps (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.688

Intersection Setup

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑		↑↑		↶↷	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Base Volume Input [veh/h]	0	1128	627	0	193	331
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	52	117	0	7	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1191	750	0	202	346
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	298	188	0	51	87
Total Analysis Volume [veh/h]	0	1191	750	0	202	346
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.37	0.23	0.00	0.06	0.22
Intersection LOS	B					
Intersection V/C	0.688					

Intersection Level Of Service Report**Intersection 31: Azusa Avenue (NS) at Paramount Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	200.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Base Volume Input [veh/h]	127	936	0	11	819	75	162	0	79	2	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	31	0	0	112	0	27	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	976	0	11	939	76	191	0	80	2	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	244	0	3	235	19	48	0	20	1	0	2
Total Analysis Volume [veh/h]	134	976	0	11	939	76	191	0	80	2	0	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.31	0.00	0.01	0.29	0.05	0.12	0.00	0.17	0.00	0.00	0.01
Intersection LOS	B											
Intersection V/C	0.648											

Intersection Level Of Service Report
Intersection 32: Azusa Avenue (NS) at Gladstone Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.785

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	2	0	0	1	0	0	1	0	0
Pocket Length [ft]	190.00	100.00	190.00	190.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	113	668	64	119	631	82	117	243	41	139	738	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	11	1	12	15	85	14	4	0	1	23	12
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	117	686	66	132	652	168	132	249	41	141	768	106
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	172	17	33	163	42	33	62	10	35	192	27
Total Analysis Volume [veh/h]	117	686	66	132	652	168	132	249	41	141	768	106
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.21	0.00	0.04	0.26	0.26	0.08	0.09	0.09	0.09	0.27	0.27
Intersection LOS	C											
Intersection V/C	0.785											

Intersection Level Of Service Report**Intersection 33: San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.727

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	86	516	410	72	826	31	38	82	76	369	252	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	14	13	51	0	0	0	0	93	0	14
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	570	449	89	927	33	40	87	81	484	267	185
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	157	124	25	255	9	11	24	22	133	74	51
Total Analysis Volume [veh/h]	100	628	494	98	1021	36	44	96	89	533	294	204
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.20	0.31	0.06	0.32	0.02	0.03	0.06	0.06	0.17	0.16	0.16
Intersection LOS	C											
Intersection V/C	0.727											

Intersection Level Of Service Report**Intersection 34: Alameda Ave/I-210 WB Ramps NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

-
F
1.001

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	325.00	100.00	100.00	50.00	100.00	150.00	55.00	100.00	100.00	100.00	100.00	110.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	111	14	7	41	112	64	8	239	388	580	465	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	107	0	0	0	0	0	0	0	27	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	220	14	7	42	114	65	8	244	423	592	474	45
Peak Hour Factor	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	4	2	11	30	17	2	65	113	158	127	12
Total Analysis Volume [veh/h]	235	15	7	45	122	70	9	261	452	633	507	48
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.01	0.01	0.03	0.08	0.04	0.01	0.08	0.28	0.40	0.32	0.03
Intersection LOS	F											
Intersection V/C	1.001											

Vincent Avenue Industrial Building

Vistro File: G:\...\PMC.vistro

Scenario 4 Future Baseline Plus Cumulative With Project

Report File: G:\...\FBCP PM.pdf

5/6/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-605 SB On Ramp (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Left	1.038	-	F
2	I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Two-way stop	HCM 6th Edition	SB Right	1.838	411.4	F
3	Graham Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.711	-	C
4	Rivergrade Road (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.928	-	E
5	Stewart Avenue (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.810	-	D
6	Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.751	-	C
7	Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)	Signalized	ICU 1	EB Thru	0.951	-	E
8	Maine Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.862	-	D
9	Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.953	-	E
10	4th Street (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.579	-	A
11	Irwindale Avenue (NS) at I-210 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.699	-	B
12	Irwindale Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.908	-	E
13	Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)	Signalized	ICU 1	NB Thru	0.828	-	D
14	Irwindale Avenue (NS) at 1st Street (EW)	Signalized	ICU 1	NB Thru	0.502	-	A
15	Irwindale Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	SB Thru	0.681	-	B
16	Irwindale Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.800	-	D
17	Vincent Avenue (NS) at	Signalized	ICU 1	NB Right	0.937	-	E

		Signalized	ICU 1	NB Right	0.937	-	E
17	Gladstone Street (EW)						
18	Vincent Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Thru	0.913	-	E
19	Vincent Avenue (NS) at Project North Driveway (EW)	Two-way stop	HCM 6th Edition	EB Left	0.374	18.4	C
20	Vincent Avenue (NS) at Project South Driveway (EW)	Two-way stop	HCM 6th Edition	EB Left	0.318	17.2	C
21	Vincent Avenue (NS) at Cypress Street (EW)	Signalized	ICU 1	EB Thru	0.742	-	C
22	Vincent Avenue (NS) at San Bernardino Road (EW)	Signalized	ICU 1	EB Right	0.695	-	B
23	Vincent Avenue (NS) at Badillo Street (EW)	Signalized	ICU 1	EB Thru	0.791	-	C
24	Vincent Avenue (NS) at Puente Avenue (EW)	Signalized	ICU 1	SB Thru	0.660	-	B
25	Vincent Avenue (NS) at Rowland Avenue (EW)	Signalized	ICU 1	SB Thru	0.624	-	B
26	Vincent Avenue (NS) at Workman Avenue (EW)	Signalized	ICU 1	NB Thru	0.696	-	B
27	Vincent Avenue (NS) at I-10 WB Ramps (EW)	Signalized	ICU 1	SB Thru	0.470	-	A
28	Vincent Avenue (NS) at I-10 EB Ramps (EW)	Signalized	ICU 1	NB Right	0.546	-	A
29	Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)	Signalized	ICU 1	EB Right	0.762	-	C
30	Azusa Avenue (NS) at I-210 EB Ramps (EW)	Signalized	ICU 1	NB Thru	0.704	-	C
31	Azusa Avenue (NS) at Paramount Street (EW)	Signalized	ICU 1	NB Thru	0.670	-	B
32	Azusa Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	EB Thru	0.755	-	C
33	San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)	Signalized	ICU 1	SB Thru	0.694	-	B
34	Alameda Ave/I-210 WB Ramps (NS) at 1st St (EW)	Signalized	ICU 1	NB Left	0.740	-	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: I-605 SB On Ramp (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.038

Intersection Setup

Name	I-605 SB On Ramps				Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	365.00	100.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	I-605 SB On Ramps				Live Oak Avenue	
Base Volume Input [veh/h]	0	0	1049	1114	557	884
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	133	504	342	282
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1192	504	905	1175
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	298	0	226	294
Total Analysis Volume [veh/h]	0	0	1192	0	905	1175
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	0	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.37	0.00	0.57	0.37
Intersection LOS	F					
Intersection V/C	1.038					

Intersection Level Of Service Report**Intersection 2: I-605 NB Ramps (NS) at Live Oak Avenue (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	411.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.838

Intersection Setup

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶			↶			↑↑			↑↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	0	0	621	0	0	523	0	1012	0	0	944	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.00	1.00	1.01	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	222	0	0	170	0	133	0	0	454	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	849	0	0	698	0	1155	0	0	1407	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	212	0	0	175	0	289	0	0	352	0
Total Analysis Volume [veh/h]	0	0	849	0	0	698	0	1155	0	0	1407	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	1.85	0.00	0.00	1.84	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	410.83	0.00	0.00	411.41	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			F			F		A			A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	54.54	0.00	0.00	45.53	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1363.43	0.00	0.00	1138.32	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	410.83			411.41			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	154.77											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: Graham Road (NS) at Live Oak Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.711

Intersection Setup

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	205.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Graham Road		Live Oak Avenue		Live Oak Avenue	
Base Volume Input [veh/h]	38	39	578	28	14	1334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	355	0	0	454
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	39	939	28	14	1801
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	10	235	7	4	450
Total Analysis Volume [veh/h]	38	39	939	28	14	1801
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.29	0.02	0.01	0.56
Intersection LOS	C					
Intersection V/C	0.711					

Intersection Level Of Service Report**Intersection 4: Rivergrade Road (NS) at Live Oak Avenue (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: E
Volume to Capacity (v/c): 0.928

Intersection Setup

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Pocket Length [ft]	315.00	100.00	100.00	160.00	100.00	145.00	205.00	100.00	100.00	155.00	100.00	120.00
Speed [mph]	50.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Rivergrade Raod			Rivergrade Road			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	162	193	481	25	41	54	37	1475	21	117	685	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	3	0	2	99	113	132	0	3	225	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	197	489	25	43	154	150	1622	21	121	917	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	49	122	6	11	39	38	406	5	30	229	3
Total Analysis Volume [veh/h]	164	197	489	25	43	154	150	1622	21	121	917	12
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.12	0.23	0.02	0.01	0.10	0.09	0.51	0.01	0.08	0.29	0.01
Intersection LOS	E											
Intersection V/C	0.928											

Intersection Level Of Service Report**Intersection 5: Stewart Avenue (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.810

Intersection Setup

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	165.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Stewart Avenue			Stewart Avenue			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	53	27	7	32	109	7	38	1720	302	31	692	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	3	0	2	0	0	135	0	3	228	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	29	10	32	112	7	38	1872	305	34	927	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	7	3	8	28	2	10	468	76	9	232	4
Total Analysis Volume [veh/h]	54	29	10	32	112	7	38	1872	305	34	927	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.06	0.06	0.02	0.07	0.00	0.02	0.59	0.19	0.02	0.29	0.01
Intersection LOS	D											
Intersection V/C	0.810											

Intersection Level Of Service Report**Intersection 6: Baldwin Park Boulevard (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

Intersection Setup

Name	Baldwin Park Boulevard						Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Baldwin Park Boulevard						Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	77	0	94	0	0	0	0	1259	623	280	623	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	5	8	23	6	36	23	99	15	26	194	24
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	5	103	23	6	36	23	1371	644	309	823	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	1	26	6	2	9	6	343	161	77	206	6
Total Analysis Volume [veh/h]	86	5	103	23	6	36	23	1371	644	309	823	24
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	0	0	0	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.00	0.00	0.01	0.43	0.40	0.19	0.26	0.02
Intersection LOS	C											
Intersection V/C	0.751											

Intersection Level Of Service Report**Intersection 7: Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.951

Intersection Setup

Name	Live Oak Avenue		Arrow Highway	
Approach	Southbound		Westbound	
Lane Configuration				
Turning Movement	Left	Right	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00
Speed [mph]	35.00		45.00	
Grade [%]	0.00		0.00	
Crosswalk	No		No	

Volumes

Name	Live Oak Avenue		Arrow Highway	
Base Volume Input [veh/h]	1077	131	1117	451
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0
Site-Generated Trips [veh/h]	43	29	215	57
Diverted Trips [veh/h]	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0
Other Volume [veh/h]	0	0	0	0
Total Hourly Volume [veh/h]	1131	161	1343	508
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	283	40	336	127
Total Analysis Volume [veh/h]	1131	161	1343	508
Pedestrian Volume [ped/h]	0		0	
Bicycle Volume [bicycles/h]	0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Unsignalized
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.35	0.10	0.04	0.45	0.42	0.00
Intersection LOS	E					
Intersection V/C	0.951					

Intersection Level Of Service Report
Intersection 8: Maine Avenue (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.862

Intersection Setup

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	1	0
Pocket Length [ft]	100.00	50.00	100.00	100.00	80.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Maine Avenue		Arrow Highway		Arrow Highway	
Base Volume Input [veh/h]	247	57	1849	555	70	1046
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	147	5	0	267
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	254	58	2014	566	71	1323
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	15	504	142	18	331
Total Analysis Volume [veh/h]	254	58	2014	566	71	1323
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	5	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.04	0.63	0.35	0.04	0.28
Intersection LOS	D					
Intersection V/C	0.862					

Intersection Level Of Service Report
Intersection 9: Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.953

Intersection Setup

Name	Azusa Canyon Road			Southbound			Arrow Highway Eastbound			Arrow Highway Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Azusa Canyon Road			Southbound			Arrow Highway Eastbound			Arrow Highway Westbound		
Base Volume Input [veh/h]	120	5	442	15	13	29	14	1265	59	158	967	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.01	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	28	0	5	0	0	0	0	111	30	18	236	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	149	5	451	15	13	29	14	1389	90	178	1213	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	1	113	4	3	7	4	347	23	45	303	4
Total Analysis Volume [veh/h]	149	5	451	15	13	29	14	1389	90	178	1213	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.28	0.01	0.03	0.03	0.01	0.43	0.06	0.11	0.38	0.01
Intersection LOS	E											
Intersection V/C	0.953											

Intersection Level Of Service Report
Intersection 10: 4th Street (NS) at Arrow Highway (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.579

Intersection Setup

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	1	1	0	0
Pocket Length [ft]	55.00	100.00	100.00	100.00	100.00	100.00	145.00	100.00	150.00	195.00	100.00	100.00
Speed [mph]	35.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	4th Street			4th Street			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	143	1	44	11	0	12	5	1758	39	41	923	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	116	0	0	254	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	144	1	44	11	0	12	5	1892	39	41	1186	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	0	11	3	0	3	1	473	10	10	297	1
Total Analysis Volume [veh/h]	144	1	44	11	0	12	5	1892	39	41	1186	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.05	0.03	0.01	0.00	0.01	0.00	0.39	0.02	0.03	0.37	0.00
Intersection LOS	A											
Intersection V/C	0.579											

Intersection Level Of Service Report**Intersection 11: Irwindale Avenue (NS) at I-210 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.699

Intersection Setup

Name	Irwindale Avenue				I-210 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Irwindale Avenue				I-210 WB Ramps	
Base Volume Input [veh/h]	793	0	0	1473	192	206
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.00	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	172	0	0	488	17	91
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	973	0	0	1976	211	299
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	243	0	0	494	53	75
Total Analysis Volume [veh/h]	973	0	0	1976	211	299
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.00	0.00	0.41	0.07	0.16
Intersection LOS	B					
Intersection V/C	0.699					

Intersection Level Of Service Report**Intersection 12: Irwindale Avenue (NS) at I-210 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.908

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	505.00	330.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			I-210 EB Ramps			I-210 EB Ramps		
Base Volume Input [veh/h]	0	1034	336	416	792	0	375	0	456	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.01	1.01	1.00	1.01	1.00	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	190	90	183	53	0	148	0	34	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1234	429	603	853	0	527	0	495	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	309	107	151	213	0	132	0	124	0	0	0
Total Analysis Volume [veh/h]	0	1234	429	603	853	0	527	0	495	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.39	0.27	0.19	0.27	0.00	0.16	0.00	0.21	0.00	0.00	0.00
Intersection LOS	E											
Intersection V/C	0.908											

Intersection Level Of Service Report
Intersection 13: Irwindale Avenue (NS) at Jardin De Roca/Irwindale Rd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.828

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	130.00	100.00	180.00	245.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Jardin De Roca			Irwindale Road		
Base Volume Input [veh/h]	28	1163	42	35	1205	7	25	0	80	113	0	178
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.00	1.01	1.01	1.00	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	187	2	25	62	0	0	0	0	12	0	93
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	1362	44	60	1279	7	25	0	81	126	0	273
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	341	11	15	320	2	6	0	20	32	0	68
Total Analysis Volume [veh/h]	28	1362	44	60	1279	7	25	0	81	126	0	273
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.43	0.03	0.04	0.40	0.00	0.02	0.00	0.07	0.08	0.00	0.38
Intersection LOS	D											
Intersection V/C	0.828											

Intersection Level Of Service Report
Intersection 14: Irwindale Avenue (NS) at 1st Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.502

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	70.00	120.00	100.00	240.00	90.00	100.00	95.00	75.00	100.00	75.00
Speed [mph]	35.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			1st Street			1st Street		
Base Volume Input [veh/h]	11	878	4	9	1337	53	167	0	43	10	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	137	0	0	66	8	52	0	6	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	1024	4	9	1416	62	221	0	49	10	0	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	256	1	2	354	16	55	0	12	3	0	2
Total Analysis Volume [veh/h]	11	1024	4	9	1416	62	221	0	49	10	0	6
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.32	0.32	0.01	0.30	0.04	0.07	0.00	0.03	0.01	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.502											

Intersection Level Of Service Report**Intersection 15: Irwindale Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	2	0	0	1	0	0	1	0	1
Pocket Length [ft]	120.00	100.00	100.00	210.00	100.00	100.00	50.00	100.00	100.00	200.00	100.00	190.00
Speed [mph]	35.00			35.00			25.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	1	687	308	530	889	8	5	85	27	150	4	207
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	59	21	28	44	0	0	0	0	2	0	78
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	753	332	563	942	8	5	86	27	154	4	287
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	188	83	141	236	2	1	22	7	39	1	72
Total Analysis Volume [veh/h]	1	753	332	563	942	8	5	86	27	154	4	287
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	2	0	1	6	0	0	8	0	0	4	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.24	0.21	0.18	0.30	0.30	0.00	0.05	0.02	0.10	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.681											

Intersection Level Of Service Report**Intersection 16: Irwindale Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	2	0	0	1	0	0
Pocket Length [ft]	175.00	100.00	100.00	185.00	100.00	185.00	205.00	100.00	100.00	335.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Irwindale Avenue			Irwindale Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	91	488	100	191	714	363	373	1315	73	99	475	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	13	1	8	21	17	10	96	10	13	231	57
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	506	102	201	742	384	387	1424	84	113	711	121
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	127	26	50	186	96	97	356	21	28	178	30
Total Analysis Volume [veh/h]	98	506	102	201	742	384	387	1424	84	113	711	121
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	6	3	8	0	7	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.19	0.19	0.13	0.23	0.12	0.12	0.31	0.31	0.07	0.26	0.26
Intersection LOS	D											
Intersection V/C	0.800											

Intersection Level Of Service Report**Intersection 17: Vincent Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.937

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	2	0	0	1	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	100.00	230.00	100.00	100.00	175.00	100.00	100.00
Speed [mph]	45.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	113	24	475	16	25	18	14	862	160	150	203	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	74	0	106	0	0	0	0	16	33	19	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	24	586	16	25	18	14	887	195	171	211	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	6	147	4	6	5	4	222	49	43	53	1
Total Analysis Volume [veh/h]	188	24	586	16	25	18	14	887	195	171	211	3
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.02	0.37	0.01	0.03	0.03	0.00	0.34	0.34	0.11	0.07	0.07
Intersection LOS	E											
Intersection V/C	0.937											

Intersection Level Of Service Report**Intersection 18: Vincent Avenue (NS) at Arrow Highway (EW)**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: E
 Volume to Capacity (v/c): 0.913

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	215.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	78	314	143	38	276	84	228	1417	171	106	485	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	143	150	25	5	47	42	7	51	47	5	33	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	222	467	169	43	326	127	237	1482	220	112	523	41
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	117	42	11	82	32	59	371	55	28	131	10
Total Analysis Volume [veh/h]	222	467	169	43	326	127	237	1482	220	112	523	41
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.20	0.20	0.03	0.14	0.14	0.15	0.46	0.14	0.07	0.16	0.03
Intersection LOS	E											
Intersection V/C	0.913											

Intersection Level Of Service Report**Intersection 19: Vincent Avenue (NS) at Project North Driveway (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	18.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.374

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		Project North Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		15.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Vincent Avenue		Vincent Avenue		Project North Driveway	
Base Volume Input [veh/h]	0	535	551	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	159	75	24	159	31
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	699	632	24	159	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	175	158	6	40	8
Total Analysis Volume [veh/h]	5	699	632	24	159	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.37	0.05
d_M, Delay for Movement [s/veh]	8.90	0.00	0.00	0.00	18.44	10.55
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.00	1.71	0.14
95th-Percentile Queue Length [ft/ln]	0.41	0.00	0.00	0.00	42.63	3.58
d_A, Approach Delay [s/veh]	0.06		0.00		17.15	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.13					
Intersection LOS	C					

Intersection Level Of Service Report**Intersection 20: Vincent Avenue (NS) at Project South Driveway (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	17.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.318

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		Project South Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		15.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Vincent Avenue		Vincent Avenue		Project South Driveway	
Base Volume Input [veh/h]	0	535	551	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	27	85	21	137	52
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	567	642	21	137	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	142	161	5	34	13
Total Analysis Volume [veh/h]	8	567	642	21	137	52
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.32	0.08
d_M, Delay for Movement [s/veh]	8.94	0.00	0.00	0.00	17.19	10.78
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.00	1.35	0.25
95th-Percentile Queue Length [ft/ln]	0.66	0.00	0.00	0.00	33.69	6.24
d_A, Approach Delay [s/veh]	0.12		0.00		15.43	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.09					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 21: Vincent Avenue (NS) at Cypress Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.742

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	40.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Cypress Street			Cypress Street		
Base Volume Input [veh/h]	59	447	138	59	448	30	88	984	112	92	295	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	32	0	9	120	8	1	0	0	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	483	139	69	572	38	90	994	113	93	298	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	121	35	17	143	10	23	249	28	23	75	11
Total Analysis Volume [veh/h]	60	483	139	69	572	38	90	994	113	93	298	43
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.19	0.19	0.04	0.19	0.19	0.06	0.35	0.35	0.06	0.11	0.11
Intersection LOS	C											
Intersection V/C	0.742											

Intersection Level Of Service Report**Intersection 22: Vincent Avenue (NS) at San Bernardino Road (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.695

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	120.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00	165.00	100.00	100.00
Speed [mph]	35.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			San Bernardino Road			San Bernardino Road		
Base Volume Input [veh/h]	94	563	77	76	574	48	112	651	110	98	273	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	32	0	0	120	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	601	78	77	700	48	113	658	111	99	276	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	150	20	19	175	12	28	165	28	25	69	20
Total Analysis Volume [veh/h]	95	601	78	77	700	48	113	658	111	99	276	81
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.21	0.21	0.05	0.23	0.23	0.07	0.24	0.24	0.06	0.11	0.11
Intersection LOS	B											
Intersection V/C	0.695											

Intersection Level Of Service Report
Intersection 23: Vincent Avenue (NS) at Badillo Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.791

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Badillo Street			Badillo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	190.00	100.00	100.00	195.00	100.00	100.00	195.00	100.00	100.00
Speed [mph]	40.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Badillo Street			Badillo Street		
Base Volume Input [veh/h]	93	584	144	62	702	53	65	953	172	130	421	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	22	1	24	88	8	1	0	0	0	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	612	146	87	797	62	67	963	174	131	425	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	153	37	22	199	16	17	241	44	33	106	17
Total Analysis Volume [veh/h]	94	612	146	87	797	62	67	963	174	131	425	66
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.19	0.09	0.05	0.25	0.04	0.04	0.30	0.11	0.08	0.13	0.04
Intersection LOS	C											
Intersection V/C	0.791											

Intersection Level Of Service Report
Intersection 24: Vincent Avenue (NS) at Puente Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.660

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Puente Avenue			Puente Avenue		
Base Volume Input [veh/h]	73	727	78	63	832	60	75	540	67	48	265	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	0	0	88	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	757	79	64	928	61	76	545	68	48	268	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	189	20	16	232	15	19	136	17	12	67	9
Total Analysis Volume [veh/h]	74	757	79	64	928	61	76	545	68	48	268	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.24	0.05	0.04	0.29	0.04	0.05	0.19	0.04	0.03	0.10	0.02
Intersection LOS	B											
Intersection V/C	0.660											

Intersection Level Of Service Report**Intersection 25: Vincent Avenue (NS) at Rowland Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.624

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	145.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Rowland Avenue			Rowland Avenue		
Base Volume Input [veh/h]	33	840	113	98	849	18	14	206	49	69	93	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	0	14	65	9	3	0	0	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	862	114	113	922	27	17	208	49	70	94	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	216	29	28	231	7	4	52	12	18	24	9
Total Analysis Volume [veh/h]	33	862	114	113	922	27	17	208	49	70	94	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.27	0.07	0.07	0.29	0.02	0.01	0.14	0.03	0.04	0.10	0.02
Intersection LOS	B											
Intersection V/C	0.624											

Intersection Level Of Service Report**Intersection 26: Vincent Avenue (NS) at Workman Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.696

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	120.00	100.00	100.00	180.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Workman Avenue			Workman Avenue		
Base Volume Input [veh/h]	91	947	198	81	856	24	17	257	64	108	143	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	1	0	65	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	970	201	82	930	24	17	260	65	109	144	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	243	50	21	233	6	4	65	16	27	36	12
Total Analysis Volume [veh/h]	92	970	201	82	930	24	17	260	65	109	144	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.30	0.13	0.05	0.29	0.02	0.01	0.17	0.04	0.07	0.16	0.03
Intersection LOS	B											
Intersection V/C	0.696											

Intersection Level Of Service Report**Intersection 27: Vincent Avenue (NS) at I-10 WB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.470

Intersection Setup

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	220.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Vincent Avenue		Vincent Avenue		I-10 WB Ramps	
Base Volume Input [veh/h]	1060	0	0	1075	393	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.00	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	0	0	70	0	10
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1080	0	0	1156	397	206
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	270	0	0	289	99	52
Total Analysis Volume [veh/h]	1080	0	0	1156	397	206
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.00	0.00	0.24	0.12	0.13
Intersection LOS	A					
Intersection V/C	0.470					

Intersection Level Of Service Report**Intersection 28: Vincent Avenue (NS) at I-10 EB Ramps (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.546

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	903	711	0	1381	340	160	0	129	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.01	1.01	1.01	1.00	1.01	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	1	7	4	39	8	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	913	719	7	1399	382	170	0	130	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	228	180	2	350	96	43	0	33	0	0	0
Total Analysis Volume [veh/h]	0	913	719	7	1399	382	170	0	130	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.34	0.34	0.00	0.29	0.24	0.11	0.00	0.04	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.546											

Intersection Level Of Service Report**Intersection 29: Vernon Ave/Lark Ellen Ave (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	70.00	100.00	100.00	60.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lark Ellen Avenue			Vernon Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	41	335	161	42	424	62	167	992	74	92	238	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	4	26	95	1	0	21	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	338	163	42	428	67	195	1097	76	93	261	29
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	85	41	11	107	17	49	274	19	23	65	7
Total Analysis Volume [veh/h]	41	338	163	42	428	67	195	1097	76	93	261	29
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.21	0.10	0.03	0.15	0.15	0.12	0.37	0.37	0.06	0.09	0.09
Intersection LOS	C											
Intersection V/C	0.762											

Intersection Level Of Service Report
Intersection 30: Azusa Avenue (NS) at I-210 EB Ramps (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.704

Intersection Setup

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑		↑↑		↶↷	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Azusa Avenue		Azusa Avenue		I-210 EB Ramps	
Base Volume Input [veh/h]	0	1131	795	0	131	321
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.01	1.01	1.00	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	118	47	0	19	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1260	850	0	151	336
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	315	213	0	38	84
Total Analysis Volume [veh/h]	0	1260	850	0	151	336
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.39	0.27	0.00	0.05	0.21
Intersection LOS	C					
Intersection V/C	0.704					

Intersection Level Of Service Report**Intersection 31: Azusa Avenue (NS) at Paramount Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.670

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	200.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			25.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Paramount Street			Paramount Street		
Base Volume Input [veh/h]	91	923	4	27	966	51	170	1	87	17	7	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	98	0	0	45	0	26	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	1030	4	27	1021	52	198	1	88	17	7	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	258	1	7	255	13	50	0	22	4	2	9
Total Analysis Volume [veh/h]	98	1030	4	27	1021	52	198	1	88	17	7	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.32	0.00	0.02	0.32	0.03	0.12	0.18	0.18	0.01	0.04	0.04
Intersection LOS	B											
Intersection V/C	0.670											

Intersection Level Of Service Report
Intersection 32: Azusa Avenue (NS) at Gladstone Street (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.755

Intersection Setup

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	2	0	0	1	0	0	1	0	0
Pocket Length [ft]	190.00	100.00	190.00	190.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Azusa Avenue			Azusa Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	79	668	150	214	716	57	212	762	79	122	287	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	1	14	16	15	69	23	3	1	6	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	694	153	230	739	73	283	793	83	124	296	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	174	38	58	185	18	71	198	21	31	74	23
Total Analysis Volume [veh/h]	80	694	153	230	739	73	283	793	83	124	296	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups			2,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.22	0.02	0.07	0.25	0.25	0.18	0.27	0.27	0.08	0.12	0.12
Intersection LOS	C											
Intersection V/C	0.755											

Intersection Level Of Service Report**Intersection 33: San Gabriel Ave/Azusa Ave (NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

-
B
0.694

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	78	505	330	117	837	20	72	175	85	288	164	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	47	13	15	53	0	0	0	0	23	0	38
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	582	363	139	940	21	76	186	90	328	174	195
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	150	94	36	243	5	20	48	23	85	45	50
Total Analysis Volume [veh/h]	86	601	375	143	970	22	78	192	93	338	180	201
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.19	0.23	0.09	0.30	0.01	0.05	0.12	0.06	0.11	0.12	0.12
Intersection LOS	B											
Intersection V/C	0.694											

Intersection Level Of Service Report**Intersection 34: Alameda Ave/I-210 WB Ramps (NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.740

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	325.00	100.00	100.00	50.00	100.00	150.00	55.00	100.00	100.00	100.00	100.00	110.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	366	87	94	46	24	38	20	604	207	177	305	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	61	0	0	0	0	0	0	0	28	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	434	89	96	47	24	39	20	616	239	181	311	44
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	115	24	26	13	6	10	5	164	64	48	83	12
Total Analysis Volume [veh/h]	462	95	102	50	26	41	21	655	254	193	331	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.29	0.12	0.12	0.03	0.02	0.03	0.01	0.20	0.16	0.12	0.21	0.03
Intersection LOS	C											
Intersection V/C	0.740											

**FUTURE BASELINE PLUS CUMULATIVE PROJECTS WITH PROJECT - WITH
IMPROVEMENTS**

Vincent Avenue Industrial Building

Vistro File: G:\...\AMC.vistro

Scenario 6 Future Baseline Plus Cumulative Projects With
Project With Improvements

Report File: G:\...\FBCP AM IMP.pdf

5/6/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-605 SB On Ramp (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.635	-	B
2	I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	WB Thru	0.969	-	E
7	Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)	Signalized	ICU 1	WB Thru	0.556	-	A
9	Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.783	-	C
17	Vincent Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	WB Thru	0.535	-	A
18	Vincent Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	WB Thru	0.838	-	D
34	Alameda Ave/I-210 WB Ramps NS) at 1st St (EW)	Signalized	ICU 1	WB Thru	0.803	-	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: I-605 SB On Ramp (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	I-605 SB On Ramps		Eastbound		Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	365.00	100.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	I-605 SB On Ramps		Eastbound		Live Oak Avenue	
Base Volume Input [veh/h]	0	0	280	347	521	1094
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	92	138	196	608
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	375	138	722	1713
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	94	0	181	428
Total Analysis Volume [veh/h]	0	0	375	0	722	1713
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	0	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.12	0.00	0.23	0.54
Intersection LOS	B					
Intersection V/C	0.635					

Intersection Level Of Service Report**Intersection 2: I-605 NB Ramps (NS) at Live Oak Avenue (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: E
Volume to Capacity (v/c): 0.969

Intersection Setup

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐⇐			⇑⇑			⇑⇑⇑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	0	0	469	0	0	432	0	262	0	0	1205	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.00	1.00	1.01	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	363	0	0	484	0	92	0	0	320	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	837	0	0	920	0	357	0	0	1537	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	209	0	0	230	0	89	0	0	384	0
Total Analysis Volume [veh/h]	0	0	837	0	0	920	0	357	0	0	1537	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	0	2	0	0	6	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.26	0.00	0.00	0.29	0.00	0.11	0.00	0.00	0.32	0.00
Intersection LOS	E											
Intersection V/C	0.969											

Intersection Level Of Service Report**Intersection 7: Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name			Live Oak Avenue		Arrow Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	⇐⇐⇐		⇐		⇐	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name			Live Oak Avenue		Arrow Highway	
Base Volume Input [veh/h]	296	59	113	634	1117	1772
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	38	35	20	226	99	41
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	337	95	134	866	1227	1813
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	24	34	217	307	453
Total Analysis Volume [veh/h]	337	95	134	866	1227	1813
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Unsignalized
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.06	0.08	0.18	0.26	0.00
Intersection LOS	A					
Intersection V/C	0.556					

Intersection Level Of Service Report**Intersection 9: Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.783

Intersection Setup

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Azusa Canyon Road						Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	837	14	145	11	3	12	19	624	122	67	1708	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.01	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	26	0	19	0	0	0	0	237	22	4	101	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	871	14	165	11	3	12	19	867	145	72	1826	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	218	4	41	3	1	3	5	217	36	18	457	6
Total Analysis Volume [veh/h]	871	14	165	11	3	12	19	867	145	72	1826	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.28	0.10	0.01	0.01	0.01	0.01	0.21	0.21	0.05	0.39	0.39
Intersection LOS	C											
Intersection V/C	0.783											

Intersection Level Of Service Report**Intersection 17: Vincent Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.535

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	2	0	0	1	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	100.00	230.00	100.00	100.00	175.00	100.00	100.00
Speed [mph]	45.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	265	29	147	16	8	38	43	97	64	178	942	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	18	0	0	0	0	4	168	130	11	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	281	29	166	16	8	38	43	102	233	310	962	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	7	42	4	2	10	11	26	58	78	241	1
Total Analysis Volume [veh/h]	281	29	166	16	8	38	43	102	233	310	962	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.10	0.10	0.01	0.03	0.03	0.01	0.10	0.10	0.19	0.30	0.30
Intersection LOS	A											
Intersection V/C	0.535											

Intersection Level Of Service Report**Intersection 18: Vincent Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.838

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	215.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	161	285	88	22	189	65	58	378	88	138	1150	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	55	38	5	2	171	103	32	23	152	27	49	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	218	326	94	24	362	169	91	405	241	166	1211	94
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	82	24	6	91	42	23	101	60	42	303	24
Total Analysis Volume [veh/h]	218	326	94	24	362	169	91	405	241	166	1211	94
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.13	0.13	0.02	0.17	0.17	0.06	0.13	0.13	0.10	0.38	0.06
Intersection LOS	D											
Intersection V/C	0.838											

Intersection Level Of Service Report**Intersection 34: Alameda Ave/I-210 WB Ramps NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: D
Volume to Capacity (v/c): 0.803

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	325.00	100.00	100.00	50.00	100.00	150.00	55.00	100.00	100.00	100.00	100.00	110.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	111	14	7	41	112	64	8	239	388	580	465	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	107	0	0	0	0	0	0	0	27	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	220	14	7	42	114	65	8	244	423	592	474	45
Peak Hour Factor	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	4	2	11	30	17	2	65	113	158	127	12
Total Analysis Volume [veh/h]	235	15	7	45	122	70	9	261	452	633	507	48
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.01	0.01	0.03	0.08	0.04	0.01	0.08	0.28	0.20	0.32	0.03
Intersection LOS	D											
Intersection V/C	0.803											

Vincent Avenue Industrial Building

Vistro File: G:\...\PMC.vistro

Scenario 6 Future Baseline Plus Cumulative Projects With
Project With Improvements

Report File: G:\...\FBCP PM IMP.pdf

5/6/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	I-605 SB On Ramp (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.755	-	C
2	I-605 NB Ramps (NS) at Live Oak Avenue (EW)	Signalized	ICU 1	EB Thru	0.944	-	E
7	Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)	Signalized	ICU 1	SB Left	0.811	-	D
9	Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Right	0.828	-	D
17	Vincent Avenue (NS) at Gladstone Street (EW)	Signalized	ICU 1	EB Thru	0.761	-	C
18	Vincent Avenue (NS) at Arrow Highway (EW)	Signalized	ICU 1	EB Right	0.805	-	D
34	Alameda Ave/I-210 WB Ramps (NS) at 1st St (EW)	Signalized	ICU 1	NB Left	0.679	-	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: I-605 SB On Ramp (NS) at Live Oak Avenue (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.755

Intersection Setup

Name	I-605 SB On Ramps				Live Oak Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	365.00	100.00
Speed [mph]	35.00		35.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	I-605 SB On Ramps				Live Oak Avenue	
Base Volume Input [veh/h]	0	0	1049	1114	557	884
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	133	504	342	282
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1192	504	905	1175
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	298	0	226	294
Total Analysis Volume [veh/h]	0	0	1192	0	905	1175
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Protected	Permissive
Signal group	0	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.37	0.00	0.28	0.37
Intersection LOS	C					
Intersection V/C	0.755					

Intersection Level Of Service Report**Intersection 2: I-605 NB Ramps (NS) at Live Oak Avenue (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh): -
Level Of Service: E
Volume to Capacity (v/c): 0.944

Intersection Setup

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐⇐			⇑⇑			⇑⇑⇑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-605 NB Ramps			I-605 NB Ramps			Live Oak Avenue			Live Oak Avenue		
Base Volume Input [veh/h]	0	0	621	0	0	523	0	1012	0	0	944	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.01	1.00	1.00	1.01	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	222	0	0	170	0	133	0	0	454	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	849	0	0	698	0	1155	0	0	1407	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	212	0	0	175	0	289	0	0	352	0
Total Analysis Volume [veh/h]	0	0	849	0	0	698	0	1155	0	0	1407	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	0	2	0	0	6	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.27	0.00	0.00	0.22	0.00	0.36	0.00	0.00	0.29	0.00
Intersection LOS	E											
Intersection V/C	0.944											

Intersection Level Of Service Report**Intersection 7: Arrow Highway (NS) at Live Oak Ave/Arrow Hwy (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.811

Intersection Setup

Name			Live Oak Avenue		Arrow Highway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	⇐⇐⇐		⇐		⇐	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
Speed [mph]	35.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		No	

Volumes

Name			Live Oak Avenue		Arrow Highway	
Base Volume Input [veh/h]	1077	131	41	1326	1117	451
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	43	29	21	109	215	57
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1131	161	62	1448	1343	508
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	283	40	16	362	336	127
Total Analysis Volume [veh/h]	1131	161	62	1448	1343	508
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Unsignalized
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.35	0.10	0.04	0.30	0.28	0.00
Intersection LOS	D					
Intersection V/C	0.811					

Intersection Level Of Service Report**Intersection 9: Santa Fe Dam/Azusa Canyon Road (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.828

Intersection Setup

Name	Azusa Canyon Road			Southbound			Arrow Highway Eastbound			Arrow Highway Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Azusa Canyon Road			Southbound			Arrow Highway Eastbound			Arrow Highway Westbound		
Base Volume Input [veh/h]	120	5	442	15	13	29	14	1265	59	158	967	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.00	1.01	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	28	0	5	0	0	0	0	111	30	18	236	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	149	5	451	15	13	29	14	1389	90	178	1213	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	1	113	4	3	7	4	347	23	45	303	4
Total Analysis Volume [veh/h]	149	5	451	15	13	29	14	1389	90	178	1213	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.28	0.01	0.03	0.03	0.01	0.31	0.31	0.11	0.26	0.26
Intersection LOS	D											
Intersection V/C	0.828											

Intersection Level Of Service Report**Intersection 17: Vincent Avenue (NS) at Gladstone Street (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↑↑↵			↑↑↵			↵↵↑↑			↵↑↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	2	0	0	1	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	100.00	230.00	100.00	100.00	175.00	100.00	100.00
Speed [mph]	45.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Gladstone Street			Gladstone Street		
Base Volume Input [veh/h]	113	24	475	16	25	18	14	862	160	150	203	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	74	0	106	0	0	0	0	16	33	19	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	24	586	16	25	18	14	887	195	171	211	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	6	147	4	6	5	4	222	49	43	53	1
Total Analysis Volume [veh/h]	188	24	586	16	25	18	14	887	195	171	211	3
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.17	0.17	0.01	0.03	0.03	0.00	0.34	0.34	0.11	0.07	0.07
Intersection LOS	C											
Intersection V/C	0.761											

Intersection Level Of Service Report**Intersection 18: Vincent Avenue (NS) at Arrow Highway (EW)**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.805

Intersection Setup

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	215.00	100.00	100.00	160.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vincent Avenue			Vincent Avenue			Arrow Highway			Arrow Highway		
Base Volume Input [veh/h]	78	314	143	38	276	84	228	1417	171	106	485	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	143	150	25	5	47	42	7	51	47	5	33	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	222	467	169	43	326	127	237	1482	220	112	523	41
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	117	42	11	82	32	59	371	55	28	131	10
Total Analysis Volume [veh/h]	222	467	169	43	326	127	237	1482	220	112	523	41
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.20	0.20	0.03	0.14	0.14	0.15	0.35	0.35	0.07	0.16	0.03
Intersection LOS	D											
Intersection V/C	0.805											

Intersection Level Of Service Report**Intersection 34: Alameda Ave/I-210 WB Ramps (NS) at 1st St (EW)**

Control Type:
Analysis Method:
Analysis Period:

Signalized
ICU 1
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

-
B
0.679

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	325.00	100.00	100.00	50.00	100.00	150.00	55.00	100.00	100.00	100.00	100.00	110.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	366	87	94	46	24	38	20	604	207	177	305	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	61	0	0	0	0	0	0	0	28	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	434	89	96	47	24	39	20	616	239	181	311	44
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	115	24	26	13	6	10	5	164	64	48	83	12
Total Analysis Volume [veh/h]	462	95	102	50	26	41	21	655	254	193	331	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.29	0.12	0.12	0.03	0.02	0.03	0.01	0.20	0.16	0.06	0.21	0.03
Intersection LOS	B											
Intersection V/C	0.679											

APPENDIX D

OTHER DEVELOPMENT DATA

Name	Address	Project Info	Status
Nu-Way Pit	13620 Live Oak Lane	Pilot Flying J Travel Center and New Truck Sales Dealership	On hold
JH Pit	1200,1220, 1270 Arrow Highway	1,550,00 SF Business Park	Application submitted
Panattoni	16203-16233 Arrow Highway	130,366 SF (4 Buildings) Light industrial	Pending submittal
Panattoni	242 Live Oak Avenue	85,400 SF Industrial building	Entitlement complete/environmental review underway
Ayala Industrial Bldg.	5589 Ayala Avenue	80,000 SF Industrial building	In Building Plan Check
Irwindale Med. Clinic	15768 Arrow Highway	13,300 SF Medical clinic	Occupied
Wendy's Restaurant	15768 Arrow Highway	2,300 SF restaurant w/drive-thru	In Building Plan Check
Kaiser Med. Office Bldg.	12761 Schabarum Avenue	90,000 SF Medical Office Building; 113,160 SF Parking Structure	Building permits issued; grading and construction commenced
Reliance II	15990 Foothill Boulevard (SWC of Foothill Blvd. and Irwindale Avenue)	1,863,500 SF Industrial/BP and Commerical	Initiative approved by City Council
City of Hope	1500 E. Duarte Road	90,000 SF Medical Office Building	Application submitted
North Kincaid			

CUMULATIVE PROJECTS LIST - MARCH 2018

Project #	Address	Description of Project	PC Approved
TPM 74787, V 16-19	845 S Sunkist Ave	3-Lot Subdivision	11/28/2017
PP 16-07, CUP 16-12, V 16-20, TRP 17-03	1400 West Covina Pkwy	121,061 SF (131 bed) Assisted Living Facility	9/26/2017
PP 16-02, AUP 17-26	1360 W Garvey Ave S	New Bakery and Café 3-Lot Subdivision (2250 W Garvey, 1035 S	9/12/2017
TPM 74133, V 16-08	2222 W Garvey Ave	Willow, 1039 S Willow)	3/28/2017
GPA 14-01, ZC 14-01, PP 14-03, CUP 14-20 & V 14-23 PP 15-07	1388 E Garvey Ave South	Public storage facility	12/15/2015 1st Ext - 12/13/17 - 2nd Ext - 12/13/18
TTM 73652, V 15-18	1920 Pacific Lane	7-unit subdivision	NOT ENTITLED
PP 18-02, CUP 18-02	1415 W Garvey Ave N	78,703 SF (107-bed) assisted living facility	NOT ENTITLED

CITY OF BALDWIN PARK PROJECTS

LOCATION/NAME OF PROJECT	LAND USE	NUMBER /TYPE OF DWELLING UNIT	1000 S.F. (COMMERCIAL /INDUSTRIAL)	STATUS
4820-4828 Fortin Street	Single Family Residential	10--detached		Completed
LA Fitness - 855-018-002 and 003 (Garvey Ave.)	Private Recreational Facility		45 TSF	Completed
	Retail / Restaurant Building		6.8 TSF	Completed
Specific Plan Modification - 8552-017 004, 068, 069, 070, 071 ,072, 073, 074, 075, 076, 077, and 078	Single Family Residential	51--detached		Under construction
13226-13230 Ramona Blvd.	MFR-- Condominiums	13--attached		Completed
5014 Heintz St.	Warehouse		1.5 TSF	Under Construction
4142-4144 La Rica Ave.	MFR-- Condominiums	8--attached		Completed
3726 Puente Ave.	Condominiums	4--attached		Plan Check
14911 Pacific Ave.	Commercial		1.740 TSF	Under construction
	Apartments	4--attached		Under construction
3913 Stewart Ave.	Multi-Family Residential	4--attached		Plan Check
1011 Baldwin Park Blvd.	Parking Structure Extension for Kasier Hospital		825 Spaces	Completed
1011 Baldwin Park Blvd.	Medical Office Building		60 TSF	Under construction
3540 Barnes Ave.	Single Family Residential	8--detached		In Review
14622 Dalewood St.	Office Building-- combo of medical and professional		60 TSF	In Review
5044 Gayhurst Ave.	Warehouse		2.6 TSF	Plan Check
15000 Badillo St.	Multi-Family Residential Condo	16--attached		Plan Check
15110 -20 Badillo St.	Multi-Family Residential Condo	12--attached		Plan Check
12762-70 Torch St	Multi-Family Residential Condo	24--attached		Plan Check
3715-3725 Puente Ave, 14801 Pacific Ave, and 14827-14839 Pacific Ave	Single Family Residential	47-detached		Under construction
4923-4929 Fortin St, 15138 Nubia St, APN 8413-013-025	Single Family Residential	15-detached		Under construction
5115 Azusa Canyon Road	Warehouse Condominium		90 TSF (10 units)	Plan Check

Revised 5/15/2018

	Project Name	Type of Development	Developer	Project Address	Project Description	Project Phase
	A-2: Azusa/9th Street	Mixed Use	Costanzo Investments, LLC		Retail: 13,000 to 15,000 SF Residential: 60,000 to 70,000SF	Preliminary Plan Review
	Azusa Regency Villas	Mixed Use	The Charles Company	Block 37	Retail: +/- 14,840 SF Residential: 70 Units (73,076 SF)	Preliminary Plan Review
		Mixed Use	Spectrum Properties, Inc.	525 N. Azusa Ave.	Retail: 4,600 SF Residential: 102 Units (78,664 SF)	Preliminary Plan Review
		Mixed Use	Golden Phoenix Construction	670 E. Foothill Blvd.	Retail: +/- 500 SF Medical Office: +/- 8,900 SF	Preliminary Plan Review
		Residential	California Grand Village Azusa Greens	Todd Ave./Sierra Ave.	Residential: 3-level 256 Luxury Units for Seniors	Entitlement Phase
		Industrial	Astaur Keymetlyan	198 S. Peckham Rd.	12,184 SF Warehouse	Entitlement Phase

	Azusa Business Center	Industrial	Proficiency Capital	1025 N. Todd Ave.	7 Industrial Buildings +/-462,491 SF	Entitlement Phase
	Block 36	Mixed Use	Serrano Development Group		Retail: 32,530SF Residential: 120 Units (181,220SF)	Entitlement Phase
	Raising Cane's Chicken Fingers	Commercial	Raising Cane's Chicken Fingers	855 E. Alostia Ave. (Former Papa Pie Pizza)	Retail: 4,086 SF	Entitlement Phase
	In-N-Out Burger	Commercial	In-N-Out Burger	998 E. Alostia Ave.	Retail: 9,110 SF	Entitlement Phase
	Starbucks Coffee	Commercial		295 S. Azusa Ave.	Retail: 1,850 SF with drive-thru	Plan Check
	Lagunitas Brewing Company	Industrial		1021 Todd Ave.	342,629 SF The Restaurant and Tap Room will be 52,820.	Plan Check

	Metro Walk	Residential	Olson Urban Housing	803-813 N. Dalton Ave	30-(3) Story Units	Under Construction
	CT Azusa Center	Industrial	CT Realty	301 E. Aerojet Ave	3 Industrial Buildings: Building Area (A): 29,500 SF Building Area (B): 46,600 SF Building Area (C): 105,700 SF	Under Construction
	The Promenade at Citrus	Commercial	Rosedale Land Partners II	864 E. The Promenade	Retail: 8,200 SF Residential: 112 Townhomes	Under Construction
	Popeye's Louisiana Kitchen	Commercial		994 E. Alosta Ave.	2,279 SF	Under Construction
	Senna	Residential	William Homes, Inc.	475 E. Arrow Highway	70 Tri Level Townhomes	Under Construction
		Industrial	Crow Holdings Industrial	601 E. Vincent Ave.	Building Area: +/- 146,000 SF	Entitled.

	Gladstone Senior Villas	Residential	Chaplan Mu	360-416 Gladstone St.	Residential: 60 Units Total with 6 Affordable Units 16,647 SF	Entitled.
		Mixed Use	Andy Xie	619 N. San Gabriel	Retail: 888 SF Residential: 6 Units (8,998SF)	Entitled.
		Mixed Use		300 W. Foothill Blvd.	Retail: 700 SF Residential: 8 Units (14,690 SF)	Entitled.
	D-Club	Commercial	EFPAR Development	975 E. Foothill Blvd.	Commercial Retail Center Building Area (1): 2,800 SF Building Area (2): 2,800 SF Building Area (3): 9,550 SF	Due Diligence

APPENDIX E

TRAFFIC SIGNAL WARRANT WORKSHEETS

PEAK HOUR VOLUME WARRANT (Rural Areas)

Existing

Major Street Name = **Live Oak Avenue**

Total of Both Approaches (VPH) = **1956**

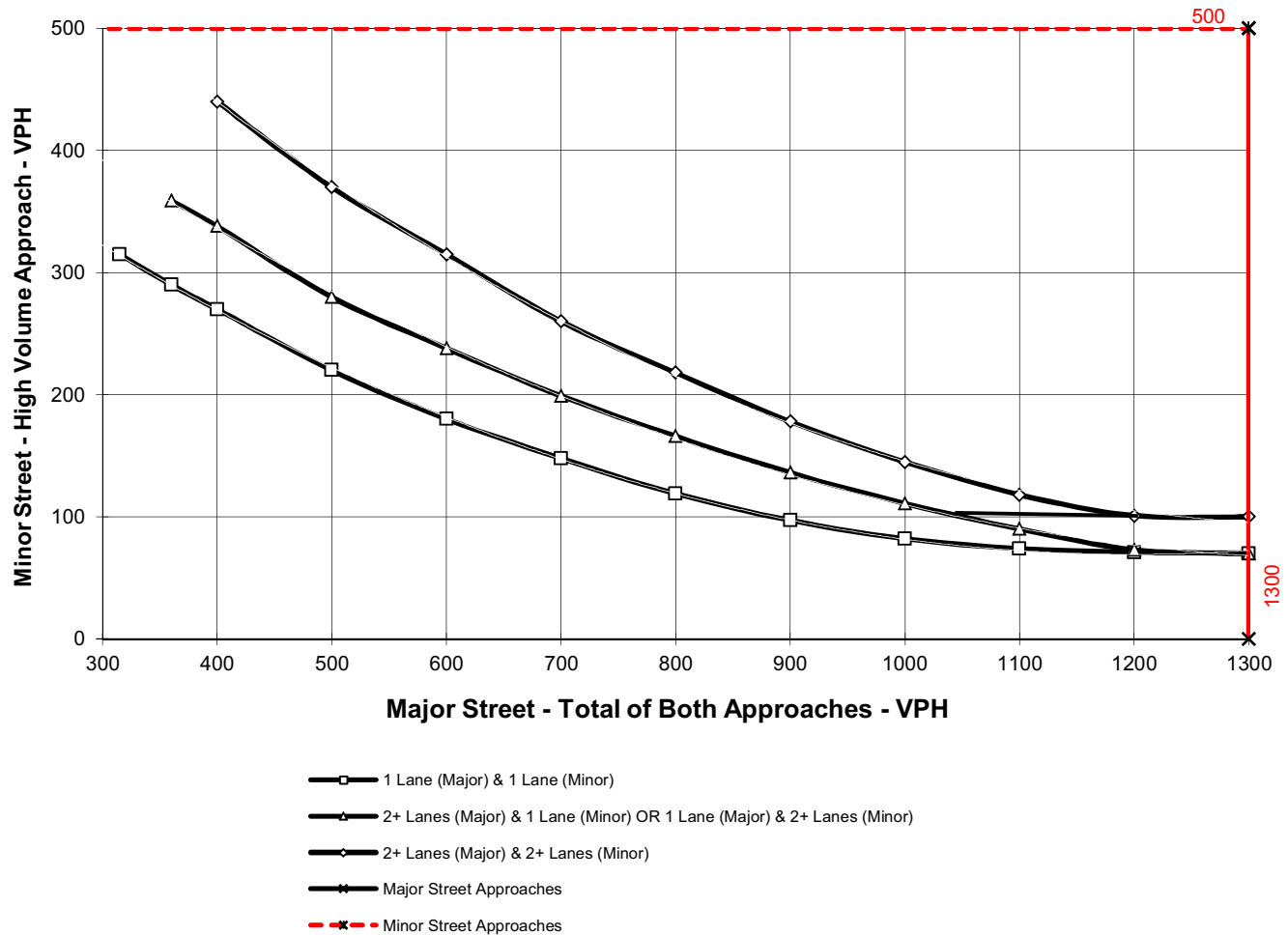
Number of Approach Lanes Major Street = **2**

Minor Street Name = **I-605 Fwy NB Ramps**

High Volume Approach (VPH) = **621**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



**** NOTE:**

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

APPENDIX F

SGVCOG VMT EVALUATION TOOL REPORT

Project Details

Timestamp of Analysis: December 15, 2020, 01:55:22 PM

Project Name: Vincent Avenue Industrial Building

Project Description: 545,735 SF Industrial Building

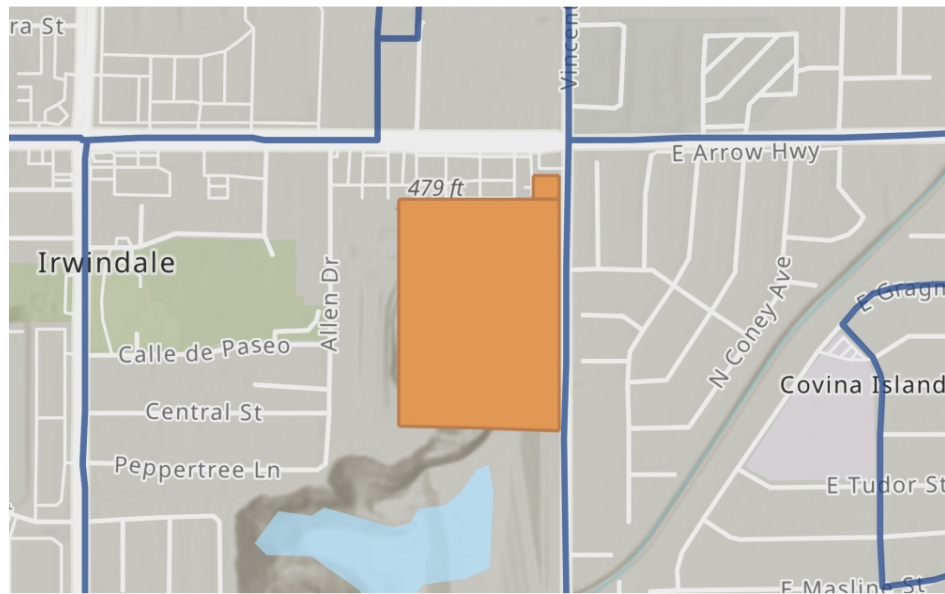
Project Location

Jurisdiction:
Irwindale

APN	TAZ
8417-034-015	22307100
8417-034-016	22307100

Inside a TPA?

No (Fail)



Analysis Details

Data Version: SCAG Regional Travel Demand Model
2016 RTP Base Year 2012

Analysis Methodology: TAZ

Baseline Year: 2020

Project Land Use

Residential:

Single Family DU:

Multifamily DU:

Total DUs: 0

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF: 545

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

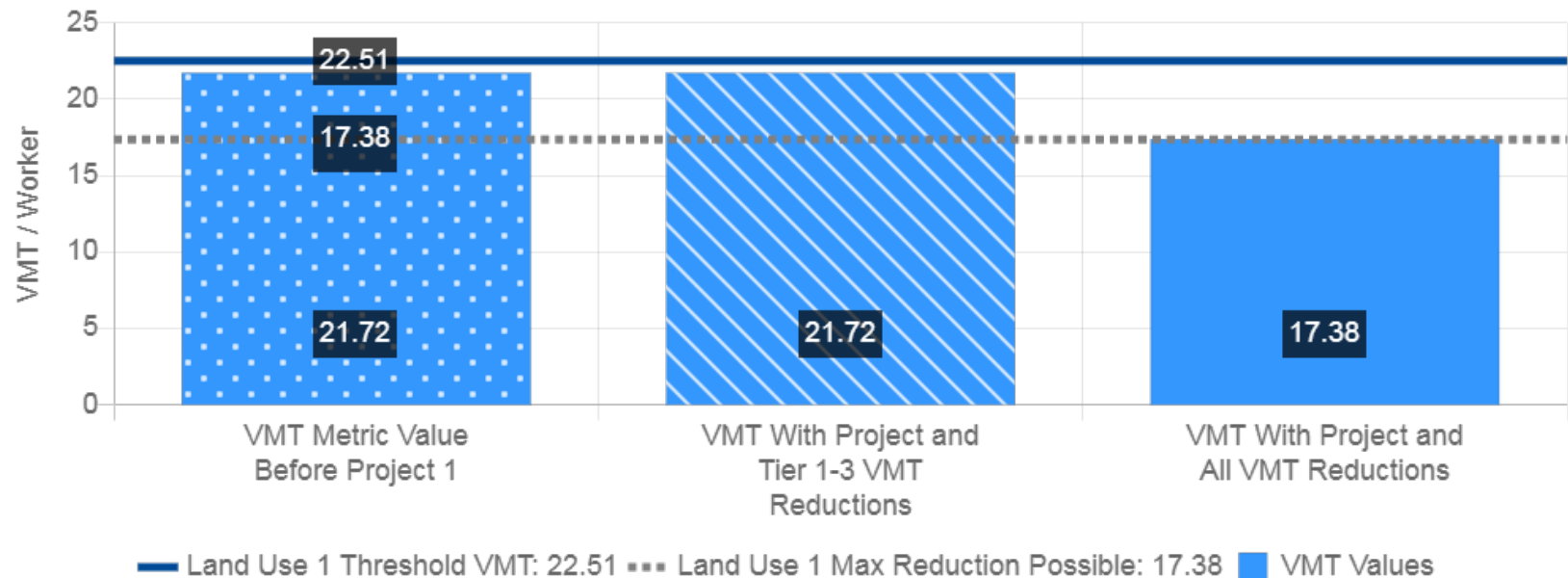
Motor Vehicle Parking: 199

Bicycle Parking: 9

Industrial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Industrial
VMT Without Project 1:	Home-based Work VMT per Worker
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	22.51
VMT Threshold Description 1:	0%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	21.72	21.72	17.38
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



Tier 4 TDM Programs

TP11 Alternative Transportation Benefits

Percent of Employees Eligible for Alternative Transportation Benefits:	100 %



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