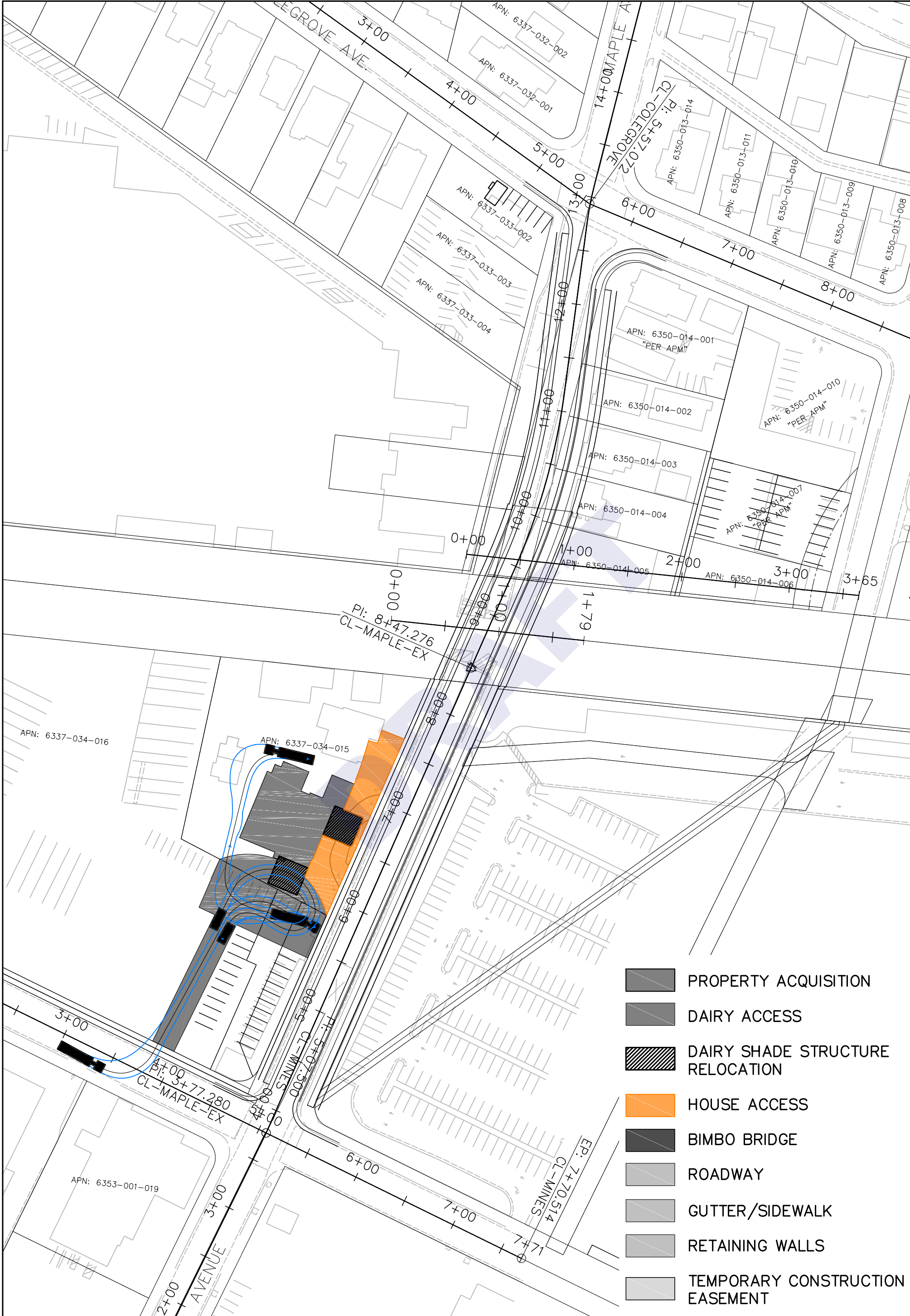











DRAFT

APPENDIX

DRAFT

APPENDIX A
PROJECT ALTERNATIVES LAYOUTS



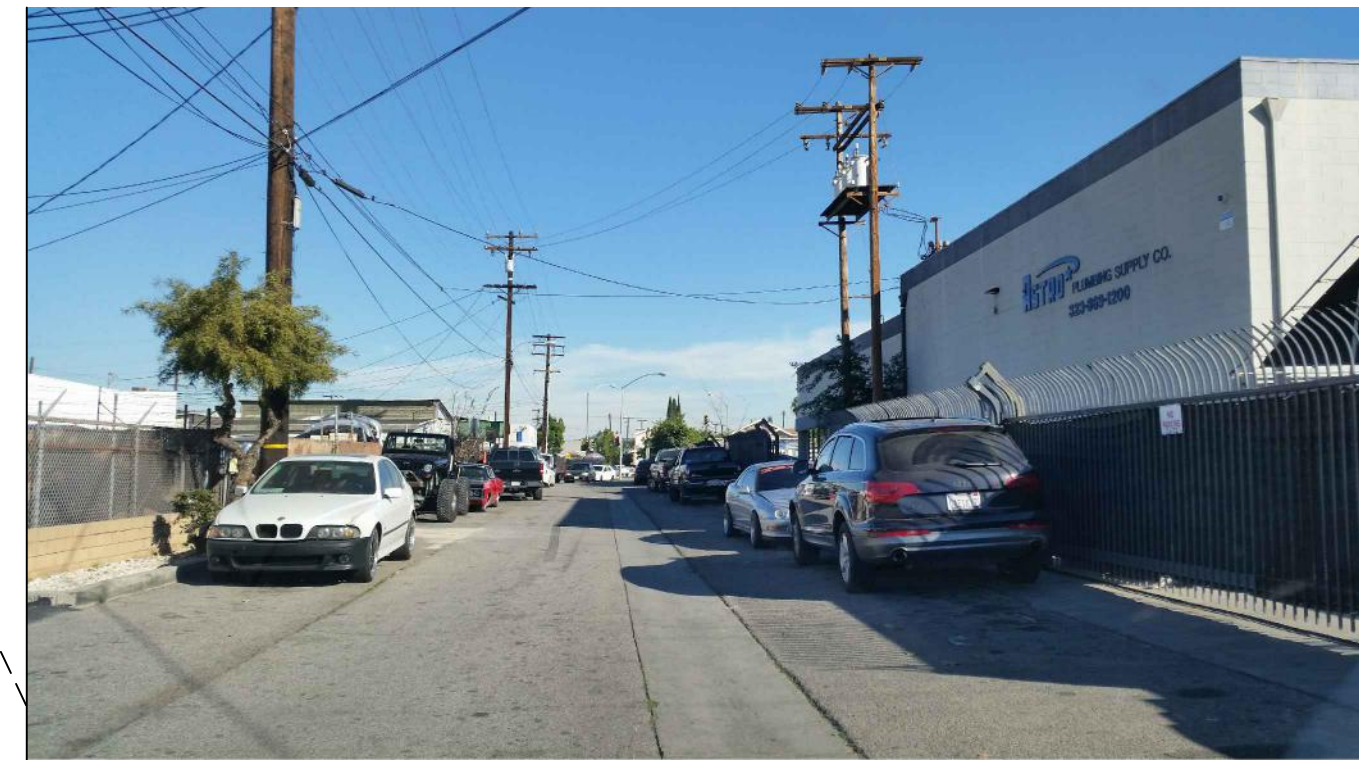
-  PROPERTY ACQUISITION
-  DAIRY ACCESS
-  DAIRY SHADE STRUCTURE RELOCATION
-  HOUSE ACCESS
-  BIMBO BRIDGE
-  ROADWAY
-  GUTTER/SIDEWALK
-  RETAINING WALLS
-  TEMPORARY CONSTRUCTION EASEMENT



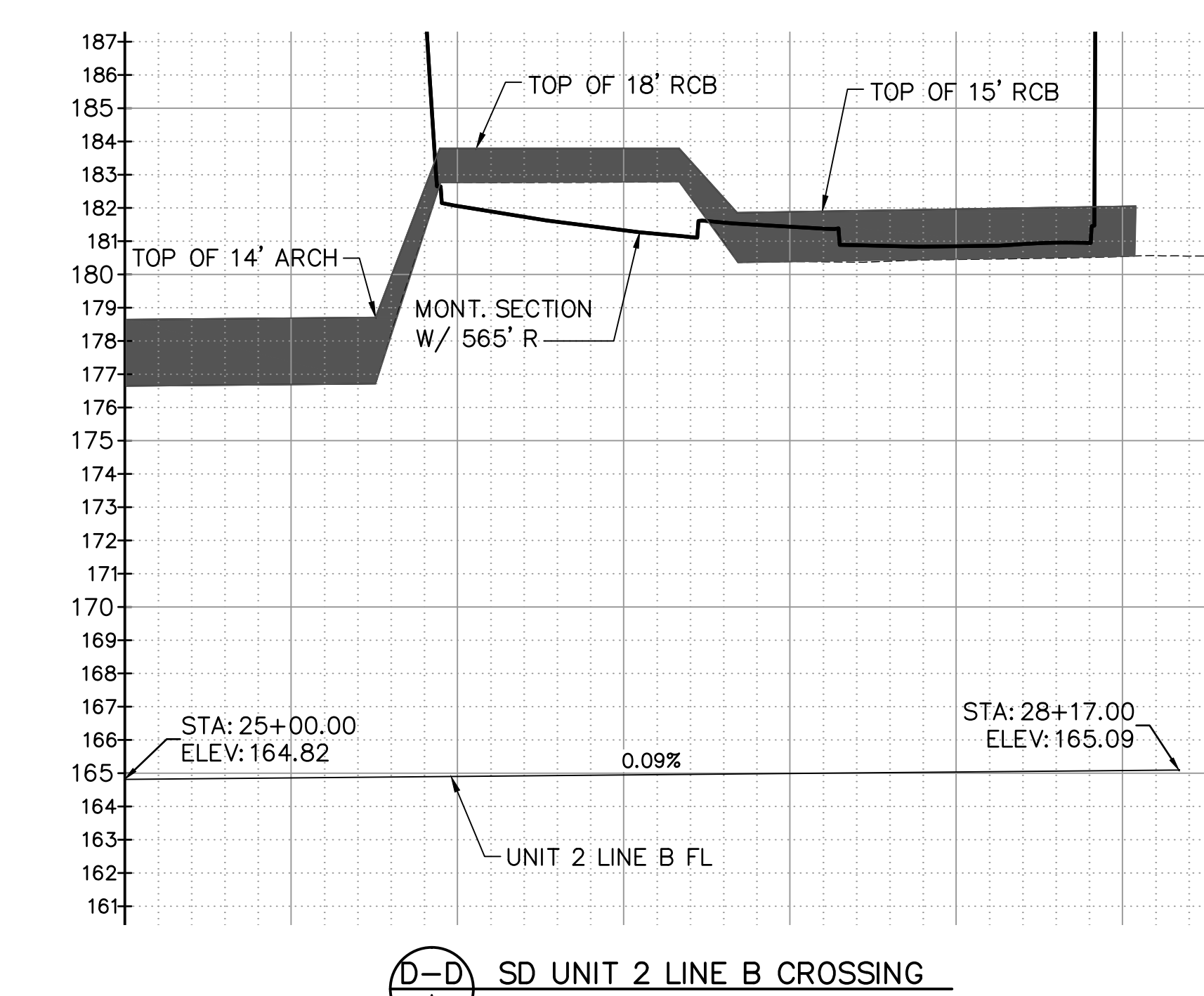
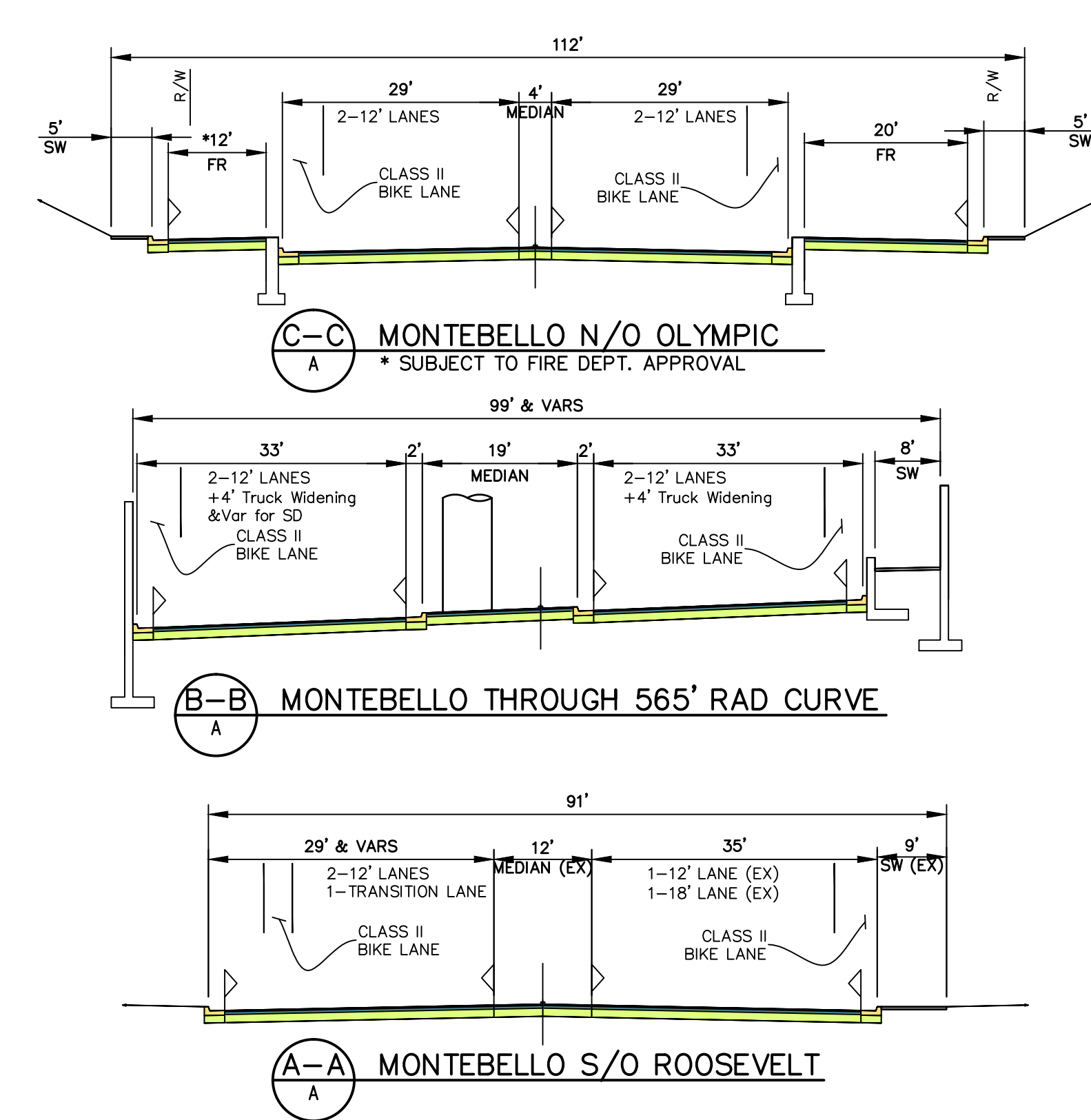
ALAMEDA CORRIDOR - EAST
 CONSTRUCTION AUTHORITY
 MONTEBELLO CORRIDOR GRADE SEPARATION
 MAPLE CONCEPT LAYOUT

EXHIBIT

SHEET OF



E-E TRUCK WAY LOOKING EAST



- LEGEND**
- BRIDGE
 - AT GRADE ACCESS/FRONTAGE
 - FULL PROPERTY ACQUISITION
 - PARTIAL PROPERTY ACQUISITION

**ALAMEDA CORRIDOR - EAST
CONSTRUCTION AUTHORITY**

MONTEBELLO CORRIDOR GRADE SEPARATION PROJECT

MONTEBELLO 565' RADIUS CONCEPT
40 MPH DESIGN SPEED

**EXHIBIT
A**

SHEET 1 OF 1

File: \\p:\3000-01\40001 - Active\GIS\Map\ALAMEDA CORRIDOR EAST\CONSTRUCTION AUTHORITY\MONTEBELLO 565' RADIUS CONCEPT\40 MPH DESIGN SPEED\27172819.dwg, 4/29/16, 10:41 AM

APPENDIX B
SIGNIFICANT IMPACT CRITERIA EMAIL FROM CITY OF
MONTEBELLO

Traffic Study Report
Montebello Corridor Grade Separation Project

LIN Consulting, Inc.

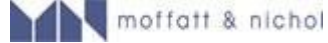
Traffic, Civil, Electrical Consulting Engineers

Ray Kommidi

From: Gillfillan, Keith <KGillfillan@moffattnichol.com>
Sent: Wednesday, January 20, 2016 8:19 AM
To: 'Ray Kommidi' (rkommidi@linconsulting.com)
Cc: Rachel Korkos
Subject: FW: ACE Grade Separation Project
Attachments: Traffic SignalTiming-Montebello Blvd at Montebello Way-Truck Way.pdf; TrafficSignalTiming-Montebello Blvd at Olympic Blvd.pdf

fyi

Keith Gillfillan, P.E.



ph: 619-220-6050
ph: 562-426-9551
cell: (858) 342-7326
email: kgillfillan@moffattnichol.com

Creative People, Practical Solutions.™
www.moffattnichol.com

From: Ray Abassi [mailto:rabassi@infeng.co]
Sent: Tuesday, January 19, 2016 5:18 PM
To: Gillfillan, Keith <KGillfillan@moffattnichol.com>
Cc: Steve Forester (sforster@apaeng.com) <sforster@apaeng.com>; Ken Putnam <kputnam@infeng.co>; Farzad Dorrani <FDorrani@infeng.co>; Batson, Danilo <DBatson@cityofmontebello.com>
Subject: FW: ACE Grade Separation Project

Hi Keith,

Please review and let me know if this is what you need. WE are working on all the other items that you have requested.

Kindly forward to the rest of your team.

Happy New Year,



Raymond R. Abassi, M.S., P.E., T.E. QSD
Member, Board of Directors

From: Kim, Ryan [mailto:RKim@cityofmontebello.com]
Sent: Tuesday, January 19, 2016 3:33 PM
To: Ray Abassi

Cc: Ken Putnam; Vahid, Hormoz; Farzad Dorrani; Ryan Kim
Subject: RE: ACE Grade Separation Project

Good afternoon Ray,

Per your request,

- d. Copies of existing Traffic Signal Timing Plans
=> Please find the attached traffic signal timing plans for the Montebello Blvd at Olympic Blvd; and the Montebello Blvd at Montebello Way/Truck Way.
- e. Traffic Signal Synchronization Corridors
=> I could not find any documents/files specifying synchronization corridors so far.
- f. Concurrence of Development projects to be included in the Traffic Study (M&N and LIN suggestions previously sent)
=> I don't have any documents/files from M&N or LIN. So, please send me all relevant documents/files to review.
- g. What determines 'significant threshold' for signalized intersection, unsignalized intersection and roadway segments.
=> Per Traffic Impact Study Guideline of the City of Montebello:

Signalized Intersection

Existing ICU Project	Related Increase in ICU
0.00 – 0.69	0.05
0.70 – 0.79	0.03
0.80 – 0.89	0.01
0.90+	0.005

Unsignalized Intersection => LOS E or worse

Roadway Segments => The Guideline does not specify roadway segment-related threshold.

Best regards,

Ryan Kim, Ph.D., P.E., T.E.

City Traffic Engineer
City of Montebello
Phone: (323) 887-1200 ext. 460
Fax: (323) 887-1464
rkim@cityofmontebello.com

DRAFT

APPENDIX C
TRAFFIC COUNTS

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION:
NORTH & SOUTH: Montebello
EAST & WEST: Garfield
Whittier

PROJECT #: SC0663
LOCATION #: 1
CONTROL: SIGNAL

NOTES:

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

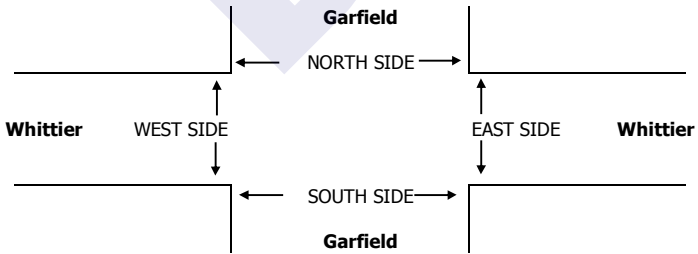
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Garfield			Garfield			Whittier			Whittier			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	Garfield			Garfield			Whittier			Whittier				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
AM	7:00 AM	20	134	17	14	137	8	8	55	24	58	221	39	735
	7:15 AM	17	140	25	23	166	15	13	66	25	65	223	50	828
	7:30 AM	29	173	19	21	192	17	13	106	34	50	206	50	910
	7:45 AM	23	168	34	19	240	25	18	147	40	58	219	24	1,015
	8:00 AM	24	128	28	27	229	14	13	107	30	63	199	40	902
	8:15 AM	24	150	39	23	252	12	21	126	25	64	181	39	956
	8:30 AM	26	146	27	19	214	9	14	87	24	59	171	28	824
	8:45 AM	26	150	34	13	194	9	8	82	23	59	174	38	810
	VOLUMES	189	1,189	223	159	1,624	109	108	776	225	476	1,594	308	6,980
	APPROACH %	12%	74%	14%	8%	86%	6%	10%	70%	20%	20%	67%	13%	
APP/DEPART	1,601	/	1,604	1,892	/	2,324	1,109	/	1,159	2,378	/	1,893	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	100	619	120	90	913	68	65	486	129	235	805	153	3,783	
APPROACH %	12%	74%	14%	8%	85%	6%	10%	71%	19%	20%	67%	13%		
PEAK HR FACTOR	0.932													
APP/DEPART	839	/	836	1,071	/	1,277	680	/	696	1,193	/	974	0	
PM	4:00 PM	27	241	54	32	217	10	15	184	37	24	135	29	1,005
	4:15 PM	26	183	52	30	225	6	20	233	38	34	116	25	988
	4:30 PM	32	214	50	31	166	12	18	191	27	30	122	28	921
	4:45 PM	31	224	45	32	214	9	27	224	30	32	115	22	1,005
	5:00 PM	28	286	37	21	223	7	19	239	35	23	144	26	1,088
	5:15 PM	22	315	38	18	211	10	24	248	34	27	129	36	1,112
	5:30 PM	25	277	50	23	229	10	30	232	33	28	97	32	1,066
	5:45 PM	31	241	52	18	216	14	20	253	32	36	142	31	1,086
	VOLUMES	222	1,981	378	205	1,701	78	173	1,804	266	234	1,000	229	8,271
	APPROACH %	9%	77%	15%	10%	86%	4%	8%	80%	12%	16%	68%	16%	
APP/DEPART	2,581	/	2,381	1,984	/	2,199	2,243	/	2,389	1,463	/	1,302	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	106	1,119	177	80	879	41	93	972	134	114	512	125	4,352	
APPROACH %	8%	80%	13%	8%	88%	4%	8%	81%	11%	15%	68%	17%		
PEAK HR FACTOR	0.935													
APP/DEPART	1,402	/	1,335	1,000	/	1,126	1,199	/	1,230	751	/	661	0	

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	1	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	1	1	2
0	0	1	1	2
0	0	2	2	4



	PEDESTRIAN + BIKE CROSSINGS					
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
AM	7:00 AM	11	7	3	10	31
	7:15 AM	9	7	8	6	30
	7:30 AM	26	10	7	7	50
	7:45 AM	12	6	3	10	31
	8:00 AM	13	8	5	12	38
	8:15 AM	22	19	11	12	64
	8:30 AM	8	13	11	9	41
	8:45 AM	13	7	8	4	32
TOTAL	114	77	56	70	317	
PM	4:00 PM	9	18	9	13	49
	4:15 PM	10	7	4	6	27
	4:30 PM	15	13	3	5	36
	4:45 PM	12	26	10	11	59
	5:00 PM	10	21	11	7	49
	5:15 PM	16	9	8	6	39
	5:30 PM	9	10	13	11	43
	5:45 PM	9	19	6	4	38
TOTAL	90	123	64	63	340	

	PEDESTRIAN CROSSINGS					
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
AM	7:00 AM	6	7	3	7	23
	7:15 AM	7	7	6	6	26
	7:30 AM	23	9	6	6	44
	7:45 AM	10	6	2	9	27
	8:00 AM	13	6	4	11	34
	8:15 AM	20	18	11	11	60
	8:30 AM	7	11	10	9	37
	8:45 AM	12	7	8	4	31
TOTAL	98	71	50	63	282	
PM	4:00 PM	8	15	7	13	43
	4:15 PM	8	6	3	5	22
	4:30 PM	14	11	3	4	32
	4:45 PM	11	21	6	10	48
	5:00 PM	10	16	9	7	42
	5:15 PM	16	7	6	6	35
	5:30 PM	7	7	12	10	36
	5:45 PM	8	14	6	4	32
TOTAL	82	97	52	59	290	

	BICYCLE CROSSINGS					
	NS	SS	ES	WS	TOTAL	
AM	7:00 AM	5	0	0	3	8
	7:15 AM	2	0	2	0	4
	7:30 AM	3	1	1	1	6
	7:45 AM	2	0	1	1	4
	8:00 AM	0	2	1	1	4
	8:15 AM	2	1	0	1	4
	8:30 AM	1	2	1	0	4
	8:45 AM	1	0	0	0	1
TOTAL	16	6	6	7	35	
PM	4:00 PM	1	3	2	0	6
	4:15 PM	2	1	1	1	5
	4:30 PM	1	2	0	1	4
	4:45 PM	1	5	4	1	11
	5:00 PM	0	5	2	0	7
	5:15 PM	0	2	2	0	4
	5:30 PM	2	3	1	1	7
	5:45 PM	1	5	0	0	6
TOTAL	8	26	12	4	50	

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION: Montebello
NORTH & SOUTH: Garfield
EAST & WEST: Flotilla

PROJECT #: SC0663
LOCATION #: 4
CONTROL: SIGNAL

NOTES:

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

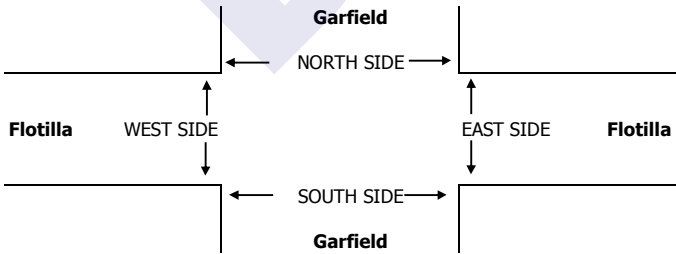
Add U-Turns to Left Turns

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

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

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	5	108	7	33	231	29	19	3	3	5	5	24	472
7:15 AM	7	131	6	31	234	35	11	3	3	13	21	32	527
7:30 AM	2	159	11	46	272	39	20	6	4	9	27	33	628
7:45 AM	7	186	11	48	318	74	14	4	1	16	39	35	753
8:00 AM	9	164	13	27	237	62	15	1	3	11	33	33	608
8:15 AM	1	165	8	44	312	39	18	7	8	9	15	34	660
8:30 AM	7	184	5	26	263	52	15	4	2	4	24	36	622
8:45 AM	7	184	11	30	240	57	19	4	4	7	11	25	599
VOLUMES	45	1,281	72	285	2,107	387	131	32	28	74	175	252	4,869
APPROACH %	3%	92%	5%	10%	76%	14%	69%	17%	15%	15%	35%	50%	
APP/DEPART	1,398	/	1,667	2,779	/	2,211	191	/	386	501	/	605	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	19	674	43	165	1,139	214	67	18	16	45	114	135	2,649
APPROACH %	3%	92%	6%	11%	75%	14%	66%	18%	16%	15%	39%	46%	
PEAK HR FACTOR	0.902			0.863			0.765			0.817			0.879
APP/DEPART	736	/	878	1,518	/	1,200	101	/	224	294	/	347	0
PM													
4:00 PM	5	220	11	39	248	26	51	29	7	10	6	27	679
4:15 PM	4	219	9	44	273	35	54	28	8	8	5	24	711
4:30 PM	6	245	9	39	277	31	57	41	11	14	6	44	780
4:45 PM	6	267	7	44	301	30	56	27	5	6	9	54	812
5:00 PM	0	293	6	35	312	27	81	79	6	14	4	84	941
5:15 PM	2	285	14	37	287	49	71	28	2	2	2	27	806
5:30 PM	2	268	5	36	318	39	62	44	1	6	4	33	818
5:45 PM	1	270	9	41	281	24	35	24	4	6	3	21	719
VOLUMES	26	2,067	70	315	2,297	261	467	300	44	66	39	314	6,266
APPROACH %	1%	96%	3%	11%	80%	9%	58%	37%	5%	16%	9%	75%	
APP/DEPART	2,163	/	2,848	2,873	/	2,409	811	/	685	419	/	324	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	10	1,113	32	152	1,218	145	270	178	14	28	19	198	3,377
APPROACH %	1%	96%	3%	10%	80%	10%	58%	39%	3%	11%	8%	81%	
PEAK HR FACTOR	0.959			0.964			0.696			0.600			0.897
APP/DEPART	1,155	/	1,581	1,515	/	1,261	462	/	362	245	/	173	0

NB	SB	EB	WB	TTL
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
2	3	0	0	5
1	0	0	0	1
0	0	0	0	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
2	0	0	0	2



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	3	1	0	0	4
7:15 AM	2	2	0	1	5
7:30 AM	2	3	0	5	10
7:45 AM	1	4	1	5	11
8:00 AM	0	0	1	4	5
8:15 AM	0	0	0	0	0
8:30 AM	1	3	3	1	8
8:45 AM	1	0	0	2	3
TOTAL	10	13	5	18	46
PM					
4:00 PM	2	1	0	0	3
4:15 PM	2	1	0	0	3
4:30 PM	2	0	3	3	8
4:45 PM	2	4	1	3	10
5:00 PM	4	2	3	0	9
5:15 PM	1	1	1	0	3
5:30 PM	2	1	0	3	6
5:45 PM	9	0	1	1	11
TOTAL	24	10	9	10	53

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	1	0	0	0	1
7:15 AM	1	2	0	1	4
7:30 AM	1	3	0	5	9
7:45 AM	0	3	1	2	6
8:00 AM	0	0	0	4	4
8:15 AM	0	0	0	0	0
8:30 AM	1	3	1	1	6
8:45 AM	0	0	0	0	0
TOTAL	4	11	2	13	30
PM					
4:00 PM	2	0	0	0	2
4:15 PM	2	0	0	0	2
4:30 PM	2	0	1	2	5
4:45 PM	2	2	0	1	5
5:00 PM	3	0	1	0	4
5:15 PM	0	0	0	0	0
5:30 PM	2	1	0	0	3
5:45 PM	9	0	0	1	10
TOTAL	22	3	2	4	31

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
AM					
7:00 AM	2	1	0	0	3
7:15 AM	1	0	0	0	1
7:30 AM	1	0	0	0	1
7:45 AM	1	1	0	3	5
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	2	0	2
8:45 AM	1	0	0	2	3
TOTAL	6	2	3	5	16
PM					
4:00 PM	0	1	0	0	1
4:15 PM	0	1	0	0	1
4:30 PM	0	0	2	1	3
4:45 PM	0	2	1	2	5
5:00 PM	1	2	2	0	5
5:15 PM	1	1	1	0	3
5:30 PM	0	0	0	3	3
5:45 PM	0	0	1	0	1
TOTAL	2	7	7	6	22

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION: Montebello
NORTH & SOUTH: Garfield
EAST & WEST: Washington

PROJECT #: SC0663
LOCATION #: 5
CONTROL: SIGNAL

NOTES:

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

Add U-Turns to Left Turns

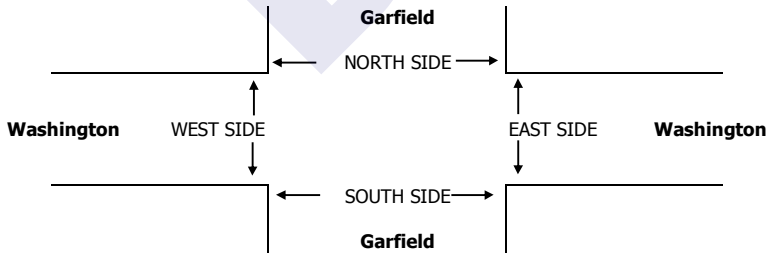
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	8	95	2	20	144	60	22	108	8	12	240	35	754
	7:15 AM	7	118	6	35	161	70	24	102	7	15	268	34	847
	7:30 AM	14	127	4	56	171	62	22	144	9	12	264	31	916
	7:45 AM	17	147	4	65	202	74	29	160	8	10	281	30	1,027
	8:00 AM	15	102	6	51	167	68	36	126	8	12	258	28	877
	8:15 AM	20	138	7	37	164	67	31	124	8	16	234	31	877
	8:30 AM	17	91	7	43	173	81	27	110	7	14	249	27	846
	8:45 AM	8	114	8	45	165	53	18	112	8	21	245	29	826
	VOLUMES	106	932	44	352	1,347	535	209	986	63	112	2,039	245	6,970
	APPROACH %	10%	86%	4%	16%	60%	24%	17%	78%	5%	5%	85%	10%	
APP/DEPART	1,082	/	1,386	2,234	/	1,522	1,258	/	1,382	2,396	/	2,680	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	66	514	21	209	704	271	118	554	33	50	1,037	120	3,697	
APPROACH %	11%	86%	3%	18%	59%	23%	17%	79%	5%	4%	86%	10%		
PEAK HR FACTOR	0.894													
APP/DEPART	601	/	752	1,184	/	787	705	/	784	1,207	/	1,374	0	
PM	4:00 PM	10	136	15	76	133	55	77	185	13	11	125	38	874
	4:15 PM	12	168	8	75	184	51	43	206	11	15	144	33	950
	4:30 PM	10	137	23	59	187	38	52	210	14	11	155	32	928
	4:45 PM	11	204	14	66	212	76	58	226	12	10	178	45	1,112
	5:00 PM	9	177	14	69	161	63	53	255	13	10	175	55	1,054
	5:15 PM	9	217	20	74	158	76	52	258	6	19	165	38	1,092
	5:30 PM	7	180	12	66	198	70	56	257	7	13	168	35	1,069
	5:45 PM	13	149	11	61	163	61	60	220	4	11	116	44	913
	VOLUMES	81	1,368	117	546	1,396	490	451	1,817	80	100	1,226	320	7,992
	APPROACH %	5%	87%	7%	22%	57%	20%	19%	77%	3%	6%	74%	19%	
APP/DEPART	1,566	/	2,139	2,432	/	1,577	2,348	/	2,481	1,646	/	1,795	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	36	778	60	275	729	285	219	996	38	52	686	173	4,327	
APPROACH %	4%	89%	7%	21%	57%	22%	17%	79%	3%	6%	75%	19%		
PEAK HR FACTOR	0.888													
APP/DEPART	874	/	1,170	1,289	/	819	1,253	/	1,331	911	/	1,007	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	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	1	2
0	0	0	0	0
0	0	0	0	0
0	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
2	0	0	1	3



AM	7:00 AM	3	0	0	4	7
	7:15 AM	3	0	1	0	4
	7:30 AM	4	0	0	0	4
	7:45 AM	2	5	3	2	12
	8:00 AM	1	0	0	0	1
	8:15 AM	6	1	2	2	11
	8:30 AM	2	0	1	1	4
	8:45 AM	1	0	0	1	2
TOTAL	22	6	7	10	45	
PM	4:00 PM	7	0	0	1	8
	4:15 PM	1	0	1	1	3
	4:30 PM	6	0	3	1	10
	4:45 PM	5	3	4	0	12
	5:00 PM	5	2	0	1	8
	5:15 PM	2	1	0	0	3
	5:30 PM	2	0	1	0	3
	5:45 PM	2	0	0	3	5
TOTAL	30	6	9	7	52	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
3	0	0	4	7
3	0	1	0	4
4	0	0	0	4
2	5	3	2	12
1	0	0	0	1
6	1	2	2	11
2	0	1	1	4
1	0	0	1	2
22	6	7	10	45
7	0	0	1	8
1	0	1	1	3
6	0	3	1	10
5	3	4	0	12
5	2	0	1	8
2	1	0	0	3
2	0	1	0	3
2	0	0	3	5
30	6	9	7	52

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
3	0	0	4	7
3	0	1	0	4
4	0	0	0	4
1	4	3	2	10
1	0	0	0	1
6	1	2	2	11
2	0	0	1	3
1	0	0	0	1
21	5	6	9	41
7	0	0	1	8
1	0	1	1	3
6	0	3	1	10
5	0	3	0	8
4	2	0	1	7
2	1	0	0	3
1	0	1	0	2
2	0	0	2	4
28	3	8	6	45

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	1	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	1	1
1	1	1	1	4
0	0	0	0	0
0	0	0	0	0
0	3	1	0	4
1	0	0	0	1
0	0	0	0	0
1	0	0	0	1
0	0	0	1	1
2	3	1	1	7

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION:
NORTH & SOUTH: Montebello
EAST & WEST: Concourse
Whittier

PROJECT #: SC0663
LOCATION #: 6
CONTROL: SIGNAL

NOTES:

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

Add U-Turns to Left Turns

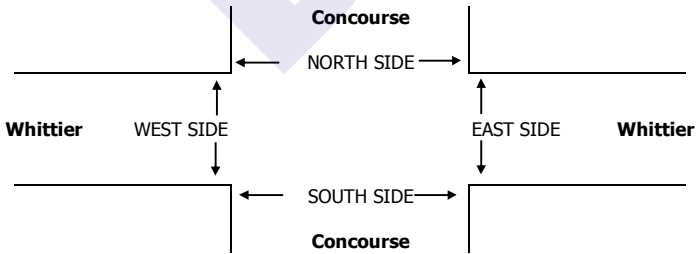
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Concourse			Concourse			Whittier			Whittier			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	9	16	18	6	25	19	4	80	2	20	303	3	505
	7:15 AM	15	28	24	10	29	15	9	117	3	24	312	3	589
	7:30 AM	15	31	39	17	34	10	16	142	5	31	264	12	616
	7:45 AM	16	38	38	15	55	19	16	169	1	43	313	11	734
	8:00 AM	10	30	22	14	41	8	8	161	7	26	260	5	592
	8:15 AM	14	50	39	10	32	11	18	157	3	25	257	7	623
	8:30 AM	15	24	16	15	30	15	3	109	3	34	276	8	548
	8:45 AM	15	18	5	9	32	13	9	114	5	20	206	4	450
	VOLUMES	109	235	201	96	278	110	83	1,049	29	223	2,191	53	4,657
	APPROACH %	20%	43%	37%	20%	57%	23%	7%	90%	2%	9%	89%	2%	
APP/DEPART	545	/	371	484	/	536	1,161	/	1,346	2,467	/	2,404	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	55	149	138	56	162	48	58	629	16	125	1,094	35	2,565	
APPROACH %	16%	44%	40%	21%	61%	18%	8%	89%	2%	10%	87%	3%		
PEAK HR FACTOR	0.830			0.747			0.945			0.854			0.874	
APP/DEPART	342	/	242	266	/	306	703	/	823	1,254	/	1,194	0	
PM	4:00 PM	21	28	33	18	33	8	8	249	12	18	142	4	574
	4:15 PM	16	27	28	23	32	13	16	262	6	16	170	5	614
	4:30 PM	11	33	42	19	21	15	13	255	14	20	183	5	631
	4:45 PM	16	43	29	23	31	8	10	283	10	28	162	2	645
	5:00 PM	22	44	35	23	39	6	12	316	11	30	172	5	715
	5:15 PM	23	56	33	42	58	9	11	286	14	28	184	6	750
	5:30 PM	19	42	31	31	52	7	17	280	12	27	152	5	675
	5:45 PM	20	33	39	26	28	8	18	260	16	35	173	7	663
	VOLUMES	148	306	270	205	294	74	105	2,191	95	202	1,338	39	5,267
	APPROACH %	20%	42%	37%	36%	51%	13%	4%	92%	4%	13%	85%	2%	
APP/DEPART	724	/	444	573	/	616	2,391	/	2,667	1,579	/	1,540	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	84	175	138	122	177	30	58	1,142	53	120	681	23	2,803	
APPROACH %	21%	44%	35%	37%	54%	9%	5%	91%	4%	15%	83%	3%		
PEAK HR FACTOR	0.886			0.755			0.924			0.945			0.934	
APP/DEPART	397	/	254	329	/	364	1,253	/	1,402	824	/	783	0	

0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
1	0	0	0	1
2	0	0	0	2
1	0	0	0	1
6	0	0	0	6

4	0	0	0	4
3	0	2	0	5
2	0	0	0	2
3	0	2	1	6
6	0	0	0	6
3	0	1	0	4
2	0	0	0	2
3	0	1	0	4
26	0	6	1	33



	PEDESTRIAN + BIKE CROSSINGS					
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
AM	7:00 AM	2	3	3	1	9
	7:15 AM	2	3	0	4	9
	7:30 AM	20	6	1	4	31
	7:45 AM	4	5	1	9	19
	8:00 AM	5	12	4	13	34
	8:15 AM	7	3	5	1	16
	8:30 AM	4	2	3	2	11
	8:45 AM	1	7	1	1	10
TOTAL	45	41	18	35	139	
PM	4:00 PM	8	9	6	4	27
	4:15 PM	5	8	3	0	16
	4:30 PM	8	5	3	9	25
	4:45 PM	4	7	1	6	18
	5:00 PM	7	9	7	1	24
	5:15 PM	7	2	3	1	13
	5:30 PM	3	4	2	3	12
	5:45 PM	9	15	2	2	28
TOTAL	51	59	27	26	163	

	PEDESTRIAN CROSSINGS					
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
AM	7:00 AM	2	3	1	1	7
	7:15 AM	2	3	0	4	9
	7:30 AM	15	6	1	4	26
	7:45 AM	4	4	1	9	18
	8:00 AM	3	11	2	12	28
	8:15 AM	5	2	4	1	12
	8:30 AM	4	1	3	2	10
	8:45 AM	0	7	1	1	9
TOTAL	35	37	13	34	119	
PM	4:00 PM	8	7	4	4	23
	4:15 PM	4	7	3	0	14
	4:30 PM	6	3	3	7	19
	4:45 PM	2	7	1	5	15
	5:00 PM	7	5	6	1	19
	5:15 PM	7	2	2	1	12
	5:30 PM	0	2	0	2	4
	5:45 PM	7	10	2	2	21
TOTAL	41	43	21	22	127	

	BICYCLE CROSSINGS					
	NS	SS	ES	WS	TOTAL	
AM	7:00 AM	0	0	2	0	2
	7:15 AM	0	0	0	0	0
	7:30 AM	5	0	0	0	5
	7:45 AM	0	1	0	0	1
	8:00 AM	2	1	2	1	6
	8:15 AM	2	1	1	0	4
	8:30 AM	0	1	0	0	1
	8:45 AM	1	0	0	0	1
TOTAL	10	4	5	1	20	
PM	4:00 PM	0	2	2	0	4
	4:15 PM	1	1	0	0	2
	4:30 PM	2	2	0	2	6
	4:45 PM	2	0	0	1	3
	5:00 PM	0	4	1	0	5
	5:15 PM	0	0	1	0	1
	5:30 PM	3	2	2	1	8
	5:45 PM	2	5	0	0	7
TOTAL	10	16	6	4	36	

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION:
NORTH & SOUTH: Montebello
EAST & WEST: Concourse
Olympic

PROJECT #: SC0663
LOCATION #: 7
CONTROL: SIGNAL

NOTES:

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

Add U-Turns to Left Turns

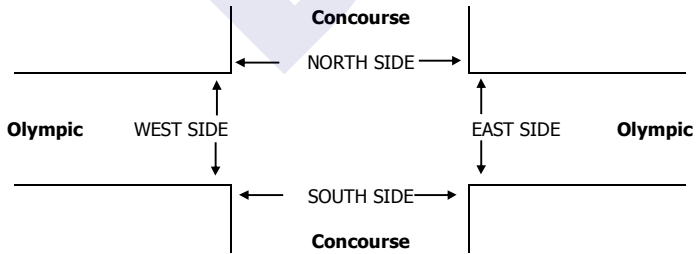
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Concourse			Concourse			Olympic			Olympic			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	6	19	6	10	13	27	17	62	0	5	216	11	392
	7:15 AM	4	27	7	6	22	32	28	85	2	9	224	5	451
	7:30 AM	7	40	6	19	18	47	36	99	1	6	253	18	550
	7:45 AM	4	37	8	25	32	52	37	116	6	14	235	14	580
	8:00 AM	3	25	19	18	23	36	13	85	3	5	222	13	465
	8:15 AM	3	32	25	7	18	33	37	77	8	7	168	12	427
	8:30 AM	1	16	11	6	26	36	16	96	2	19	165	12	406
	8:45 AM	1	9	2	7	21	25	12	93	2	5	150	7	334
	VOLUMES	29	205	84	98	173	288	196	713	24	70	1,633	92	3,605
	APPROACH %	9%	64%	26%	18%	31%	52%	21%	76%	3%	4%	91%	5%	
APP/DEPART	318	/	492	559	/	267	933	/	895	1,795	/	1,951	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	18	129	40	68	95	167	114	385	12	34	934	50	2,046	
APPROACH %	10%	69%	21%	21%	29%	51%	22%	75%	2%	3%	92%	5%		
PEAK HR FACTOR	0.882			0.757			0.803			0.919			0.882	
APP/DEPART	187	/	293	330	/	141	511	/	493	1,018	/	1,119	0	
PM	4:00 PM	4	20	11	26	24	22	35	197	4	9	127	9	488
	4:15 PM	2	27	11	17	22	17	25	226	5	7	107	9	475
	4:30 PM	2	37	14	31	23	13	44	257	6	8	108	5	548
	4:45 PM	4	48	13	25	29	19	35	236	5	6	117	15	552
	5:00 PM	4	63	21	27	32	30	35	284	7	5	122	9	639
	5:15 PM	3	51	24	41	38	15	37	279	9	4	129	12	642
	5:30 PM	6	49	22	51	40	25	29	259	7	4	124	10	626
	5:45 PM	2	45	17	23	23	25	44	236	6	8	118	9	556
	VOLUMES	27	340	133	241	231	166	284	1,974	49	51	952	78	4,526
	APPROACH %	5%	68%	27%	38%	36%	26%	12%	86%	2%	5%	88%	7%	
APP/DEPART	500	/	701	638	/	331	2,307	/	2,349	1,081	/	1,145	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	15	208	84	142	133	95	145	1,058	29	21	493	40	2,463	
APPROACH %	5%	68%	27%	38%	36%	26%	12%	86%	2%	4%	89%	7%		
PEAK HR FACTOR	0.872			0.797			0.945			0.955			0.959	
APP/DEPART	307	/	392	370	/	182	1,232	/	1,285	554	/	604	0	

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

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	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
1	0	1	1	3



AM	7:00 AM	1	5	2	3	11
	7:15 AM	0	4	5	4	13
	7:30 AM	9	5	16	8	38
	7:45 AM	4	9	10	2	25
	8:00 AM	6	3	10	10	29
	8:15 AM	2	5	11	4	22
	8:30 AM	0	2	0	2	4
	8:45 AM	1	3	3	2	9
TOTAL	23	36	57	35	151	
PM	4:00 PM	1	0	4	1	6
	4:15 PM	4	1	6	3	14
	4:30 PM	2	6	0	2	10
	4:45 PM	3	4	7	4	18
	5:00 PM	3	7	1	1	12
	5:15 PM	1	3	10	1	15
	5:30 PM	2	3	3	6	14
	5:45 PM	1	4	4	3	12
TOTAL	17	28	35	21	101	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	5	2	3	11
0	4	5	4	13
9	5	16	8	38
4	9	10	2	25
6	3	10	10	29
2	5	11	4	22
0	2	0	2	4
1	3	3	2	9
TOTAL	23	36	57	151
1	0	4	1	6
4	1	6	3	14
2	6	0	2	10
3	4	7	4	18
3	7	1	1	12
1	3	10	1	15
2	3	3	6	14
1	4	4	3	12
TOTAL	17	28	35	101

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	5	2	2	9
0	3	5	4	12
8	4	14	8	34
4	8	10	2	24
3	1	9	8	21
2	4	11	4	21
0	2	0	2	4
0	3	3	2	8
TOTAL	17	30	54	133
1	0	2	1	4
3	1	4	2	10
0	5	0	1	6
2	2	5	4	13
1	4	0	0	5
1	3	7	1	12
2	2	3	6	13
1	2	3	3	9
TOTAL	11	19	24	72

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	0	0	1	2
0	1	0	0	1
1	1	2	0	4
0	1	0	0	1
3	2	1	2	8
0	1	0	0	1
0	0	0	0	0
1	0	0	0	1
TOTAL	6	6	3	18
0	0	2	0	2
1	0	2	1	4
2	1	0	1	4
1	2	2	0	5
2	3	1	1	7
0	0	3	0	3
0	1	0	0	1
0	2	1	0	3
TOTAL	6	9	11	29

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION: Montebello
NORTH & SOUTH: Yates
EAST & WEST: Washington

PROJECT #: SC0663
LOCATION #: 8
CONTROL: SIGNAL

NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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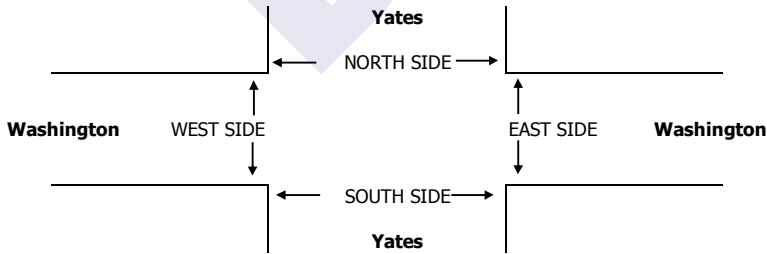
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Yates	Yates	Yates	Washington	Washington	Washington	Washington	Washington	Washington	Washington	Washington		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	2	17	32	0	5	4	9	112	10	44	280	2	517	0	0	0	0	0
	7:15 AM	2	22	30	5	12	2	14	119	11	77	314	1	609	0	0	0	0	0
	7:30 AM	2	23	28	5	5	5	35	156	13	60	298	1	631	0	0	0	0	0
	7:45 AM	0	17	32	4	22	4	18	197	14	77	318	5	708	0	0	0	0	0
	8:00 AM	5	17	27	1	9	4	22	143	18	60	287	3	596	0	0	0	0	0
	8:15 AM	1	30	38	3	9	2	26	122	22	62	276	4	595	0	0	0	0	0
	8:30 AM	1	15	27	4	8	4	10	139	12	66	285	2	573	0	2	0	0	2
	8:45 AM	2	20	32	2	7	8	11	144	10	40	284	7	567	0	0	0	0	0
	VOLUMES	15	161	246	24	77	33	145	1,132	110	486	2,342	25	4,796	0	2	0	0	2
	APPROACH %	4%	38%	58%	18%	57%	25%	10%	82%	8%	17%	82%	1%						
APP/DEPART	422	/	333	134	/	673	1,387	/	1,400	2,853	/	2,390	0						
BEGIN PEAK HR	7:15 AM																		
VOLUMES	9	79	117	15	48	15	89	615	56	274	1,217	10	2,544						
APPROACH %	4%	39%	57%	19%	62%	19%	12%	81%	7%	18%	81%	1%							
PEAK HR FACTOR	0.949			0.650			0.830			0.938			0.898						
APP/DEPART	205	/	178	78	/	378	760	/	747	1,501	/	1,241	0						
PM	4:00 PM	6	24	44	5	15	9	8	266	3	12	156	5	553	0	0	0	0	0
	4:15 PM	6	33	43	12	8	13	20	262	7	20	168	5	597	0	0	1	0	1
	4:30 PM	11	25	61	18	21	34	7	281	3	19	154	3	637	0	0	0	0	0
	4:45 PM	33	38	52	8	24	19	9	285	13	17	181	2	681	0	0	0	1	1
	5:00 PM	39	41	82	13	29	15	5	327	4	20	188	6	769	0	0	0	0	0
	5:15 PM	12	23	71	11	15	22	9	341	1	15	191	4	715	0	0	0	0	0
	5:30 PM	13	18	60	14	7	21	10	322	2	18	180	0	665	0	0	0	0	0
	5:45 PM	8	12	66	5	5	8	3	289	0	19	158	0	573	0	0	0	0	0
	VOLUMES	128	214	479	86	124	141	71	2,373	33	140	1,376	25	5,190					
	APPROACH %	16%	26%	58%	25%	35%	40%	3%	96%	1%	9%	89%	2%						
APP/DEPART	821	/	309	351	/	296	2,477	/	2,939	1,541	/	1,646	0						
BEGIN PEAK HR	4:45 PM																		
VOLUMES	97	120	265	46	75	77	33	1,275	20	70	740	12	2,830						
APPROACH %	20%	25%	55%	23%	38%	39%	2%	96%	2%	9%	90%	1%							
PEAK HR FACTOR	0.744			0.868			0.946			0.960			0.920						
APP/DEPART	482	/	165	198	/	164	1,328	/	1,587	822	/	914	0						

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



	AM	PM	PEDESTRIAN + BIKE CROSSINGS				
			N SIDE	S SIDE	E SIDE	W SIDE	TOTAL

7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	1	0	2	0	3
7:45 AM	1	1	0	1	3
8:00 AM	0	0	1	0	1
8:15 AM	0	0	1	0	1
8:30 AM	0	1	2	0	3
8:45 AM	0	0	0	0	0
TOTAL	3	2	6	1	12
4:00 PM	1	1	3	0	5
4:15 PM	1	2	0	0	3
4:30 PM	1	1	0	0	2
4:45 PM	0	2	1	2	5
5:00 PM	2	0	0	2	4
5:15 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1
5:45 PM	0	1	0	1	2
TOTAL	5	7	5	5	22

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION: Montebello
NORTH & SOUTH: Wilcox
EAST & WEST: Whittier

PROJECT #: SC0663
LOCATION #: 9
CONTROL: SIGNAL

NOTES:

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

Add U-Turns to Left Turns

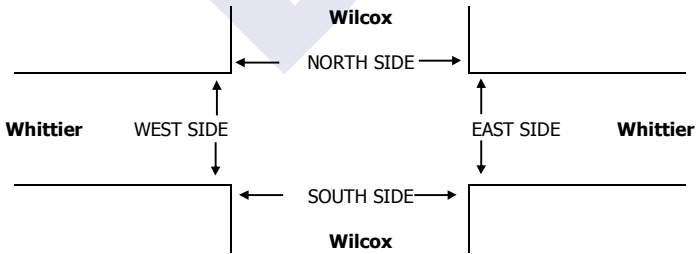
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Wilcox			Wilcox			Whittier			Whittier			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	1	X	0	1	2	0	0	2	0	

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

AM	7:00 AM	0	0	0	26	0	61	37	77	0	0	250	38	489
	7:15 AM	0	0	1	25	0	58	46	92	0	0	270	56	548
	7:30 AM	0	0	0	37	0	54	53	136	1	0	276	77	634
	7:45 AM	0	0	2	61	0	84	48	198	2	0	294	75	764
	8:00 AM	0	0	1	45	0	54	34	160	0	0	258	70	622
	8:15 AM	0	0	0	46	0	56	32	114	0	0	232	52	532
	8:30 AM	0	0	1	30	0	54	41	134	0	0	252	51	563
	8:45 AM	0	0	0	38	0	47	50	113	1	0	189	35	473
	VOLUMES	0	0	5	308	0	468	341	1,024	4	0	2,021	454	4,625
	APPROACH %	0%	0%	100%	40%	0%	60%	25%	75%	0%	0%	82%	18%	
APP/DEPART	5	/	794	776	/	4	1,369	/	1,337	2,475	/	2,490	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	0	0	4	168	0	250	181	586	3	0	1,098	278	2,568	
APPROACH %	0%	0%	100%	40%	0%	60%	24%	76%	0%	0%	80%	20%		
PEAK HR FACTOR	0.500			0.721			0.774			0.932			0.839	
APP/DEPART	4	/	458	418	/	3	770	/	759	1,376	/	1,348	0	
PM	4:00 PM	0	0	1	47	0	55	68	220	0	0	148	33	572
	4:15 PM	0	0	1	51	0	45	66	244	1	0	161	42	611
	4:30 PM	0	0	2	50	0	48	64	245	0	0	163	57	629
	4:45 PM	0	0	1	56	0	47	60	235	1	0	152	47	599
	5:00 PM	0	0	1	53	0	41	64	276	0	0	149	42	626
	5:15 PM	0	0	0	58	0	53	90	323	1	0	160	50	735
	5:30 PM	0	0	0	42	0	47	52	275	1	1	134	34	586
	5:45 PM	0	0	1	66	0	49	58	291	0	0	158	35	658
	VOLUMES	0	0	7	423	0	385	522	2,109	4	1	1,225	340	5,016
	APPROACH %	0%	0%	100%	52%	0%	48%	20%	80%	0%	0%	78%	22%	
APP/DEPART	7	/	861	808	/	4	2,635	/	2,540	1,566	/	1,611	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	0	0	2	219	0	190	264	1,165	2	1	601	161	2,605	
APPROACH %	0%	0%	100%	54%	0%	46%	18%	81%	0%	0%	79%	21%		
PEAK HR FACTOR	0.500			0.889			0.864			0.910			0.886	
APP/DEPART	2	/	425	409	/	2	1,431	/	1,386	763	/	792	0	

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



AM	7:00 AM	3	1	0	1	5
	7:15 AM	4	2	1	2	9
	7:30 AM	13	3	2	3	21
	7:45 AM	7	3	2	4	16
	8:00 AM	7	4	3	2	16
	8:15 AM	6	4	1	0	11
	8:30 AM	5	3	0	1	9
	8:45 AM	1	1	2	1	5
TOTAL	46	21	11	14	92	
PM	4:00 PM	4	5	3	2	14
	4:15 PM	4	3	1	0	8
	4:30 PM	6	2	1	2	11
	4:45 PM	4	4	0	2	10
	5:00 PM	4	6	4	0	14
	5:15 PM	3	2	1	1	7
	5:30 PM	3	4	0	1	8
	5:45 PM	4	8	2	2	16
TOTAL	32	34	12	10	88	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
3	1	0	1	5
4	2	1	2	9
13	3	2	3	21
7	3	2	4	16
7	4	3	2	16
6	4	1	0	11
5	3	0	1	9
1	1	2	1	5
46	21	11	14	92
4	5	3	2	14
4	3	1	0	8
6	2	1	2	11
4	4	0	2	10
4	6	4	0	14
3	2	1	1	7
3	4	0	1	8
4	8	2	2	16
32	34	12	10	88

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
3	1	0	1	5
4	2	1	2	9
8	3	1	3	15
7	2	2	3	14
5	3	3	2	13
4	3	1	0	8
5	2	0	1	8
0	1	1	1	3
36	17	9	13	75
4	3	2	2	11
3	2	1	0	6
4	1	1	1	7
2	4	0	2	8
4	3	3	0	10
3	2	1	1	7
0	2	0	0	2
2	4	1	2	9
22	21	9	8	60

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
5	0	1	0	6
0	1	0	1	2
2	1	0	0	3
2	1	0	0	3
0	1	0	0	1
1	0	1	0	2
10	4	2	1	17
0	2	1	0	3
1	1	0	0	2
2	1	0	1	4
2	0	0	0	2
0	3	1	0	4
0	0	0	0	0
3	2	0	1	6
2	4	1	0	7
10	13	3	2	28

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION: Montebello
NORTH & SOUTH: Vail
EAST & WEST: Whittier

PROJECT #: SC0663
LOCATION #: 11
CONTROL: SIGNAL

NOTES:

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

Add U-Turns to Left Turns

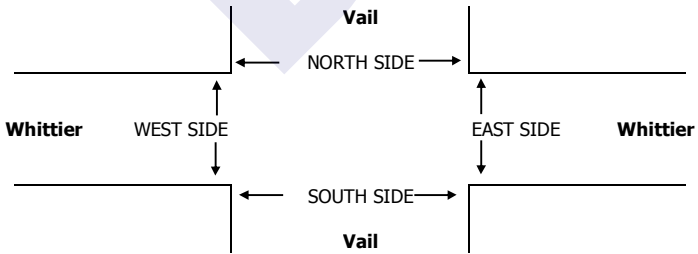
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	1	0	1	2	0	1	2	0	

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

AM	7:00 AM	23	18	3	10	19	7	3	99	11	22	290	10	515	
	7:15 AM	31	34	8	15	35	16	15	114	12	19	289	16	604	
	7:30 AM	31	57	10	15	42	8	4	166	35	27	335	28	758	
	7:45 AM	25	54	10	37	57	10	11	202	34	27	325	25	817	
	8:00 AM	22	37	12	18	40	18	20	150	25	28	240	20	630	
	8:15 AM	16	44	6	6	35	23	23	156	18	22	245	23	617	
	8:30 AM	16	42	8	10	46	26	22	149	13	20	272	26	650	
	8:45 AM	17	13	5	10	37	17	5	129	20	19	234	11	517	
	VOLUMES	181	299	62	121	311	125	103	1,165	168	184	2,230	159	5,108	
	APPROACH %	33%	55%	11%	22%	56%	22%	7%	81%	12%	7%	87%	6%		
APP/DEPART	542	/	559	557	/	662	1,436	/	1,349	2,573	/	2,538	0		
BEGIN PEAK HR	7:30 AM														
VOLUMES	94	192	38	76	174	59	58	674	112	104	1,145	96	2,822		
APPROACH %	29%	59%	12%	25%	56%	19%	7%	80%	13%	8%	85%	7%			
PEAK HR FACTOR	0.827			0.743			0.854			0.862			0.864		
APP/DEPART	324	/	345	309	/	389	844	/	789	1,345	/	1,299	0		
PM	4:00 PM	24	22	15	12	13	14	11	225	27	10	154	11	538	
	4:15 PM	19	34	19	9	19	8	16	291	29	3	148	10	605	
	4:30 PM	19	76	22	14	23	16	10	261	16	7	160	13	637	
	4:45 PM	36	82	17	12	16	9	12	270	25	9	132	18	638	
	5:00 PM	28	79	19	5	34	11	10	268	26	7	160	12	659	
	5:15 PM	29	74	18	10	24	15	17	313	33	7	161	13	714	
	5:30 PM	24	81	15	7	35	12	16	283	27	3	146	16	665	
	5:45 PM	18	78	16	11	43	15	20	274	21	10	193	26	725	
	VOLUMES	197	526	141	80	207	100	112	2,185	204	56	1,254	119	5,181	
	APPROACH %	23%	61%	16%	21%	53%	26%	4%	87%	8%	4%	88%	8%		
APP/DEPART	864	/	756	387	/	467	2,501	/	2,406	1,429	/	1,552	0		
BEGIN PEAK HR	5:00 PM														
VOLUMES	99	312	68	33	136	53	63	1,138	107	27	660	67	2,763		
APPROACH %	21%	65%	14%	15%	61%	24%	5%	87%	8%	4%	88%	9%			
PEAK HR FACTOR	0.950			0.804			0.901			0.823			0.953		
APP/DEPART	479	/	442	222	/	270	1,308	/	1,239	754	/	812	0		

0	0	0	0	0
0	0	1	0	1
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	1	3

0	0	1	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
0	0	1	0	1



AM	7:00 AM	9	4	4	8	25
	7:15 AM	11	5	3	10	29
	7:30 AM	21	18	7	16	62
	7:45 AM	10	8	11	3	32
	8:00 AM	20	8	20	2	50
	8:15 AM	12	8	16	6	42
	8:30 AM	11	11	12	5	39
	8:45 AM	3	2	1	1	7
TOTAL	97	64	74	51	286	
PM	4:00 PM	6	5	4	5	20
	4:15 PM	7	16	4	6	33
	4:30 PM	1	9	5	4	19
	4:45 PM	7	11	3	9	30
	5:00 PM	7	11	2	3	23
	5:15 PM	14	3	3	4	24
	5:30 PM	12	12	9	4	37
	5:45 PM	13	16	3	13	45
TOTAL	67	83	33	48	231	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
9	4	4	8	25
11	5	3	10	29
21	18	7	16	62
10	8	11	3	32
20	8	20	2	50
12	8	16	6	42
11	11	12	5	39
3	2	1	1	7
97	64	74	51	286
6	5	4	5	20
7	16	4	6	33
1	9	5	4	19
7	11	3	9	30
7	11	2	3	23
14	3	3	4	24
12	12	9	4	37
13	16	3	13	45
67	83	33	48	231

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
8	3	4	8	23
7	4	3	5	19
15	16	7	16	54
9	4	11	1	25
17	7	19	2	45
7	7	15	6	35
8	11	11	4	34
3	1	0	1	5
74	53	70	43	240
5	5	4	5	19
7	13	4	6	30
1	6	4	4	15
5	10	2	9	26
6	8	2	3	19
13	1	3	4	21
11	9	8	3	31
10	11	3	10	34
58	63	30	44	195

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	1	0	0	2
4	1	0	5	10
6	2	0	0	8
1	4	0	2	7
3	1	1	0	5
5	1	1	0	7
3	0	1	1	5
0	1	1	0	2
23	11	4	8	46
1	0	0	0	1
0	3	0	0	3
0	3	1	0	4
2	1	1	0	4
1	3	0	0	4
1	2	0	0	3
1	3	1	1	6
3	5	0	3	11
9	20	3	4	36

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AirMTD LLC. tel: 714 253 7888 pacific@airmt.com

DATE:
9/16/15
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Montebello
Vail
Flotila

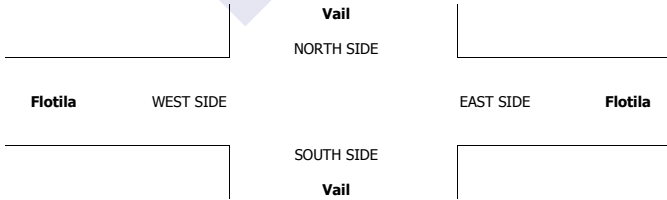
PROJECT #:
LOCATION #:
CONTROL:

SC0663
13
SIGNAL

PCE	NOTES:						AM	PM	MD	OTHER	OTHER	▲ N	▼ S	◀ W	▶ E
	Class	1	2	3	4	5									
Adjusted	Factor	1	1.5	1.5	1.5	1.2	1.5								

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL

AM	7:00 AM	38	57	1	0	56	21	9	0	12	0	0	0	194						
	7:15 AM	38	63	3	0	73	26	17	0	20	0	0	0	238						
	7:30 AM	48	88	0	0	90	38	12	0	18	0	0	2	295						
	7:45 AM	37	66	1	0	97	55	21	2	26	1	0	0	305						
	8:00 AM	39	61	2	0	72	28	15	0	9	0	0	0	225						
	8:15 AM	27	52	4	0	61	38	15	0	21	0	0	0	217						
	8:30 AM	21	50	0	1	57	32	9	0	10	0	0	2	181						
	8:45 AM	20	44	1	0	49	21	9	1	13	0	0	0	156						
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0						
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0						
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0						
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0						
	VOLUMES	267	478	12	1	554	257	105	3	128	1	0	4	1,809	0	0	0	0	0	
	APPROACH %	35%	63%	2%	0%	68%	32%	44%	1%	54%	22%	0%	78%							
	APP/DEPART	757	/	587	812	/	683	236	/	16	5	/	524	0						
BEGIN PEAK HR	7:15 AM																			
VOLUMES	162	277	6	0	331	147	64	2	73	1	0	2	1,062							
APPROACH %	36%	62%	1%	0%	69%	31%	46%	1%	53%	40%	0%	60%								
PEAK HR FACTOR	0.819																			
APP/DEPART	444	/	342	478	/	405	138	/	8	3	/	308	0							
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0						
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0						
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0						
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0						
	4:00 PM	12	73	0	0	65	13	35	0	31	0	2	1	231						
	4:15 PM	13	77	0	0	77	15	29	0	29	2	1	1	243						
	4:30 PM	11	92	0	0	66	13	70	0	40	0	1	0	291						
	4:45 PM	20	75	1	1	69	13	34	0	30	0	0	0	242						
	5:00 PM	17	116	0	2	85	14	88	0	41	0	0	0	362						
	5:15 PM	13	98	0	0	64	9	42	0	32	0	0	0	257						
	5:30 PM	11	107	0	1	88	5	54	0	34	0	0	0	299						
	5:45 PM	15	80	0	0	72	7	43	0	38	1	0	0	255						
	VOLUMES	112	716	1	4	584	87	393	0	273	3	4	2	2,178	0	0	0	0	0	
	APPROACH %	13%	86%	0%	1%	87%	13%	59%	0%	41%	33%	44%	22%							
	APP/DEPART	829	/	1,111	674	/	860	666	/	5	9	/	202	0						
BEGIN PEAK HR	5:00 PM																			
VOLUMES	56	400	0	3	308	34	226	0	144	1	0	0	1,172							
APPROACH %	12%	88%	0%	1%	89%	10%	61%	0%	39%	100%	0%	0%								
PEAK HR FACTOR	0.857																			
APP/DEPART	456	/	626	345	/	453	370	/	3	1	/	90	0							



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION: Montebello
NORTH & SOUTH: Maple
EAST & WEST: Beverly

PROJECT #: SC0663
LOCATION #: 16
CONTROL: SIGNAL

NOTES:

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

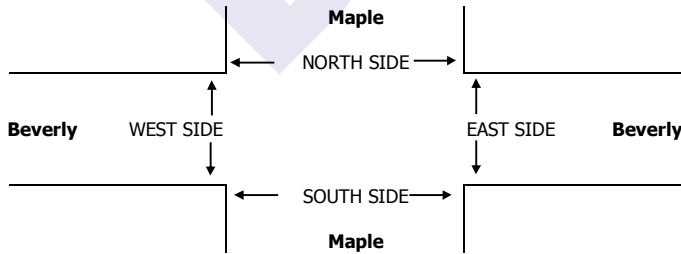
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Maple			Maple			Beverly			Beverly			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	3	0	1	3	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	2	2	4
0	0	1	0	1
0	0	0	0	0
0	0	0	2	2
0	0	5	4	9

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Maple			Maple			Beverly			Beverly			
AM													
7:00 AM	31	21	13	2	15	7	2	117	11	11	336	7	573
7:15 AM	49	29	3	5	37	9	4	157	14	12	360	12	691
7:30 AM	19	30	16	10	46	15	4	169	23	14	401	8	755
7:45 AM	37	32	11	5	42	16	6	173	30	23	375	9	759
8:00 AM	31	22	12	3	36	7	5	125	35	17	315	8	616
8:15 AM	32	21	21	7	37	11	9	158	32	23	312	11	674
8:30 AM	30	20	22	13	28	5	6	166	20	13	336	10	669
8:45 AM	35	17	13	6	17	6	10	158	12	12	269	13	568
VOLUMES	264	192	111	51	258	76	46	1,223	177	125	2,704	78	5,305
APPROACH %	47%	34%	20%	13%	67%	20%	3%	85%	12%	4%	93%	3%	
APP/DEPART	567	/	311	385	/	556	1,446	/	1,389	2,907	/	3,049	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	136	113	42	23	161	47	19	624	102	66	1,451	37	2,821
APPROACH %	47%	39%	14%	10%	70%	20%	3%	84%	14%	4%	93%	2%	
PEAK HR FACTOR	0.898			0.813			0.891			0.918			0.929
APP/DEPART	291	/	165	231	/	327	745	/	691	1,554	/	1,638	0
PM													
4:00 PM	18	24	15	8	22	5	13	415	12	17	187	5	741
4:15 PM	28	28	22	7	20	10	12	417	13	17	179	8	761
4:30 PM	14	33	17	10	22	3	15	402	27	13	182	6	744
4:45 PM	23	41	21	12	19	6	15	457	24	18	203	4	843
5:00 PM	13	48	17	13	25	3	12	421	25	15	185	13	790
5:15 PM	13	42	24	9	21	13	23	420	23	24	193	6	811
5:30 PM	12	48	18	5	22	8	27	422	28	22	191	11	814
5:45 PM	14	25	14	7	20	9	25	347	25	19	193	6	704
VOLUMES	135	289	148	71	171	57	142	3,301	177	145	1,513	59	6,208
APPROACH %	24%	51%	26%	24%	57%	19%	4%	91%	5%	8%	88%	3%	
APP/DEPART	572	/	486	299	/	490	3,620	/	3,523	1,717	/	1,709	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	61	179	80	39	87	30	77	1,720	100	79	772	34	3,258
APPROACH %	19%	56%	25%	25%	56%	19%	4%	91%	5%	9%	87%	4%	
PEAK HR FACTOR	0.941			0.907			0.956			0.983			0.966
APP/DEPART	320	/	288	156	/	265	1,897	/	1,840	885	/	865	0

0	0	1	1	2
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	1	0	1
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
0	0	4	3	7



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	6	1	5	1	13
7:15 AM	2	0	5	5	12
7:30 AM	6	0	4	4	14
7:45 AM	1	0	3	0	4
8:00 AM	3	1	7	0	11
8:15 AM	4	2	9	30	45
8:30 AM	1	2	6	4	13
8:45 AM	1	1	6	1	9
TOTAL	24	7	45	45	121
PM					
4:00 PM	4	1	5	0	10
4:15 PM	1	0	4	2	7
4:30 PM	2	0	2	2	6
4:45 PM	1	2	4	2	9
5:00 PM	4	5	2	1	12
5:15 PM	6	3	0	1	10
5:30 PM	1	2	3	0	6
5:45 PM	3	3	10	4	20
TOTAL	22	16	30	12	80

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	5	0	5	0	10
7:15 AM	2	0	5	5	12
7:30 AM	6	0	4	4	14
7:45 AM	1	0	3	0	4
8:00 AM	2	1	7	0	10
8:15 AM	4	1	9	29	43
8:30 AM	0	2	6	4	12
8:45 AM	1	1	6	1	9
TOTAL	21	5	45	43	114
PM					
4:00 PM	3	1	5	0	9
4:15 PM	1	0	4	2	7
4:30 PM	2	0	2	2	6
4:45 PM	1	1	3	2	7
5:00 PM	4	4	2	1	11
5:15 PM	6	3	0	0	9
5:30 PM	1	2	2	0	5
5:45 PM	3	2	10	4	19
TOTAL	21	13	28	11	73

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
AM					
7:00 AM	1	1	0	1	3
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	1	0	0	0	1
8:15 AM	0	1	0	1	2
8:30 AM	1	0	0	0	1
8:45 AM	0	0	0	0	0
TOTAL	3	2	0	2	7
PM					
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	1	1	0	2
5:00 PM	0	1	0	0	1
5:15 PM	0	0	0	1	1
5:30 PM	0	0	1	0	1
5:45 PM	0	1	0	0	1
TOTAL	1	3	2	1	7

1	3	2	1	7
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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION: Montebello
NORTH & SOUTH: Maple
EAST & WEST: Mines

PROJECT #: SC0663
LOCATION #: 19
CONTROL: STOP ALL

NOTES:

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

Add U-Turns to Left Turns

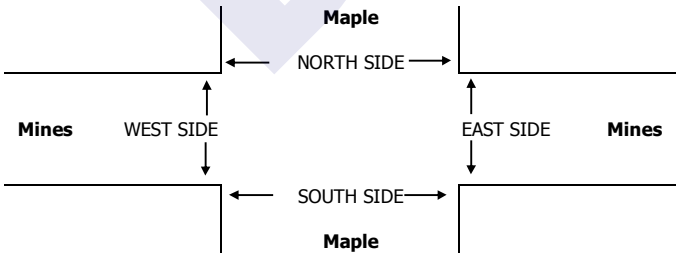
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

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

	Maple			Maple			Mines			Mines			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	4	31	6	8	19	4	2	10	3	7	26	12	132
7:15 AM	6	32	2	14	29	3	3	21	2	7	35	21	175
7:30 AM	3	37	7	30	21	7	10	32	3	12	38	36	236
7:45 AM	3	31	6	31	25	5	15	42	7	17	44	68	294
8:00 AM	2	24	4	20	33	2	5	29	4	11	31	32	197
8:15 AM	3	28	5	12	25	6	1	13	1	8	29	9	140
8:30 AM	4	12	1	20	50	10	1	22	1	5	25	20	171
8:45 AM	3	11	7	15	23	3	3	17	2	10	27	13	134
VOLUMES	28	206	38	150	225	40	40	186	23	77	255	211	1,479
APPROACH %	10%	76%	14%	36%	54%	10%	16%	75%	9%	14%	47%	39%	
APP/DEPART	272	/	458	415	/	325	249	/	373	543	/	323	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	14	124	19	95	108	17	33	124	16	47	148	157	902
APPROACH %	9%	79%	12%	43%	49%	8%	19%	72%	9%	13%	42%	45%	
PEAK HR FACTOR	0.835			0.902			0.676			0.682			0.767
APP/DEPART	157	/	314	220	/	171	173	/	238	352	/	179	0
PM													
4:00 PM	3	48	4	19	24	4	2	29	5	3	14	10	165
4:15 PM	5	39	7	23	30	4	4	27	10	5	19	13	186
4:30 PM	5	23	8	24	27	1	12	50	6	6	12	6	180
4:45 PM	3	31	7	19	33	1	1	42	3	6	14	9	169
5:00 PM	1	59	11	24	31	2	10	47	2	8	15	15	225
5:15 PM	2	51	5	23	37	3	4	58	3	7	17	15	225
5:30 PM	1	36	13	20	35	4	3	61	2	4	11	15	205
5:45 PM	3	39	8	36	43	1	5	51	2	7	10	19	224
VOLUMES	23	326	63	188	260	20	41	365	33	46	112	102	1,579
APPROACH %	6%	79%	15%	40%	56%	4%	9%	83%	8%	18%	43%	39%	
APP/DEPART	412	/	469	468	/	340	439	/	616	260	/	154	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	7	185	37	103	146	10	22	217	9	26	53	64	879
APPROACH %	3%	81%	16%	40%	56%	4%	9%	88%	4%	18%	37%	45%	
PEAK HR FACTOR	0.806			0.809			0.939			0.917			0.977
APP/DEPART	229	/	271	259	/	182	248	/	357	143	/	69	0

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



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	2	1	1	0	4
7:15 AM	2	1	0	5	8
7:30 AM	5	1	9	1	16
7:45 AM	9	0	4	1	14
8:00 AM	1	2	6	1	10
8:15 AM	2	1	1	1	5
8:30 AM	0	0	1	0	1
8:45 AM	2	0	0	1	3
TOTAL	23	6	22	10	61
PM					
4:00 PM	3	0	2	0	5
4:15 PM	3	1	0	2	6
4:30 PM	0	0	0	1	1
4:45 PM	3	1	1	1	6
5:00 PM	0	1	2	4	7
5:15 PM	5	1	2	2	10
5:30 PM	0	0	5	0	5
5:45 PM	1	1	4	0	6
TOTAL	15	5	16	10	46

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	2	1	1	0	4
7:15 AM	2	0	0	5	7
7:30 AM	5	1	9	0	15
7:45 AM	4	0	4	1	9
8:00 AM	1	1	5	1	8
8:15 AM	2	1	1	1	5
8:30 AM	0	0	1	0	1
8:45 AM	0	0	0	0	0
TOTAL	16	4	21	8	49
PM					
4:00 PM	2	0	2	0	4
4:15 PM	2	1	0	2	5
4:30 PM	0	0	0	0	0
4:45 PM	2	1	0	0	3
5:00 PM	0	0	1	1	2
5:15 PM	2	1	2	2	7
5:30 PM	0	0	3	0	3
5:45 PM	0	1	3	0	4
TOTAL	8	4	11	5	28

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
AM					
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	1	1
7:45 AM	5	0	0	0	5
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	2	0	0	1	3
TOTAL	7	2	1	2	12
PM					
4:00 PM	1	0	0	0	1
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	1	1
4:45 PM	1	0	1	1	3
5:00 PM	0	1	1	3	5
5:15 PM	3	0	0	0	3
5:30 PM	0	0	2	0	2
5:45 PM	1	0	1	0	2
TOTAL	7	1	5	5	18

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION: Montebello
NORTH & SOUTH: Maple
EAST & WEST: Beach

PROJECT #: SC0663
LOCATION #: 20
CONTROL: STOP ALL

NOTES:

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

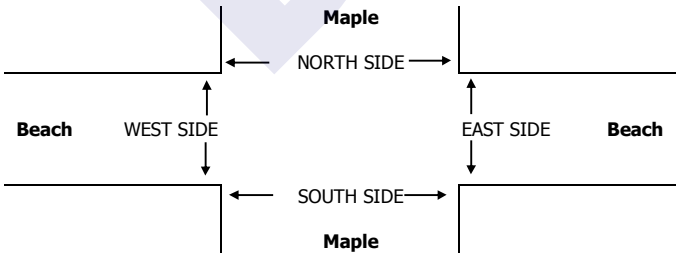
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Maple	Maple	Maple	Maple	Maple	Maple	Beach	Beach	Beach	Beach	Beach		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	6	26	0	2	24	6	3	12	2	9	33	9	132	0	0	0	0	0
	7:15 AM	1	28	0	0	31	6	2	17	0	10	46	10	151	0	0	0	0	0
	7:30 AM	2	33	3	2	35	1	1	23	1	13	45	8	167	0	0	0	0	0
	7:45 AM	6	26	6	10	39	4	2	20	4	15	28	8	168	0	0	0	0	0
	8:00 AM	5	20	6	8	38	2	2	18	7	4	27	14	151	0	0	0	0	0
	8:15 AM	4	28	2	2	31	5	2	10	4	8	29	13	138	0	0	0	0	0
	8:30 AM	3	21	3	9	42	7	3	8	1	7	15	4	123	0	0	0	0	0
	8:45 AM	3	17	1	8	21	8	2	8	1	4	7	4	84	0	0	0	0	0
	VOLUMES	30	199	21	41	261	39	17	116	20	70	230	70	1,114	0	0	0	0	0
	APPROACH %	12%	80%	8%	12%	77%	11%	11%	76%	13%	19%	62%	19%						
APP/DEPART	250	/	286	341	/	351	153	/	178	370	/	299	0						
BEGIN PEAK HR	7:15 AM																		
VOLUMES	14	107	15	20	143	13	7	78	12	42	146	40	637						
APPROACH %	10%	79%	11%	11%	81%	7%	7%	80%	12%	18%	64%	18%							
PEAK HR FACTOR	0.895			0.830			0.898			0.864			0.948						
APP/DEPART	136	/	154	176	/	197	97	/	113	228	/	173	0						
PM	4:00 PM	11	30	5	6	33	1	2	27	10	7	9	5	146	0	0	0	0	0
	4:15 PM	4	32	8	7	35	5	2	34	5	3	10	7	152	0	0	0	0	0
	4:30 PM	4	30	6	6	30	0	0	26	6	3	13	5	129	0	0	0	0	0
	4:45 PM	3	29	3	6	32	1	5	24	5	3	12	10	133	0	0	0	0	0
	5:00 PM	3	53	7	6	27	0	1	43	7	6	12	5	170	0	0	0	0	0
	5:15 PM	2	56	6	8	43	1	1	31	8	6	10	5	177	0	0	0	0	0
	5:30 PM	1	30	6	13	32	0	3	26	6	4	14	9	144	0	0	0	0	0
	5:45 PM	5	38	8	6	42	0	1	33	6	2	8	10	159	0	0	0	0	0
	VOLUMES	33	298	49	58	274	8	15	244	53	34	88	56	1,210	0	0	0	0	0
	APPROACH %	9%	78%	13%	17%	81%	2%	5%	78%	17%	19%	49%	31%						
APP/DEPART	380	/	369	340	/	361	312	/	351	178	/	129	0						
BEGIN PEAK HR	5:00 PM																		
VOLUMES	11	177	27	33	144	1	6	133	27	18	44	29	650						
APPROACH %	5%	82%	13%	19%	81%	1%	4%	80%	16%	20%	48%	32%							
PEAK HR FACTOR	0.840			0.856			0.814			0.843			0.918						
APP/DEPART	215	/	212	178	/	189	166	/	193	91	/	56	0						

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL

AM	7:00 AM	1	2	1	1	5
	7:15 AM	2	3	1	1	7
	7:30 AM	0	2	0	3	5
	7:45 AM	3	0	2	2	7
	8:00 AM	2	1	1	0	4
	8:15 AM	1	0	0	0	1
	8:30 AM	0	0	0	0	0
	8:45 AM	0	0	1	0	1
	TOTAL	9	8	6	7	30
PM	4:00 PM	0	0	1	0	1
	4:15 PM	1	0	1	0	2
	4:30 PM	0	1	1	2	4
	4:45 PM	1	1	1	1	4
	5:00 PM	1	0	1	1	3
	5:15 PM	2	2	3	0	7
	5:30 PM	2	1	0	2	5
	5:45 PM	0	1	2	0	3
	TOTAL	7	6	10	6	29

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION: Montebello
NORTH & SOUTH: Taylor
EAST & WEST: Whittier

PROJECT #: SC0663
LOCATION #: 22
CONTROL: SIGNAL

NOTES:

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

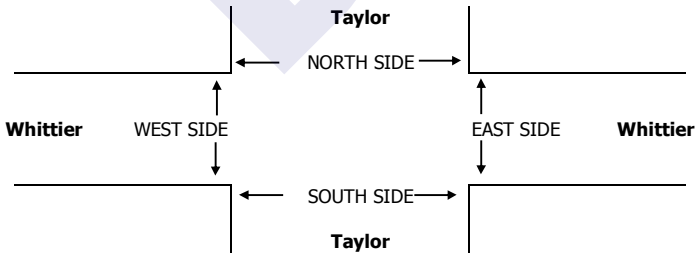
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Taylor	Taylor	Taylor	Taylor	Taylor	Taylor	Whittier	Whittier	Whittier	Whittier	Whittier		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	2	0	1	2	0	

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

AM	7:00 AM	6	6	3	4	7	5	0	107	5	3	319	1	466
	7:15 AM	16	4	4	7	5	6	1	115	3	3	309	2	475
	7:30 AM	13	15	2	4	15	5	4	173	3	7	325	2	568
	7:45 AM	27	19	7	6	21	8	9	189	11	5	279	4	585
	8:00 AM	14	22	6	8	16	10	2	155	6	8	251	9	507
	8:15 AM	10	44	5	18	14	8	6	150	4	8	236	18	521
	8:30 AM	12	17	6	25	37	13	4	145	8	8	242	5	522
	8:45 AM	20	4	6	6	7	6	1	133	17	3	180	3	386
	VOLUMES	118	131	39	78	122	61	27	1,167	57	45	2,141	44	4,030
	APPROACH %	41%	45%	14%	30%	47%	23%	2%	93%	5%	2%	96%	2%	
APP/DEPART	288	/	202	261	/	224	1,251	/	1,284	2,230	/	2,320	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	64	100	20	36	66	31	21	667	24	28	1,091	33	2,181	
APPROACH %	35%	54%	11%	27%	50%	23%	3%	94%	3%	2%	95%	3%		
PEAK HR FACTOR	0.780			0.831			0.852			0.862			0.932	
APP/DEPART	184	/	154	133	/	118	712	/	723	1,152	/	1,186	0	
PM	4:00 PM	17	15	8	6	5	6	2	275	9	3	145	4	495
	4:15 PM	22	8	10	8	4	1	2	268	15	6	148	3	495
	4:30 PM	20	10	7	5	8	2	2	281	12	6	142	4	499
	4:45 PM	18	17	7	6	10	4	8	263	7	6	143	7	496
	5:00 PM	18	18	7	7	9	1	0	299	11	4	167	6	547
	5:15 PM	20	17	6	7	11	3	8	281	4	3	131	3	494
	5:30 PM	17	15	6	3	18	6	0	291	13	10	180	5	564
	5:45 PM	19	8	9	6	13	3	4	278	14	5	184	2	545
	VOLUMES	151	108	60	48	78	26	26	2,236	85	43	1,240	34	4,135
	APPROACH %	47%	34%	19%	32%	51%	17%	1%	95%	4%	3%	94%	3%	
APP/DEPART	319	/	168	152	/	206	2,347	/	2,344	1,317	/	1,417	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	74	58	28	23	51	13	12	1,149	42	22	662	16	2,150	
APPROACH %	46%	36%	18%	26%	59%	15%	1%	96%	3%	3%	95%	2%		
PEAK HR FACTOR	0.930			0.806			0.970			0.897			0.953	
APP/DEPART	160	/	86	87	/	115	1,203	/	1,200	700	/	749	0	

0	0	0	0	0
0	0	0	0	0
0	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
0	0	0	0	0
0	0	0	0	0
0	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	7	5	1	2	15
	7:15 AM	7	3	4	2	16
	7:30 AM	13	12	4	5	34
	7:45 AM	14	14	7	5	40
	8:00 AM	8	7	4	3	22
	8:15 AM	8	5	18	3	34
	8:30 AM	6	5	15	0	26
	8:45 AM	4	7	2	1	14
TOTAL	67	58	55	21	201	
PM	4:00 PM	4	5	3	2	14
	4:15 PM	4	10	0	5	19
	4:30 PM	2	7	7	4	20
	4:45 PM	5	6	2	0	13
	5:00 PM	5	10	6	2	23
	5:15 PM	8	9	3	8	28
	5:30 PM	8	14	3	2	27
	5:45 PM	7	13	6	5	31
TOTAL	43	74	30	28	175	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7	5	1	2	15
7	3	4	2	16
13	12	4	5	34
14	14	7	5	40
8	7	4	3	22
8	5	18	3	34
6	5	15	0	26
4	7	2	1	14
67	58	55	21	201
4	5	3	2	14
4	10	0	5	19
2	7	7	4	20
5	6	2	0	13
5	10	6	2	23
8	9	3	8	28
8	14	3	2	27
7	13	6	5	31
43	74	30	28	175

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
6	4	1	2	13
5	3	4	2	14
11	7	4	3	25
13	13	7	4	37
5	5	4	3	17
8	4	18	3	33
4	5	14	0	23
1	5	1	1	8
53	46	53	18	170
4	4	3	2	13
3	7	0	5	15
1	5	7	4	17
3	2	1	0	6
4	8	6	2	20
6	8	2	8	24
8	12	3	2	25
3	9	5	5	22
32	55	27	28	142

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	1	0	0	2
2	0	0	0	2
2	5	0	2	9
1	1	0	1	3
3	2	0	0	5
0	1	0	0	1
2	0	1	0	3
3	2	1	0	6
14	12	2	3	31
0	1	0	0	1
1	3	0	0	4
1	2	0	0	3
2	4	1	0	7
1	2	0	0	3
2	1	1	0	4
0	2	0	0	2
4	4	1	0	9
11	19	3	0	33

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION:
NORTH & SOUTH: Montebello
EAST & WEST: Greenwood
Los Angeles

PROJECT #: SC0663
LOCATION #: 24
CONTROL: SIGNAL

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

Add U-Turns to Left Turns

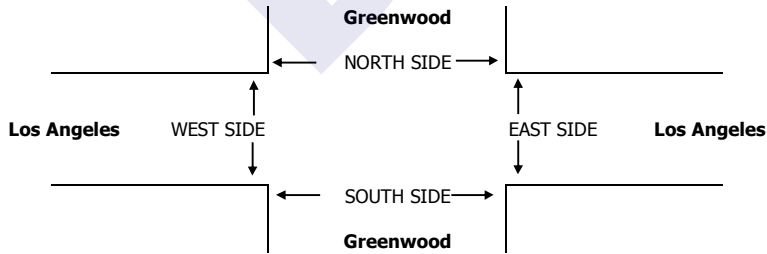
LANES:	NORTHBOUND Greenwood			SOUTHBOUND Greenwood			EASTBOUND Los Angeles			WESTBOUND Los Angeles			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	1	7	0	0	16	1	0	0	3	2	5	2	37
	7:15 AM	3	13	4	0	40	2	0	1	2	0	5	1	71
	7:30 AM	7	22	1	0	48	2	0	3	3	1	5	2	94
	7:45 AM	7	21	5	3	61	3	1	2	4	3	8	6	124
	8:00 AM	10	25	0	5	39	1	1	1	3	5	4	1	95
	8:15 AM	8	11	1	0	36	3	1	1	1	1	6	2	71
	8:30 AM	5	18	1	2	45	1	1	4	10	2	3	2	94
	8:45 AM	4	35	1	1	28	5	2	1	2	1	3	5	88
	VOLUMES	45	152	13	11	313	18	6	13	28	15	39	21	674
	APPROACH %	21%	72%	6%	3%	92%	5%	13%	28%	60%	20%	52%	28%	
APP/DEPART	210	/	179	342	/	355	47	/	38	75	/	102	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	30	75	7	10	181	8	4	8	18	11	21	11	384	
APPROACH %	27%	67%	6%	5%	91%	4%	13%	27%	60%	26%	49%	26%		
PEAK HR FACTOR	0.800			0.743			0.500			0.632			0.774	
APP/DEPART	112	/	90	199	/	210	30	/	25	43	/	59	0	
PM	4:00 PM	1	33	1	0	28	0	0	1	2	2	5	4	77
	4:15 PM	4	26	3	3	36	5	1	3	5	0	6	1	93
	4:30 PM	3	27	1	1	40	1	1	1	0	3	4	5	87
	4:45 PM	3	28	4	1	36	2	1	4	0	1	3	4	87
	5:00 PM	6	27	1	3	29	2	5	1	3	4	3	3	87
	5:15 PM	5	28	0	5	42	4	2	1	2	4	4	5	102
	5:30 PM	4	36	1	3	46	1	0	3	5	1	2	4	106
	5:45 PM	7	30	2	3	47	0	2	3	8	1	1	4	108
	VOLUMES	33	235	13	19	304	15	12	17	25	16	28	30	747
	APPROACH %	12%	84%	5%	6%	90%	4%	22%	31%	46%	22%	38%	41%	
APP/DEPART	281	/	276	338	/	346	54	/	50	74	/	75	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	22	121	4	14	164	7	9	8	18	10	10	16	403	
APPROACH %	15%	82%	3%	8%	89%	4%	26%	23%	51%	28%	28%	44%		
PEAK HR FACTOR	0.896			0.907			0.673			0.692			0.933	
APP/DEPART	147	/	145	185	/	194	35	/	26	36	/	38	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	1	1
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
1	0	1	0	2
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
2	0	1	1	4



		PEDESTRIAN + BIKE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL

AM	7:00 AM	2	5	0	1	8
	7:15 AM	2	7	0	1	10
	7:30 AM	5	2	0	6	13
	7:45 AM	7	4	6	1	18
	8:00 AM	9	2	4	1	16
	8:15 AM	4	6	0	5	15
	8:30 AM	4	1	1	3	9
	8:45 AM	3	3	2	1	9
	TOTAL	36	30	13	19	98
	PM	4:00 PM	3	2	1	0
4:15 PM		2	0	0	2	4
4:30 PM		7	5	1	4	17
4:45 PM		7	2	2	3	14
5:00 PM		3	3	0	6	12
5:15 PM		2	3	2	4	11
5:30 PM		1	2	1	3	7
5:45 PM		10	2	5	3	20
TOTAL	35	19	12	25	91	

		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL

		BICYCLE CROSSINGS				
		NS	SS	ES	WS	TOTAL

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION: Montebello
NORTH & SOUTH: Greenwood
EAST & WEST: Washington

PROJECT #: SC0663
LOCATION #: 29
CONTROL: SIGNAL

NOTES:

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

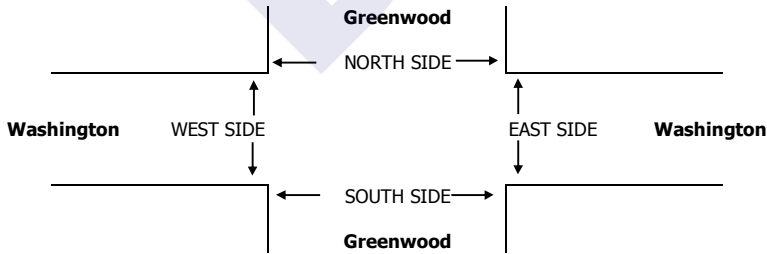
Add U-Turns to Left Turns

LANES:	NORTHBOUND Greenwood			SOUTHBOUND Greenwood			EASTBOUND Washington			WESTBOUND Washington			TOTAL
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

	NORTHBOUND Greenwood			SOUTHBOUND Greenwood			EASTBOUND Washington			WESTBOUND Washington			TOTAL
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	
AM													
7:00 AM	17	101	12	11	109	29	13	113	16	17	378	26	842
7:15 AM	16	127	9	23	122	33	15	114	12	31	379	28	909
7:30 AM	25	159	17	26	151	24	13	116	16	32	367	37	983
7:45 AM	18	146	16	26	142	33	21	128	22	36	379	33	1,000
8:00 AM	16	101	18	20	141	34	30	115	25	35	325	27	887
8:15 AM	16	73	12	19	111	29	14	119	28	44	317	16	798
8:30 AM	12	62	14	21	106	31	26	130	21	40	351	23	837
8:45 AM	28	60	15	25	100	33	17	116	19	33	299	23	768
VOLUMES	148	829	113	171	982	246	149	951	159	268	2,795	213	7,024
APPROACH %	14%	76%	10%	12%	70%	18%	12%	76%	13%	8%	85%	7%	
APP/DEPART	1,090	/	1,185	1,399	/	1,397	1,259	/	1,247	3,276	/	3,195	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	75	533	60	95	556	124	79	473	75	134	1,450	125	3,779
APPROACH %	11%	80%	9%	12%	72%	16%	13%	75%	12%	8%	85%	7%	
PEAK HR FACTOR	0.831			0.964			0.917			0.954			0.945
APP/DEPART	668	/	736	775	/	759	627	/	634	1,709	/	1,650	0
PM													
4:00 PM	18	105	16	30	107	27	39	283	40	25	147	17	854
4:15 PM	27	94	27	40	145	27	35	273	31	25	136	15	875
4:30 PM	13	127	24	30	157	19	38	320	59	19	143	20	969
4:45 PM	17	111	18	37	139	29	46	270	32	22	141	22	884
5:00 PM	16	164	22	30	141	23	50	287	46	18	154	18	969
5:15 PM	15	142	29	31	158	25	68	336	61	20	134	13	1,032
5:30 PM	20	154	22	36	176	28	45	339	50	21	143	19	1,053
5:45 PM	19	123	27	29	163	23	63	325	57	26	180	31	1,066
VOLUMES	145	1,020	185	263	1,186	201	384	2,433	376	176	1,178	155	7,702
APPROACH %	11%	76%	14%	16%	72%	12%	12%	76%	12%	12%	78%	10%	
APP/DEPART	1,350	/	1,547	1,650	/	1,730	3,193	/	2,889	1,509	/	1,536	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	70	583	100	126	638	99	226	1,287	214	85	611	81	4,120
APPROACH %	9%	77%	13%	15%	74%	11%	13%	75%	12%	11%	79%	10%	
PEAK HR FACTOR	0.932			0.899			0.928			0.820			0.966
APP/DEPART	753	/	882	863	/	932	1,727	/	1,518	777	/	788	0

0	0	1	1	2
0	0	0	1	1
0	0	0	2	2
0	0	0	0	0
0	0	1	3	4
0	0	1	0	1
0	0	3	2	5
0	0	0	3	3
0	0	6	12	18
0	0	1	1	2
0	0	2	0	2
0	0	1	1	2
0	0	0	1	1
0	0	3	1	4
0	0	2	1	3
0	0	1	3	4
0	0	2	0	2
0	0	12	8	20



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	2	2	7	3	14
7:15 AM	1	2	5	6	14
7:30 AM	0	2	13	11	26
7:45 AM	2	5	58	8	73
8:00 AM	2	4	45	8	59
8:15 AM	1	4	8	3	16
8:30 AM	2	4	3	4	13
8:45 AM	4	2	1	6	13
TOTAL	14	25	140	49	228
PM					
4:00 PM	1	8	1	5	15
4:15 PM	1	5	3	10	19
4:30 PM	1	9	4	12	26
4:45 PM	2	9	1	9	21
5:00 PM	4	4	1	1	10
5:15 PM	0	5	2	2	9
5:30 PM	3	3	10	5	21
5:45 PM	9	3	13	6	31
TOTAL	21	46	35	50	152

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	0	2	6	2	10
7:15 AM	1	1	5	5	12
7:30 AM	0	2	12	7	21
7:45 AM	2	4	57	7	70
8:00 AM	2	2	43	5	52
8:15 AM	1	3	6	3	13
8:30 AM	2	3	3	3	11
8:45 AM	4	2	1	4	11
TOTAL	12	19	133	36	200
PM					
4:00 PM	1	8	0	3	12
4:15 PM	0	4	3	9	16
4:30 PM	1	9	2	9	21
4:45 PM	2	5	0	8	15
5:00 PM	2	2	1	1	6
5:15 PM	0	5	1	2	8
5:30 PM	3	3	9	5	20
5:45 PM	7	3	12	6	28
TOTAL	16	39	28	43	126

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
AM					
7:00 AM	2	0	1	1	4
7:15 AM	0	1	0	1	2
7:30 AM	0	0	1	4	5
7:45 AM	0	1	1	1	3
8:00 AM	0	2	2	3	7
8:15 AM	0	1	2	0	3
8:30 AM	0	1	0	1	2
8:45 AM	0	0	0	2	2
TOTAL	2	6	7	13	28
PM					
4:00 PM	0	0	1	2	3
4:15 PM	1	1	0	1	3
4:30 PM	0	0	2	3	5
4:45 PM	0	4	1	1	6
5:00 PM	2	2	0	0	4
5:15 PM	0	0	1	0	1
5:30 PM	0	0	1	0	1
5:45 PM	2	0	1	0	3
TOTAL	5	7	7	7	26

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION:
NORTH & SOUTH: Montebello
EAST & WEST: Whittier

PROJECT #: SC0663
LOCATION #: 31
CONTROL: SIGNAL

NOTES:

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

Add U-Turns to Left Turns

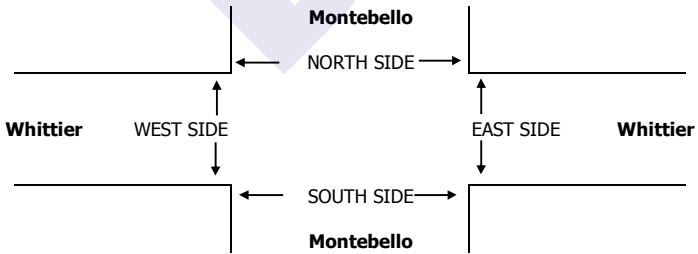
LANES:	NORTHBOUND <small>Montebello</small>			SOUTHBOUND <small>Montebello</small>			EASTBOUND <small>Whittier</small>			WESTBOUND <small>Whittier</small>			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	14	137	3	14	86	18	13	69	11	35	276	16	692
	7:15 AM	22	180	4	16	119	13	30	84	8	18	306	13	813
	7:30 AM	52	154	8	14	134	22	18	80	17	40	286	21	846
	7:45 AM	31	132	11	29	156	15	24	138	19	24	236	17	832
	8:00 AM	28	116	14	14	130	17	25	112	12	31	268	25	792
	8:15 AM	17	98	17	19	141	15	22	86	13	31	223	23	705
	8:30 AM	17	103	8	25	160	19	17	102	15	20	180	21	687
	8:45 AM	14	72	9	32	144	28	25	73	19	29	172	16	633
	VOLUMES	195	992	74	163	1,070	147	174	744	114	228	1,947	152	6,000
	APPROACH %	15%	79%	6%	12%	78%	11%	17%	72%	11%	10%	84%	7%	
APP/DEPART	1,261	/	1,322	1,380	/	1,412	1,032	/	977	2,327	/	2,289	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	133	582	37	73	539	67	97	414	56	113	1,096	76	3,283	
APPROACH %	18%	77%	5%	11%	79%	10%	17%	73%	10%	9%	85%	6%		
PEAK HR FACTOR	0.879													
APP/DEPART	752	/	756	679	/	708	567	/	523	1,285	/	1,296	0	
PM	4:00 PM	27	175	13	35	152	30	42	173	21	10	120	19	817
	4:15 PM	16	152	19	26	148	19	30	202	15	24	131	13	795
	4:30 PM	20	172	31	31	134	22	49	207	22	22	117	22	849
	4:45 PM	16	164	27	46	139	19	38	218	9	19	126	22	843
	5:00 PM	23	180	24	50	168	15	37	161	14	16	155	16	859
	5:15 PM	13	188	29	34	166	21	43	235	11	20	144	19	923
	5:30 PM	15	179	34	32	178	25	52	219	9	25	129	20	917
	5:45 PM	30	222	19	43	174	22	45	189	21	28	132	18	943
	VOLUMES	160	1,432	196	297	1,259	173	336	1,604	122	164	1,054	149	6,946
	APPROACH %	9%	80%	11%	17%	73%	10%	16%	78%	6%	12%	77%	11%	
APP/DEPART	1,788	/	1,932	1,729	/	1,546	2,062	/	2,082	1,367	/	1,386	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	81	769	106	159	686	83	177	804	55	89	560	73	3,642	
APPROACH %	8%	80%	11%	17%	74%	9%	17%	78%	5%	12%	78%	10%		
PEAK HR FACTOR	0.882													
APP/DEPART	956	/	1,024	928	/	831	1,036	/	1,064	722	/	723	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
0	1	0	0	1
0	1	0	0	1
0	1	0	0	1
0	4	0	0	4

0	0	0	0	0
0	2	0	0	2
0	4	0	0	4
0	4	0	0	4
1	4	0	0	5
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
1	15	0	0	16



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					
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					

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
17	5	3	0	25
19	2	4	0	25
9	4	5	0	18
18	4	3	0	25
12	4	4	0	20
13	3	8	0	24
6	2	6	0	14
19	8	7	0	34
113	32	40	0	185
15	14	13	0	42
13	11	9	0	33
18	6	6	0	30
30	6	10	0	46
12	4	1	0	17
13	7	16	0	36
24	11	15	0	50
18	7	16	0	41
143	66	86	0	295

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
16	5	2	0	23
17	2	4	0	23
9	4	5	0	18
16	2	3	0	21
11	4	4	0	19
12	3	8	0	23
6	1	6	0	13
18	5	7	0	30
105	26	39	0	170
14	13	12	0	39
13	9	9	0	31
18	5	6	0	29
28	3	10	0	41
12	4	1	0	17
12	6	13	0	31
23	10	14	0	47
13	5	13	0	31
133	55	78	0	266

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	0	1	0	2
2	0	0	0	2
0	0	0	0	0
2	2	0	0	4
1	0	0	0	1
1	0	0	0	1
0	1	0	0	1
1	3	0	0	4
8	6	1	0	15
1	1	1	0	3
0	2	0	0	2
0	1	0	0	1
2	3	0	0	5
0	0	0	0	0
1	1	3	0	5
1	1	1	0	3
5	2	3	0	10
10	11	8	0	29

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION:
NORTH & SOUTH: Montebello
EAST & WEST: Los Angeles

PROJECT #: SC0663
LOCATION #: 32
CONTROL: STOP E/W

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

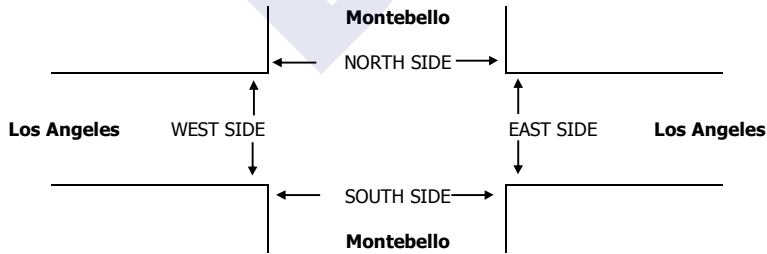
Add U-Turns to Left Turns

LANES:	NORTHBOUND <small>Montebello</small>			SOUTHBOUND <small>Montebello</small>			EASTBOUND <small>Los Angeles</small>			WESTBOUND <small>Los Angeles</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

	NORTHBOUND <small>Montebello</small>			SOUTHBOUND <small>Montebello</small>			EASTBOUND <small>Los Angeles</small>			WESTBOUND <small>Los Angeles</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	2	154	1	4	143	1	2	1	1	4	2	7	322
7:15 AM	11	200	2	0	150	3	2	1	1	3	1	11	385
7:30 AM	6	177	7	8	186	4	1	1	2	6	6	26	430
7:45 AM	5	152	6	8	170	7	0	1	7	5	7	17	385
8:00 AM	4	144	5	11	139	9	1	0	6	5	3	29	356
8:15 AM	1	104	4	10	171	10	2	1	2	4	1	17	327
8:30 AM	4	109	2	9	167	2	2	1	2	3	0	16	317
8:45 AM	4	104	2	6	156	5	3	0	3	1	2	8	294
VOLUMES	37	1,144	29	56	1,282	41	13	6	24	31	22	131	2,816
APPROACH %	3%	95%	2%	4%	93%	3%	30%	14%	56%	17%	12%	71%	
APP/DEPART	1,210	/	1,289	1,379	/	1,338	43	/	90	184	/	99	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	26	673	20	27	645	23	4	3	16	19	17	83	1,556
APPROACH %	4%	94%	3%	4%	93%	3%	17%	13%	70%	16%	14%	70%	
PEAK HR FACTOR	0.844												
APP/DEPART	719	/	760	695	/	681	23	/	50	119	/	65	0
PM													
4:00 PM	4	158	3	11	165	6	2	0	5	5	1	11	371
4:15 PM	2	153	3	9	170	7	6	2	4	2	2	11	371
4:30 PM	5	226	6	9	166	5	6	4	14	2	3	12	458
4:45 PM	5	216	5	14	141	3	7	4	6	3	1	8	413
5:00 PM	3	210	2	13	174	5	3	0	7	4	3	16	440
5:15 PM	2	239	11	6	186	4	4	2	9	6	3	15	487
5:30 PM	0	216	9	17	203	9	1	6	8	4	2	7	482
5:45 PM	1	215	8	15	200	0	5	0	7	1	1	16	469
VOLUMES	22	1,633	47	94	1,405	39	34	18	60	27	16	96	3,491
APPROACH %	1%	96%	3%	6%	91%	3%	30%	16%	54%	19%	12%	69%	
APP/DEPART	1,702	/	1,765	1,538	/	1,493	112	/	157	139	/	76	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	6	880	30	51	763	18	13	8	31	15	9	54	1,878
APPROACH %	1%	96%	3%	6%	92%	2%	25%	15%	60%	19%	12%	69%	
PEAK HR FACTOR	0.909												
APP/DEPART	916	/	948	832	/	809	52	/	88	78	/	33	0

NB	SB	EB	WB	TTL
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	1	0	0	1
0	0	0	0	0
1	1	0	0	2
0	0	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	1
1	2	0	0	3



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	1	0	6	0	7
7:15 AM	1	5	6	1	13
7:30 AM	4	0	7	0	11
7:45 AM	3	0	6	2	11
8:00 AM	2	0	2	1	5
8:15 AM	0	0	4	0	4
8:30 AM	3	0	2	3	8
8:45 AM	1	1	6	0	8
TOTAL	15	6	39	7	67
PM					
4:00 PM	2	0	2	4	8
4:15 PM	4	0	4	1	9
4:30 PM	12	0	2	7	21
4:45 PM	6	0	3	0	9
5:00 PM	1	2	4	1	8
5:15 PM	10	0	1	2	13
5:30 PM	5	0	0	3	8
5:45 PM	1	0	5	3	9
TOTAL	41	2	21	21	85

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	1	0	6	0	7
7:15 AM	1	5	5	1	12
7:30 AM	4	0	7	0	11
7:45 AM	2	0	5	2	9
8:00 AM	2	0	1	0	3
8:15 AM	0	0	4	0	4
8:30 AM	2	0	2	3	7
8:45 AM	1	1	6	0	8
TOTAL	13	6	36	6	61
PM					
4:00 PM	2	0	2	2	6
4:15 PM	4	0	4	1	9
4:30 PM	12	0	0	7	19
4:45 PM	5	0	3	0	8
5:00 PM	1	2	3	1	7
5:15 PM	10	0	1	2	13
5:30 PM	5	0	0	3	8
5:45 PM	1	0	4	3	8
TOTAL	40	2	17	19	78

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
AM					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1
7:30 AM	0	0	0	0	0
7:45 AM	1	0	1	0	2
8:00 AM	0	0	1	1	2
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	0	0	0	0	0
TOTAL	2	0	3	1	6
PM					
4:00 PM	0	0	0	2	2
4:15 PM	0	0	0	0	0
4:30 PM	0	0	2	0	2
4:45 PM	1	0	0	0	1
5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1
TOTAL	1	0	4	2	7

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION:
NORTH & SOUTH: Montebello
EAST & WEST: Washington

PROJECT #: SC0663
LOCATION #: 37
CONTROL: SIGNAL

NOTES:

AM	▲ N	E ►
PM		
MD	▼ S	◀ W
OTHER		
OTHER		

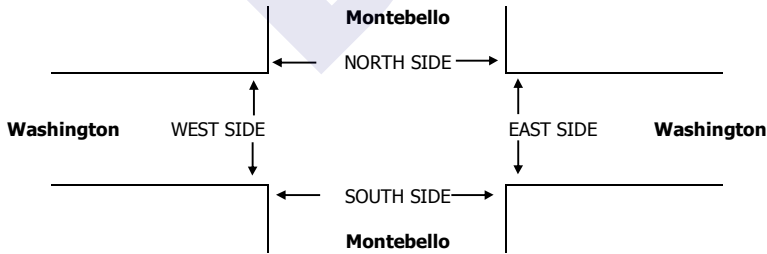
Add U-Turns to Left Turns

LANES:	NORTHBOUND <small>Montebello</small>			SOUTHBOUND <small>Montebello</small>			EASTBOUND <small>Washington</small>			WESTBOUND <small>Washington</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	3	0	1	3	0	

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

	NORTHBOUND <small>Montebello</small>			SOUTHBOUND <small>Montebello</small>			EASTBOUND <small>Washington</small>			WESTBOUND <small>Washington</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	20	17	6	13	7	12	1	132	5	4	372	17	606
7:15 AM	16	26	7	10	10	8	10	138	2	13	427	12	679
7:30 AM	13	52	10	13	21	18	9	136	5	7	429	17	730
7:45 AM	14	34	4	17	28	11	1	177	10	6	399	15	716
8:00 AM	17	17	6	21	30	16	7	140	6	5	365	11	641
8:15 AM	10	11	4	14	8	10	6	135	4	10	403	16	631
8:30 AM	10	6	2	18	13	11	3	151	8	3	365	13	603
8:45 AM	14	7	2	13	3	9	9	135	10	3	304	11	520
VOLUMES	114	170	41	119	120	95	46	1,144	50	51	3,064	112	5,126
APPROACH %	35%	52%	13%	36%	36%	28%	4%	92%	4%	2%	95%	3%	
APP/DEPART	325	/	328	334	/	220	1,240	/	1,305	3,227	/	3,273	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	60	129	27	61	89	53	27	591	23	31	1,620	55	2,766
APPROACH %	28%	60%	13%	30%	44%	26%	4%	92%	4%	2%	95%	3%	
PEAK HR FACTOR	0.720			0.757			0.852			0.942			0.947
APP/DEPART	216	/	211	203	/	142	641	/	680	1,706	/	1,733	0
PM													
4:00 PM	12	10	10	15	13	11	6	299	20	4	152	11	563
4:15 PM	11	17	6	18	11	13	11	326	13	10	169	17	622
4:30 PM	8	11	3	21	14	5	5	355	12	7	170	19	630
4:45 PM	4	10	5	16	13	9	11	319	5	5	198	19	614
5:00 PM	8	2	7	16	17	7	10	351	11	8	171	13	621
5:15 PM	9	13	0	14	10	13	10	375	7	6	154	15	626
5:30 PM	11	14	7	11	10	13	6	364	12	10	188	15	661
5:45 PM	8	13	6	15	19	18	13	353	11	7	169	17	649
VOLUMES	71	90	44	126	107	89	72	2,742	91	57	1,371	126	4,986
APPROACH %	35%	44%	21%	39%	33%	28%	2%	94%	3%	4%	88%	8%	
APP/DEPART	205	/	287	322	/	248	2,905	/	2,919	1,554	/	1,532	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	36	42	20	56	56	51	39	1,443	41	31	682	60	2,557
APPROACH %	37%	43%	20%	34%	34%	31%	3%	95%	3%	4%	88%	8%	
PEAK HR FACTOR	0.766			0.784			0.971			0.907			0.967
APP/DEPART	98	/	140	163	/	126	1,523	/	1,521	773	/	770	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	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
0	0	0	1	1
0	0	0	0	0
0	0	1	1	2
0	0	0	1	1
0	0	0	1	1
0	0	1	7	8



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	1	4	1	8	14
7:15 AM	2	3	3	4	12
7:30 AM	4	3	9	14	30
7:45 AM	0	5	8	8	21
8:00 AM	2	5	11	13	31
8:15 AM	1	1	1	1	4
8:30 AM	4	2	10	1	17
8:45 AM	1	1	0	1	3
TOTAL	15	24	43	50	132
PM					
4:00 PM	1	2	2	2	7
4:15 PM	0	5	1	3	9
4:30 PM	0	5	3	6	14
4:45 PM	5	9	1	4	19
5:00 PM	1	4	2	4	11
5:15 PM	0	2	2	4	8
5:30 PM	3	2	4	0	9
5:45 PM	2	7	2	10	21
TOTAL	12	36	17	33	98

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	0	2	1	7	10
7:15 AM	2	2	2	4	10
7:30 AM	4	2	9	14	29
7:45 AM	0	4	7	8	19
8:00 AM	2	3	11	13	29
8:15 AM	1	1	1	1	4
8:30 AM	3	1	7	1	12
8:45 AM	0	1	0	1	2
TOTAL	12	16	38	49	115
PM					
4:00 PM	0	2	0	2	4
4:15 PM	0	4	0	3	7
4:30 PM	0	3	3	5	11
4:45 PM	2	6	1	4	13
5:00 PM	1	3	2	4	10
5:15 PM	0	2	1	3	6
5:30 PM	2	2	4	0	8
5:45 PM	1	7	2	10	20
TOTAL	6	29	13	31	79

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
AM					
7:00 AM	1	2	0	1	4
7:15 AM	0	1	1	0	2
7:30 AM	0	1	0	0	1
7:45 AM	0	1	1	0	2
8:00 AM	0	2	0	0	2
8:15 AM	0	0	0	0	0
8:30 AM	1	1	3	0	5
8:45 AM	1	0	0	0	1
TOTAL	3	8	5	1	17
PM					
4:00 PM	1	0	2	0	3
4:15 PM	0	1	1	0	2
4:30 PM	0	2	0	1	3
4:45 PM	3	3	0	0	6
5:00 PM	0	1	0	0	1
5:15 PM	0	0	1	1	2
5:30 PM	1	0	0	0	1
5:45 PM	1	0	0	0	1
TOTAL	6	7	4	2	19

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION: Montebello
NORTH & SOUTH: 5th
EAST & WEST: Whittier

PROJECT #: SC0663
LOCATION #: 38
CONTROL: SIGNAL

NOTES:

AM	▲ N	E ▶
PM		
MD	S	▶
OTHER		
OTHER		

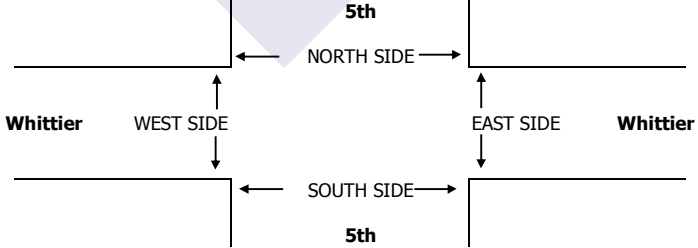
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	5th	5th	5th	Whittier	Whittier	Whittier	Whittier	Whittier	Whittier	Whittier	Whittier		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	8	4	1	5	8	15	1	75	0	4	309	3	433
	7:15 AM	5	6	1	5	5	9	1	104	2	5	338	5	486
	7:30 AM	7	4	7	3	2	14	1	105	0	14	323	2	482
	7:45 AM	2	11	3	2	11	10	6	158	2	4	248	4	461
	8:00 AM	1	4	0	4	6	14	6	129	2	4	323	3	496
	8:15 AM	0	4	0	6	6	9	7	100	0	3	260	7	402
	8:30 AM	3	5	0	5	6	13	3	117	3	1	239	4	399
	8:45 AM	2	4	2	8	7	11	5	93	0	4	219	1	356
	VOLUMES	28	42	14	38	51	95	30	881	9	39	2,259	29	3,515
	APPROACH %	33%	50%	17%	21%	28%	52%	3%	96%	1%	2%	97%	1%	
APP/DEPART	84	/	101	184	/	99	920	/	933	2,327	/	2,382	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	15	25	11	14	24	47	14	496	6	27	1,232	14	1,925	
APPROACH %	29%	49%	22%	16%	28%	55%	3%	96%	1%	2%	97%	1%		
PEAK HR FACTOR	0.708			0.885			0.777			0.915			0.970	
APP/DEPART	51	/	53	85	/	57	516	/	521	1,273	/	1,294	0	
PM	4:00 PM	4	3	2	12	8	9	9	170	2	3	121	5	348
	4:15 PM	3	6	7	11	10	13	6	243	2	3	142	24	470
	4:30 PM	5	6	1	20	7	7	4	228	2	0	142	5	427
	4:45 PM	5	14	4	14	11	13	7	270	1	3	137	4	483
	5:00 PM	6	10	9	19	10	10	8	253	5	0	143	5	478
	5:15 PM	3	10	11	13	13	4	3	255	3	4	183	7	509
	5:30 PM	10	10	2	12	13	12	6	250	5	2	141	4	467
	5:45 PM	11	10	5	14	11	11	7	207	3	2	177	4	462
	VOLUMES	47	69	41	115	83	79	50	1,876	23	17	1,186	58	3,644
	APPROACH %	30%	44%	26%	42%	30%	29%	3%	96%	1%	1%	94%	5%	
APP/DEPART	157	/	177	277	/	123	1,949	/	2,032	1,261	/	1,312	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	24	44	26	58	47	39	24	1,028	14	9	604	20	1,937	
APPROACH %	26%	47%	28%	40%	33%	27%	2%	96%	1%	1%	95%	3%		
PEAK HR FACTOR	0.940			0.923			0.959			0.816			0.951	
APP/DEPART	94	/	88	144	/	70	1,066	/	1,112	633	/	667	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



		PEDESTRIAN + BIKE CROSSINGS				TOTAL
		N SIDE	S SIDE	E SIDE	W SIDE	

		PEDESTRIAN CROSSINGS				TOTAL
		N SIDE	S SIDE	E SIDE	W SIDE	

		BICYCLE CROSSINGS				TOTAL
		NS	SS	ES	WS	

2	1	2	3	8
3	3	0	0	6
1	5	6	7	19
3	3	6	4	16
4	4	4	3	15
7	3	4	2	16
6	5	4	2	17
2	4	5	2	13
28	28	31	23	110
2	5	4	3	14
3	8	0	2	13
6	13	4	0	23
3	7	5	2	17
6	10	3	5	24
3	6	10	3	22
5	7	10	4	26
4	12	11	6	33
32	68	47	25	172
1	1	2	3	7
3	1	0	0	4
1	5	6	3	15
3	1	6	4	14
2	4	4	3	13
6	3	4	1	14
6	4	4	2	16
1	3	5	1	10
23	22	31	17	93
2	5	4	3	14
3	7	0	2	12
6	10	4	0	20
3	4	5	2	14
6	10	2	5	23
2	5	10	3	20
5	4	10	4	23
4	10	11	4	29
31	55	46	23	155
1	0	0	0	1
0	2	0	0	2
0	0	0	4	4
0	2	0	0	2
2	0	0	0	2
1	0	0	1	2
0	1	0	0	1
1	1	0	0	2
0	3	0	0	3
0	0	1	0	1
1	1	0	0	2
0	3	0	0	3
0	2	0	2	4
1	13	1	2	17

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION: Montebello
NORTH & SOUTH: 4th
EAST & WEST: Whittier

PROJECT #: SC0663
LOCATION #: 39
CONTROL: SIGNAL

NOTES:	AM PM MD OTHER OTHER	◀ W S ▶	▲ N ▼	E ▶
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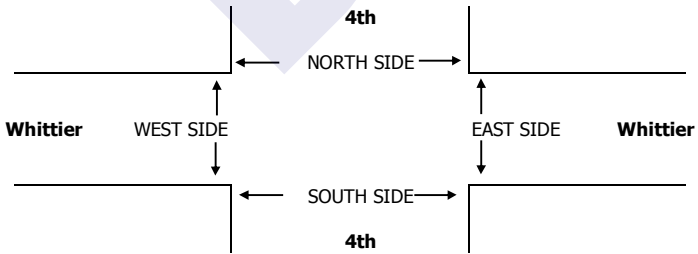
Add U-Turns to Left Turns

LANES:	NORTHBOUND 4th			SOUTHBOUND 4th			EASTBOUND Whittier			WESTBOUND Whittier			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	2	0	0	2	0	

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

AM	7:00 AM	2	12	9	5	16	15	3	87	4	14	331	2	500
	7:15 AM	3	14	11	6	21	18	6	99	5	14	317	10	524
	7:30 AM	5	9	8	8	28	23	3	105	7	21	309	6	532
	7:45 AM	1	28	8	6	17	18	8	151	8	22	260	7	534
	8:00 AM	0	12	16	10	31	26	7	119	6	23	302	9	561
	8:15 AM	0	12	2	2	25	20	7	93	4	11	251	8	435
	8:30 AM	3	6	6	8	10	20	9	110	3	9	214	15	413
	8:45 AM	3	5	9	3	6	12	4	100	6	8	198	7	361
	VOLUMES	17	98	69	48	154	152	47	864	43	122	2,182	64	3,860
	APPROACH %	9%	53%	38%	14%	44%	43%	5%	91%	5%	5%	92%	3%	
APP/DEPART	184	/	209	354	/	318	954	/	982	2,368	/	2,351	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	9	63	43	30	97	85	24	474	26	80	1,188	32	2,151	
APPROACH %	8%	55%	37%	14%	46%	40%	5%	90%	5%	6%	91%	2%		
PEAK HR FACTOR	0.777			0.791			0.784			0.953			0.959	
APP/DEPART	115	/	119	212	/	202	524	/	548	1,300	/	1,282	0	
PM	4:00 PM	2	19	28	6	9	9	5	179	1	7	124	4	393
	4:15 PM	2	16	20	9	9	4	2	247	4	3	161	7	484
	4:30 PM	6	22	32	3	9	5	9	229	4	5	140	5	469
	4:45 PM	3	14	33	3	7	11	9	285	3	8	131	6	513
	5:00 PM	3	21	32	12	13	7	4	244	4	10	140	6	496
	5:15 PM	5	27	24	3	7	3	7	246	7	5	159	6	499
	5:30 PM	2	16	28	5	11	5	7	279	6	13	161	3	536
	5:45 PM	4	23	33	7	15	10	5	214	1	4	174	11	501
	VOLUMES	27	158	230	48	80	54	48	1,923	30	55	1,190	48	3,891
	APPROACH %	7%	38%	55%	26%	44%	30%	2%	96%	1%	4%	92%	4%	
APP/DEPART	415	/	253	182	/	165	2,001	/	2,201	1,293	/	1,272	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	13	78	117	23	38	26	27	1,054	20	36	591	21	2,044	
APPROACH %	6%	38%	56%	26%	44%	30%	2%	96%	2%	6%	91%	3%		
PEAK HR FACTOR	0.929			0.680			0.927			0.915			0.953	
APP/DEPART	208	/	125	87	/	94	1,101	/	1,194	648	/	631	0	

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



AM	7:00 AM	11	0	1	3	15
	7:15 AM	10	6	1	7	24
	7:30 AM	7	8	1	4	20
	7:45 AM	3	10	8	9	30
	8:00 AM	8	1	5	4	18
	8:15 AM	9	1	1	3	14
	8:30 AM	4	6	0	3	13
	8:45 AM	2	3	2	1	8
TOTAL	54	35	19	34	142	
PM	4:00 PM	1	3	2	1	7
	4:15 PM	4	7	3	0	14
	4:30 PM	3	8	5	3	19
	4:45 PM	2	7	3	0	12
	5:00 PM	5	6	1	1	13
	5:15 PM	0	5	3	3	11
	5:30 PM	8	11	0	2	21
	5:45 PM	3	1	2	4	10
TOTAL	26	48	19	14	107	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
11	0	1	3	15
10	6	1	7	24
7	8	1	4	20
3	10	8	9	30
8	1	5	4	18
9	1	1	3	14
4	6	0	3	13
2	3	2	1	8
54	35	19	34	142
1	3	2	1	7
4	7	3	0	14
3	8	5	3	19
2	7	3	0	12
5	6	1	1	13
0	5	3	3	11
8	11	0	2	21
3	1	2	4	10
26	48	19	14	107

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
9	0	1	3	13
10	4	1	7	22
5	8	1	4	18
3	8	8	9	28
6	1	5	4	16
8	1	1	3	13
4	5	0	3	12
1	2	2	1	6
46	29	19	34	128
0	3	1	1	5
4	6	1	0	11
3	4	3	2	12
1	5	3	0	9
4	6	1	1	12
0	3	3	3	9
7	7	0	2	16
2	1	2	4	9
21	35	14	13	83

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
2	0	0	0	2
0	2	0	0	2
2	0	0	0	2
0	2	0	0	2
2	0	0	0	2
1	0	0	0	1
0	1	0	0	1
1	1	0	0	2
8	6	0	0	14
1	0	1	0	2
0	1	2	0	3
0	4	2	1	7
1	2	0	0	3
1	0	0	0	1
0	2	0	0	2
1	4	0	0	5
1	0	0	0	1
5	13	5	1	24

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION: Montebello
NORTH & SOUTH: 4th
EAST & WEST: Roosevelt

PROJECT #: SC0663
LOCATION #: 40
CONTROL: SIGNAL

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

Add U-Turns to Left Turns

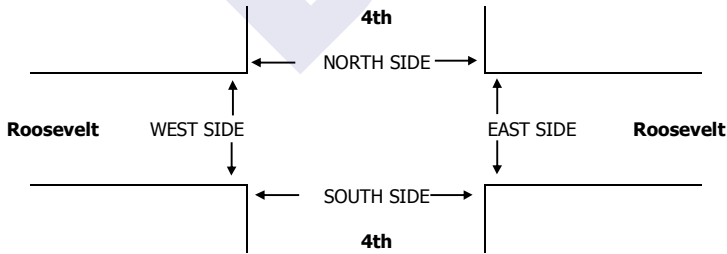
LANES:	NORTHBOUND 4th			SOUTHBOUND 4th			EASTBOUND Roosevelt			WESTBOUND Roosevelt			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

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

AM	7:00 AM	3	0	0	0	0	9	1	14	1	0	19	0	47
	7:15 AM	4	0	0	0	1	4	4	16	0	0	25	0	54
	7:30 AM	2	0	3	1	0	6	6	22	0	1	35	0	76
	7:45 AM	1	0	0	1	0	3	3	18	1	2	34	1	64
	8:00 AM	2	0	0	0	0	5	7	14	2	0	31	0	61
	8:15 AM	0	0	1	1	0	2	3	20	0	1	29	0	57
	8:30 AM	1	0	0	0	0	3	3	8	0	0	29	0	44
	8:45 AM	1	0	0	0	0	7	4	7	0	0	20	2	41
	VOLUMES	14	0	4	4	0	39	31	119	4	4	222	3	444
	APPROACH %	78%	0%	22%	9%	0%	91%	20%	77%	3%	2%	97%	1%	
APP/DEPART	18	/	29	43	/	8	154	/	126	229	/	281	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	5	0	4	3	0	16	19	74	3	4	129	1	258	
APPROACH %	56%	0%	44%	16%	0%	84%	20%	77%	3%	3%	96%	1%		
PEAK HR FACTOR	0.450			0.679			0.857			0.905			0.849	
APP/DEPART	9	/	16	19	/	7	96	/	80	134	/	155	0	
PM	4:00 PM	1	1	0	1	0	4	5	21	0	1	18	2	54
	4:15 PM	1	0	0	0	0	3	9	23	1	3	17	0	57
	4:30 PM	0	0	0	3	0	5	7	31	0	0	17	2	65
	4:45 PM	0	0	0	0	0	3	0	25	1	1	18	0	48
	5:00 PM	0	0	2	2	0	1	4	28	0	0	19	1	57
	5:15 PM	0	0	1	0	0	2	4	31	1	0	21	0	60
	5:30 PM	0	0	1	0	0	3	4	28	1	0	19	1	57
	5:45 PM	1	0	0	1	0	2	2	25	0	0	17	0	48
	VOLUMES	3	1	4	7	0	23	35	212	4	5	146	6	446
	APPROACH %	38%	13%	50%	23%	0%	77%	14%	84%	2%	3%	93%	4%	
APP/DEPART	8	/	39	30	/	7	251	/	225	157	/	175	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	0	3	5	0	11	15	115	2	1	75	3	230	
APPROACH %	0%	0%	100%	31%	0%	69%	11%	87%	2%	1%	95%	4%		
PEAK HR FACTOR	0.375			0.500			0.868			0.940			0.885	
APP/DEPART	3	/	17	16	/	3	132	/	123	79	/	87	0	

0	0	0	0	0
0	0	1	0	1
0	0	1	0	1
0	0	2	0	2
0	1	1	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	6	0	7

0	0	0	1	1
0	0	2	1	3
0	0	1	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	3	2	5



AM	7:00 AM	1	3	1	4	9
	7:15 AM	0	2	0	1	3
	7:30 AM	0	5	0	1	6
	7:45 AM	0	1	0	0	1
	8:00 AM	0	0	1	0	1
	8:15 AM	0	1	0	1	2
	8:30 AM	0	0	0	0	0
	8:45 AM	0	1	0	1	2
TOTAL	1	13	2	8	24	
PM	4:00 PM	2	1	2	0	5
	4:15 PM	1	2	1	0	4
	4:30 PM	1	3	0	2	6
	4:45 PM	0	0	1	1	2
	5:00 PM	0	5	0	5	10
	5:15 PM	2	3	1	1	7
	5:30 PM	2	3	0	0	5
	5:45 PM	1	3	0	0	4
TOTAL	9	20	5	9	43	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	3	1	4	9
0	2	0	1	3
0	5	0	1	6
0	1	0	0	1
0	0	1	0	1
0	1	0	1	2
0	0	0	0	0
0	1	0	1	2
1	13	2	8	24
2	1	2	0	5
1	2	1	0	4
1	3	0	2	6
0	0	1	1	2
0	5	0	5	10
2	3	1	1	7
2	3	0	0	5
1	3	0	0	4
9	20	5	9	43

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	3	1	4	8
0	2	0	1	3
0	5	0	1	6
0	1	0	0	1
0	0	1	0	1
0	1	0	1	2
0	0	0	0	0
0	0	0	1	1
0	12	2	8	22
1	0	2	0	3
0	2	1	0	3
0	2	0	2	4
0	0	1	1	2
0	4	0	5	9
2	3	1	1	7
1	2	0	0	3
0	3	0	0	3
4	16	5	9	34

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
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	1	0	0	1
1	1	0	0	2
1	0	0	0	1
1	1	0	0	2
0	0	0	0	0
0	0	0	0	0
1	1	0	0	2
1	0	0	0	1
5	4	0	0	9

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION: Montebello
NORTH & SOUTH: Bluff
EAST & WEST: Roosevelt

PROJECT #: SC0663
LOCATION #: 44
CONTROL: STOP ALL

NOTES:	AM PM MD OTHER OTHER	◀ W	N S	E ▶
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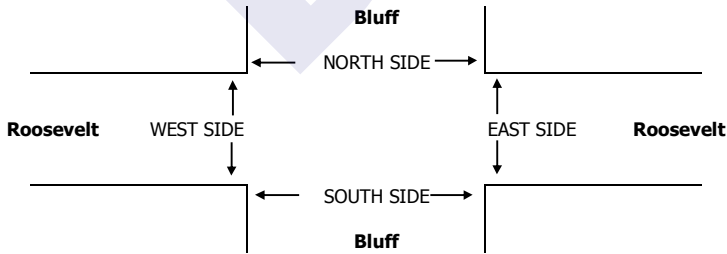
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Bluff NL	Bluff NT	Bluff NR	Bluff SL	Bluff ST	Bluff SR	Roosevelt EL	Roosevelt ET	Roosevelt ER	Roosevelt WL	Roosevelt WT	Roosevelt WR	
	0	1	X	X	1	0	0	X	0	0	X	X	

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

AM	7:00 AM	6	52	0	0	43	14	8	0	5	0	0	0	128
	7:15 AM	8	49	0	1	63	21	7	0	7	0	0	0	156
	7:30 AM	13	66	0	0	68	16	22	0	12	0	0	0	197
	7:45 AM	11	72	0	0	103	21	15	0	6	0	0	0	228
	8:00 AM	5	70	0	0	63	28	2	0	14	0	0	0	182
	8:15 AM	11	35	0	0	67	12	9	0	3	0	0	0	137
	8:30 AM	6	29	0	0	58	14	9	0	6	0	0	0	122
	8:45 AM	4	37	0	0	35	15	3	0	7	0	0	0	101
	VOLUMES	64	410	0	1	500	141	75	0	60	0	0	0	1,251
	APPROACH %	14%	86%	0%	0%	78%	22%	56%	0%	44%	0%	0%	0%	
APP/DEPART	474	/	486	642	/	560	135	/	0	0	/	205	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	37	257	0	1	297	86	46	0	39	0	0	0	763	
APPROACH %	13%	87%	0%	0%	77%	22%	54%	0%	46%	0%	0%	0%		
PEAK HR FACTOR	0.886			0.774			0.625			0.000			0.837	
APP/DEPART	294	/	304	384	/	336	85	/	0	0	/	123	0	
PM	4:00 PM	11	61	0	1	41	12	11	0	15	0	0	0	152
	4:15 PM	2	70	0	0	47	11	9	0	11	0	0	0	150
	4:30 PM	5	77	0	0	63	15	19	0	10	0	0	0	189
	4:45 PM	4	79	0	0	64	11	14	0	11	0	0	0	183
	5:00 PM	5	92	0	0	50	12	15	0	13	0	0	0	187
	5:15 PM	9	109	0	0	49	17	20	0	16	0	0	0	220
	5:30 PM	8	126	0	0	56	12	21	0	15	0	0	0	238
	5:45 PM	2	108	0	0	76	13	15	0	5	0	0	0	219
	VOLUMES	46	722	0	1	446	103	124	0	96	0	0	0	1,538
	APPROACH %	6%	94%	0%	0%	81%	19%	56%	0%	44%	0%	0%	0%	
APP/DEPART	768	/	847	550	/	543	220	/	0	0	/	148	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	24	435	0	0	231	54	71	0	49	0	0	0	864	
APPROACH %	5%	95%	0%	0%	81%	19%	59%	0%	41%	0%	0%	0%		
PEAK HR FACTOR	0.856			0.801			0.833			0.000			0.908	
APP/DEPART	459	/	506	285	/	281	120	/	0	0	/	77	0	

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



AM	7:00 AM	0	2	1	0	3
	7:15 AM	0	0	0	1	1
	7:30 AM	0	0	3	0	3
	7:45 AM	0	0	1	0	1
	8:00 AM	0	0	2	0	2
	8:15 AM	1	1	2	0	4
	8:30 AM	0	0	3	0	3
	8:45 AM	0	2	0	0	2
TOTAL	1	5	12	1	19	
PM	4:00 PM	4	1	0	0	5
	4:15 PM	0	0	0	0	0
	4:30 PM	1	3	0	0	4
	4:45 PM	1	2	0	0	3
	5:00 PM	0	1	0	3	4
	5:15 PM	0	2	4	0	6
	5:30 PM	1	3	1	0	5
	5:45 PM	0	2	1	1	4
TOTAL	7	14	6	4	31	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	2	1	0	3
0	0	0	1	1
0	0	3	0	3
0	0	1	0	1
0	0	2	0	2
1	1	2	0	4
0	0	3	0	3
0	2	0	0	2
1	5	12	1	19
4	1	0	0	5
0	0	0	0	0
1	3	0	0	4
1	2	0	0	3
0	1	0	3	4
0	2	4	0	6
1	3	1	0	5
0	2	1	1	4
7	14	6	4	31

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	2	1	0	3
0	0	0	1	1
0	0	2	0	2
0	0	0	0	0
0	0	0	0	0
1	0	2	0	3
0	0	1	0	1
0	1	0	0	1
1	3	6	1	11
4	1	0	0	5
0	0	0	0	0
0	3	0	0	3
0	2	0	0	2
0	1	0	3	4
0	2	1	0	3
0	2	1	0	3
0	2	1	1	4
4	13	3	4	24

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	1	0	1
0	0	2	0	2
0	1	0	0	1
0	0	2	0	2
0	1	0	0	1
0	2	6	0	8
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
0	0	3	0	3
1	1	0	0	2
0	0	0	0	0
3	1	3	0	7

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION: Montebello
NORTH & SOUTH: Bluff
EAST & WEST: Mines

PROJECT #: SC0663
LOCATION #: 45
CONTROL: STOP ALL

NOTES:	AM PM MD OTHER OTHER	◀ W	N S	E ▶
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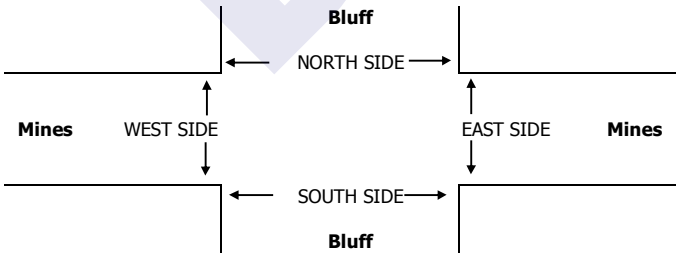
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Bluff NL	Bluff NT	Bluff NR	Bluff SL	Bluff ST	Bluff SR	Mines EL	Mines ET	Mines ER	Mines WL	Mines WT	Mines WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	16	47	0	0	40	10	11	0	8	0	0	0	132	0	0	0	0	0
	7:15 AM	11	44	0	0	47	25	11	0	9	0	0	0	147	0	0	0	0	0
	7:30 AM	26	58	0	0	51	34	14	0	18	0	0	0	201	0	0	0	0	0
	7:45 AM	15	62	0	0	64	37	32	0	20	0	1	0	231	0	0	0	0	0
	8:00 AM	5	52	0	0	57	24	16	0	8	0	0	0	162	0	0	0	0	0
	8:15 AM	7	33	0	0	48	22	14	0	5	0	0	0	129	0	0	0	0	0
	8:30 AM	4	24	0	0	49	13	8	0	10	0	0	0	108	0	0	0	0	0
	8:45 AM	7	36	0	0	31	9	7	0	9	0	0	0	99	0	0	0	0	0
	VOLUMES	91	356	0	0	387	174	113	0	87	0	1	0	1,209	0	0	0	0	0
	APPROACH %	20%	80%	0%	0%	69%	31%	57%	0%	44%	0%	100%	0%		0	0	0	0	0
APP/DEPART	447	/	469	561	/	474	200	/	0	1	/	266	0	0	0	0	0	0	
BEGIN PEAK HR	7:15 AM																		
VOLUMES	57	216	0	0	219	120	73	0	55	0	1	0	741	0	0	0	0	0	
APPROACH %	21%	79%	0%	0%	65%	35%	57%	0%	43%	0%	100%	0%		0	0	0	0	0	
PEAK HR FACTOR	0.813			0.839			0.615			0.250			0.802						
APP/DEPART	273	/	289	339	/	274	128	/	0	1	/	178	0	0	0	0	0	0	
PM	4:00 PM	9	61	0	0	53	10	18	0	16	0	0	0	167	0	0	0	0	0
	4:15 PM	11	60	0	0	45	13	14	0	13	0	0	0	156	0	0	0	0	0
	4:30 PM	14	48	0	0	58	12	32	0	9	0	0	0	173	0	0	0	0	0
	4:45 PM	12	67	0	0	54	15	15	0	22	0	0	0	185	0	0	0	0	0
	5:00 PM	11	62	0	0	52	16	33	0	19	0	0	0	193	0	0	0	0	0
	5:15 PM	7	88	0	0	48	13	30	0	20	0	0	0	206	0	0	0	0	0
	5:30 PM	14	90	0	0	54	12	47	0	18	0	0	0	235	0	0	0	0	0
	5:45 PM	9	86	0	0	61	22	26	0	25	0	0	0	229	0	0	0	0	0
	VOLUMES	87	562	0	0	425	113	215	0	142	0	0	0	1,544	0	0	0	0	0
	APPROACH %	13%	87%	0%	0%	79%	21%	60%	0%	40%	0%	0%	0%		0	0	0	0	0
APP/DEPART	649	/	777	538	/	567	357	/	0	0	/	200	0	0	0	0	0	0	
BEGIN PEAK HR	5:00 PM																		
VOLUMES	41	326	0	0	215	63	136	0	82	0	0	0	863	0	0	0	0	0	
APPROACH %	11%	89%	0%	0%	77%	23%	62%	0%	38%	0%	0%	0%		0	0	0	0	0	
PEAK HR FACTOR	0.882			0.837			0.838			0.000			0.918						
APP/DEPART	367	/	462	278	/	297	218	/	0	0	/	104	0	0	0	0	0	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL

AM	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	0	1	1	2
	8:00 AM	0	0	0	0	0
	8:15 AM	0	0	0	0	0
	8:30 AM	0	0	0	1	1
	8:45 AM	0	0	0	0	0
TOTAL	0	1	1	2	4	
PM	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	1	1
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	1	1
	5:45 PM	0	0	0	1	1
TOTAL	0	0	1	3	4	

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Sep 16, 15

LOCATION: Montebello
NORTH & SOUTH: Bluff
EAST & WEST: Washington

PROJECT #: SC0663
LOCATION #: 47
CONTROL: SIGNAL

NOTES:

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

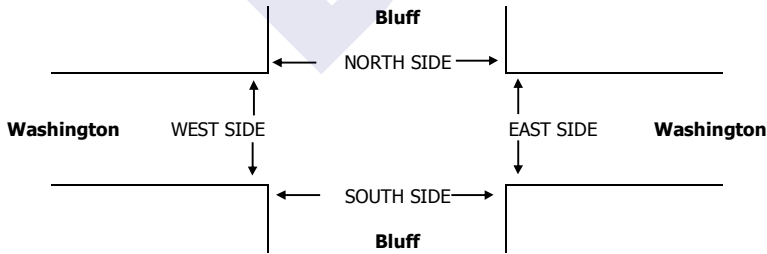
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1.5	0.5	1	1	3	0	1	3	0	

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

AM	7:00 AM	3	14	12	39	4	9	6	135	3	9	413	24	671
	7:15 AM	2	27	31	32	8	16	3	157	2	10	427	29	744
	7:30 AM	3	34	20	49	9	7	7	163	2	9	444	32	779
	7:45 AM	4	45	17	54	11	16	3	171	6	13	401	36	777
	8:00 AM	2	49	14	48	9	9	2	165	4	9	395	31	737
	8:15 AM	3	43	6	29	8	14	4	151	2	8	392	14	674
	8:30 AM	2	37	13	41	9	12	6	157	1	8	338	14	638
	8:45 AM	1	22	13	31	5	7	6	135	1	2	302	17	542
	VOLUMES	20	271	126	323	63	90	37	1,234	21	68	3,112	197	5,562
	APPROACH %	5%	65%	30%	68%	13%	19%	3%	96%	2%	2%	92%	6%	
APP/DEPART	417	/	504	476	/	152	1,292	/	1,683	3,377	/	3,223	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	11	155	82	183	37	48	15	656	14	41	1,667	128	3,037	
APPROACH %	4%	63%	33%	68%	14%	18%	2%	96%	2%	2%	91%	7%		
PEAK HR FACTOR	0.939			0.827			0.951			0.946			0.975	
APP/DEPART	248	/	298	268	/	92	685	/	921	1,836	/	1,726	0	
PM	4:00 PM	0	12	23	64	7	7	17	318	0	9	201	28	686
	4:15 PM	1	20	17	40	10	11	9	334	3	11	170	40	666
	4:30 PM	3	18	25	65	13	7	6	327	2	12	185	37	700
	4:45 PM	5	25	10	68	6	10	19	357	2	12	177	41	732
	5:00 PM	7	32	25	65	12	6	11	374	1	9	191	39	772
	5:15 PM	2	31	20	78	10	5	23	365	3	15	168	42	762
	5:30 PM	4	27	20	69	11	9	17	358	0	13	194	38	760
	5:45 PM	3	18	30	53	9	13	21	333	4	9	182	29	704
	VOLUMES	25	183	170	502	78	68	123	2,766	15	90	1,468	294	5,782
	APPROACH %	7%	48%	45%	77%	12%	10%	4%	95%	1%	5%	79%	16%	
APP/DEPART	378	/	598	648	/	176	2,904	/	3,445	1,852	/	1,563	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	18	115	75	280	39	30	70	1,454	6	49	730	160	3,026	
APPROACH %	9%	55%	36%	80%	11%	9%	5%	95%	0%	5%	78%	17%		
PEAK HR FACTOR	0.813			0.938			0.978			0.958			0.980	
APP/DEPART	208	/	343	349	/	91	1,530	/	1,812	939	/	780	0	

0	0	0	0	0
0	0	0	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	1
0	0	0	0	0
0	0	0	1	1
0	0	1	2	3
0	0	0	1	1
0	0	2	7	9



AM	7:00 AM	0	1	0	1	2
	7:15 AM	0	2	1	0	3
	7:30 AM	0	1	0	2	3
	7:45 AM	0	1	0	2	3
	8:00 AM	0	0	0	1	1
	8:15 AM	0	0	0	1	1
	8:30 AM	0	1	0	0	1
	8:45 AM	0	1	0	0	1
TOTAL	0	7	1	7	15	
PM	4:00 PM	3	0	0	1	4
	4:15 PM	0	2	0	0	2
	4:30 PM	0	2	0	1	3
	4:45 PM	0	0	0	1	1
	5:00 PM	0	2	0	0	2
	5:15 PM	0	1	2	2	5
	5:30 PM	1	1	0	1	3
	5:45 PM	0	0	0	0	0
TOTAL	4	8	2	6	20	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	1	0	1	2
0	2	1	0	3
0	1	0	2	3
0	1	0	2	3
0	0	0	1	1
0	0	0	1	1
0	1	0	0	1
0	1	0	0	1
0	7	1	7	15
3	0	0	1	4
0	2	0	0	2
0	2	0	1	3
0	0	0	1	1
0	2	0	0	2
0	1	2	2	5
1	1	0	1	3
0	0	0	0	0
4	8	2	6	20

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	1	0	1	2
0	1	0	0	1
0	0	0	1	1
0	0	0	2	2
0	0	0	1	1
0	0	0	1	1
0	0	0	0	0
0	1	0	0	1
0	3	0	6	9
3	0	0	1	4
0	1	0	0	1
0	1	0	1	2
0	0	0	1	1
0	2	0	0	2
0	1	2	2	5
1	1	0	0	2
0	0	0	0	0
4	6	2	5	17

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	1	1	0	2
0	1	0	1	2
0	1	0	0	1
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
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	2	0	1	3

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015

CITY: Montebello

JOB #: SC0663

LOCATION: Garfield between Olympic and Ferguson

AM TIME								TOTAL	PM Time								TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	57	2	1	0	0	0	0	60	12:00	174	7	2	4	0	2	189	
0:15	39	3	0	1	0	1	1	44	12:15	155	12	0	8	0	3	178	
0:30	61	0	0	2	0	1	1	64	12:30	190	13	1	4	0	4	212	
0:45	22	2	0	2	0	0	0	26	12:45	172	12	1	9	0	2	196	
1:00	28	0	0	4	0	0	0	32	13:00	150	17	1	10	0	4	182	
1:15	44	1	0	2	0	0	0	47	13:15	183	17	0	2	0	2	204	
1:30	21	1	0	2	0	0	0	24	13:30	205	21	2	9	0	4	241	
1:45	22	0	0	1	0	0	0	23	13:45	180	11	0	2	0	4	197	
2:00	34	1	0	1	0	0	0	36	14:00	165	17	0	7	0	3	192	
2:15	29	0	1	2	0	0	0	32	14:15	232	12	2	0	0	4	250	
2:30	33	0	0	0	0	0	0	33	14:30	250	14	0	4	0	3	271	
2:45	22	2	3	1	0	0	0	28	14:45	228	11	3	9	0	5	256	
3:00	19	1	2	0	0	0	0	22	15:00	245	13	2	1	0	4	265	
3:15	25	0	0	2	0	0	0	27	15:15	212	12	0	3	0	3	230	
3:30	22	1	1	1	0	0	0	25	15:30	275	9	1	4	0	5	294	
3:45	40	0	0	5	0	1	1	46	15:45	249	10	2	6	0	4	271	
4:00	27	2	0	1	0	0	0	30	16:00	268	9	1	1	0	4	283	
4:15	35	1	0	1	0	2	2	39	16:15	230	9	2	9	0	4	254	
4:30	43	2	0	5	0	0	0	50	16:30	280	7	1	4	0	2	294	
4:45	39	0	0	5	0	2	2	46	16:45	276	7	1	3	0	3	290	
5:00	55	2	0	0	0	0	0	57	17:00	379	8	0	2	0	7	396	
5:15	32	2	0	4	0	2	2	40	17:15	331	7	0	3	0	3	344	
5:30	54	1	1	3	0	3	3	62	17:30	331	10	0	1	0	5	347	
5:45	66	8	0	4	0	2	2	80	17:45	293	4	1	4	0	4	306	
6:00	80	6	0	5	0	3	3	94	18:00	296	10	0	3	0	4	313	
6:15	74	7	1	4	0	4	4	90	18:15	300	3	1	3	0	3	310	
6:30	110	7	0	1	0	7	7	125	18:30	268	3	0	2	0	6	279	
6:45	130	7	1	8	0	3	3	149	18:45	267	3	0	3	0	4	277	
7:00	150	14	0	8	0	2	2	174	19:00	208	2	0	0	0	1	211	
7:15	164	17	1	7	0	5	5	194	19:15	202	2	1	1	1	6	213	
7:30	197	14	1	8	0	2	2	222	19:30	182	6	0	1	0	1	190	
7:45	160	9	2	1	0	3	3	175	19:45	156	0	1	2	0	2	161	
8:00	149	8	0	5	0	5	5	167	20:00	167	5	0	0	0	5	177	
8:15	157	18	1	5	0	7	7	188	20:15	139	7	0	3	0	4	153	
8:30	150	9	2	7	0	3	3	171	20:30	143	3	0	4	0	1	151	
8:45	184	16	1	3	0	6	6	210	20:45	136	2	0	1	0	1	140	
9:00	147	10	2	3	0	4	4	166	21:00	112	2	0	0	0	3	117	
9:15	118	14	4	8	0	2	2	146	21:15	115	1	0	1	0	4	121	
9:30	94	16	2	5	0	4	4	121	21:30	105	1	1	3	0	1	111	
9:45	135	19	1	9	0	4	4	168	21:45	91	1	0	0	0	1	93	
10:00	128	16	2	11	0	5	5	162	22:00	111	1	0	2	0	2	116	
10:15	140	18	1	7	0	1	1	167	22:15	93	0	0	2	0	1	96	
10:30	134	14	2	12	1	3	3	166	22:30	82	1	0	1	0	2	86	
10:45	141	17	1	5	0	2	2	166	22:45	85	3	0	2	0	1	91	
11:00	121	9	0	6	0	2	2	138	23:00	40	0	0	5	0	1	46	
11:15	149	7	1	6	0	4	4	167	23:15	35	1	0	1	0	2	39	
11:30	157	10	1	4	0	1	1	173	23:30	61	0	0	2	0	1	64	
11:45	194	14	1	3	0	5	5	217	23:45	26	2	3	1	0	0	32	
TOTAL	4,232	328	37	190	1	101		4,889	TOTAL	9,073	328	30	152	1	145	9,729	

AM PEAK HOUR 7:00 AM
AM PEAK VOLUME 765

AM PEAK HOUR 5:00 PM
AM PEAK VOLUME 1,393

CLASS	DESCRIPTION	TOTAL: AM+PM							TOTAL
		1	2	3	4	5	6		
CLASS 1	PASSENGER VEHICLES	13,305	656	67	342	2	246	14,618	
CLASS 2	2-AXLE TRUCKS	91.0%	4.5%	0.5%	2.3%	0.0%	1.7%	100.0%	
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								
TOTAL: ALL		28,868	1,584	216	763	7	486	31,924	
% OF TOTAL		90.4%	5.0%	0.7%	2.4%	0.0%	1.5%	100.0%	

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
JOB #: SC0663

CITY: Montebello
LOCATION: Garfield between Olympic and Ferguson

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	32	0	0	3	0	1	36	12:00	187	21	4	2	0	3	217
0:15	27	0	0	2	0	0	29	12:15	169	20	2	10	0	2	203
0:30	22	1	0	3	0	1	27	12:30	175	19	2	6	0	5	207
0:45	22	1	1	2	0	0	26	12:45	206	20	4	5	0	3	238
1:00	21	0	0	1	0	0	22	13:00	189	13	1	15	0	4	222
1:15	22	0	1	2	0	0	25	13:15	253	23	3	1	0	3	283
1:30	14	0	0	1	0	0	15	13:30	197	27	9	4	0	3	240
1:45	27	1	0	3	0	0	31	13:45	245	20	1	7	0	3	276
2:00	11	2	0	1	0	0	14	14:00	207	23	1	13	0	2	246
2:15	21	0	0	3	0	1	25	14:15	210	22	3	5	1	4	245
2:30	20	0	0	1	0	0	21	14:30	195	18	1	8	0	5	227
2:45	27	1	0	5	0	0	33	14:45	234	24	4	8	0	3	273
3:00	22	1	1	1	0	0	25	15:00	197	15	5	1	0	0	218
3:15	29	0	1	1	0	0	31	15:15	218	18	1	7	0	6	250
3:30	52	1	1	2	0	0	56	15:30	261	32	4	15	0	5	317
3:45	56	2	0	1	0	1	60	15:45	258	37	4	13	0	2	314
4:00	36	0	1	0	0	0	37	16:00	252	27	4	10	0	4	297
4:15	56	2	0	2	0	1	61	16:15	286	24	3	9	0	2	324
4:30	99	1	1	2	0	2	105	16:30	284	16	8	3	0	6	317
4:45	118	0	1	2	0	0	121	16:45	268	26	7	8	0	5	314
5:00	90	4	2	1	0	1	98	17:00	302	18	4	8	0	5	337
5:15	151	4	1	3	0	1	160	17:15	273	18	0	8	0	3	302
5:30	218	8	0	2	0	3	231	17:30	346	16	7	2	0	5	376
5:45	194	6	1	1	0	3	205	17:45	256	11	4	8	0	2	281
6:00	165	3	0	3	0	2	173	18:00	302	9	1	6	0	5	323
6:15	182	9	1	4	0	5	201	18:15	296	6	2	8	0	2	314
6:30	237	6	0	2	1	5	251	18:30	211	8	2	7	0	6	234
6:45	293	7	1	3	0	5	309	18:45	235	13	3	5	1	4	261
7:00	242	5	0	3	0	6	256	19:00	205	8	1	5	0	4	223
7:15	278	6	0	4	0	5	293	19:15	209	5	1	3	0	5	223
7:30	297	8	1	1	0	4	311	19:30	158	8	0	4	1	1	172
7:45	334	12	1	8	0	4	359	19:45	138	3	0	2	0	2	145
8:00	308	14	1	4	0	8	335	20:00	132	6	0	4	0	3	145
8:15	309	18	0	3	0	5	335	20:15	140	3	2	3	0	1	149
8:30	292	13	1	5	0	5	316	20:30	134	0	1	0	0	2	137
8:45	286	13	1	8	0	3	311	20:45	129	4	1	0	0	2	136
9:00	212	15	2	6	0	3	238	21:00	112	2	1	4	0	1	120
9:15	199	16	4	7	0	3	229	21:15	106	3	0	0	0	1	110
9:30	190	14	3	4	0	4	215	21:30	86	3	0	5	0	1	95
9:45	193	14	2	5	0	2	216	21:45	90	0	1	1	0	1	93
10:00	170	17	1	10	1	3	202	22:00	93	0	0	3	0	1	97
10:15	183	19	3	3	0	3	211	22:15	65	2	1	2	0	0	70
10:30	165	16	1	1	0	4	187	22:30	62	0	0	1	0	1	64
10:45	149	15	4	9	0	1	178	22:45	51	0	1	1	0	2	55
11:00	191	21	2	3	0	3	220	23:00	56	2	0	1	0	1	60
11:15	153	15	1	8	0	3	180	23:15	56	2	0	2	0	1	61
11:30	170	11	2	11	0	2	196	23:30	22	1	0	3	0	1	27
11:45	180	9	1	10	0	4	204	23:45	42	1	0	5	0	0	48
TOTAL	6,765	331	45	170	2	107	7,420	TOTAL	8,798	597	104	251	3	133	9,886

AM PEAK HOUR 7:45 AM
AM PEAK VOLUME 1,345

AM PEAK HOUR 4:45 PM
AM PEAK VOLUME 1,329

CLASS 1 PASSENGER VEHICLES	TOTAL: AM+PM	15,563	928	149	421	5	240	17,306
CLASS 2 2-AXLE TRUCKS	% OF TOTAL	89.9%	5.4%	0.9%	2.4%	0.0%	1.4%	100.0%
CLASS 3 3-AXLE TRUCKS								
CLASS 4 4 OR MORE AXLE TRUCKS								
CLASS 5 RV								
CLASS 6 BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
 JOB #: SC0663

CITY: Montebello
 LOCATION: Bluff between Beach and Washington

AM TIME								TOTAL	PM Time								TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	8	0	0	0	0	0	0	8	12:00	42	1	0	0	0	0	0	43
0:15	7	0	0	0	0	0	0	7	12:15	45	5	0	0	0	0	0	50
0:30	11	0	0	0	0	0	0	11	12:30	29	0	0	0	0	0	0	29
0:45	3	0	0	0	0	0	0	3	12:45	38	3	0	0	0	0	1	42
1:00	2	0	0	0	0	0	0	2	13:00	53	1	1	0	0	0	0	55
1:15	4	0	0	0	0	0	0	4	13:15	38	4	0	0	0	0	0	42
1:30	4	0	0	0	0	0	0	4	13:30	53	1	0	0	0	0	0	54
1:45	0	0	0	0	0	0	0	0	13:45	47	2	0	1	0	0	0	50
2:00	11	0	0	0	0	0	0	11	14:00	40	2	0	0	0	0	0	42
2:15	6	0	0	0	0	0	0	6	14:15	57	1	0	0	0	0	0	58
2:30	2	0	0	0	0	0	0	2	14:30	42	4	0	0	0	0	1	47
2:45	0	0	0	0	0	0	0	0	14:45	61	1	1	0	0	0	0	63
3:00	1	0	0	0	0	0	0	1	15:00	55	3	0	0	0	0	0	58
3:15	4	0	0	0	0	0	0	4	15:15	52	1	0	0	0	0	0	53
3:30	0	0	0	0	0	0	0	0	15:30	42	2	2	0	0	0	0	46
3:45	1	0	0	0	0	0	0	1	15:45	71	0	0	1	0	0	0	72
4:00	3	0	0	0	0	0	0	3	16:00	60	1	0	0	0	0	0	61
4:15	6	0	0	0	0	0	0	6	16:15	63	2	0	0	0	0	0	65
4:30	8	1	0	0	0	0	0	9	16:30	64	1	0	1	0	0	1	67
4:45	11	0	0	0	0	0	0	11	16:45	77	1	0	0	0	0	0	78
5:00	5	1	0	0	0	0	0	6	17:00	70	1	0	0	0	0	0	71
5:15	6	0	0	0	0	0	0	6	17:15	88	4	0	0	0	0	0	92
5:30	5	1	0	0	0	0	0	6	17:30	82	6	0	0	0	0	0	88
5:45	10	0	0	0	0	0	0	10	17:45	81	0	0	0	0	0	0	81
6:00	16	0	0	0	0	0	0	16	18:00	80	0	0	0	0	0	0	80
6:15	19	0	0	0	0	0	0	19	18:15	65	0	1	0	0	0	0	66
6:30	34	0	0	0	0	0	0	34	18:30	86	0	0	0	0	0	0	86
6:45	34	0	0	0	0	0	0	34	18:45	60	2	0	0	0	0	0	62
7:00	55	2	0	0	0	0	0	57	19:00	48	0	1	0	0	0	0	49
7:15	72	0	0	0	0	0	0	72	19:15	48	2	0	0	0	0	0	50
7:30	87	1	1	0	0	0	0	89	19:30	35	2	0	0	0	0	0	37
7:45	77	1	0	0	0	0	0	78	19:45	41	0	0	0	0	0	0	41
8:00	57	1	0	0	0	0	0	58	20:00	58	0	0	0	0	0	0	58
8:15	46	3	0	0	0	0	2	51	20:15	29	0	0	0	0	0	0	29
8:30	40	1	0	0	0	0	1	42	20:30	40	1	0	0	0	0	0	41
8:45	42	1	0	0	0	0	0	43	20:45	32	0	0	0	0	0	0	32
9:00	32	2	0	1	0	0	0	35	21:00	40	0	0	0	0	0	0	40
9:15	35	3	0	0	0	0	0	38	21:15	44	0	0	0	0	0	0	44
9:30	35	3	0	0	0	0	1	39	21:30	27	0	0	0	0	0	0	27
9:45	23	0	0	0	1	0	0	24	21:45	26	0	0	0	0	0	0	26
10:00	27	5	0	0	0	0	0	32	22:00	27	0	0	0	0	0	0	27
10:15	30	2	0	0	0	0	0	32	22:15	18	0	0	0	0	0	0	18
10:30	37	2	0	0	0	0	0	39	22:30	27	0	0	0	0	0	0	27
10:45	33	2	0	0	0	0	0	35	22:45	15	0	0	0	0	0	0	15
11:00	27	0	0	0	0	0	0	27	23:00	12	0	0	0	0	0	0	12
11:15	28	0	0	0	0	0	0	28	23:15	13	0	0	0	0	0	0	13
11:30	24	2	0	0	0	0	0	26	23:30	12	0	0	0	0	0	0	12
11:45	39	3	0	1	0	0	0	43	23:45	10	0	0	0	0	0	0	10
TOTAL	1,067	37	1	2	1	4		1,112	TOTAL	2,243	54	6	3	0	3		2,309

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 297

AM PEAK HOUR 5:15 PM
AM PEAK VOLUME 341

CLASS	DESCRIPTION	TOTAL: AM+PM							TOTAL
		1	2	3	4	5	6	7	
CLASS 1	PASSENGER VEHICLES	3,310	91	7	5	1	7	3,421	
CLASS 2	2-AXLE TRUCKS	96.8%	2.7%	0.2%	0.1%	0.0%	0.2%	100.0%	
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								
TOTAL: ALL		6,804	183	11	8	1	18	7,025	
% OF TOTAL		96.9%	2.6%	0.2%	0.1%	0.0%	0.3%	100.0%	

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
 JOB #: SC0663

CITY: Montebello
 LOCATION: Bluff between Beach and Washington

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	4	0	0	0	0	0	4	12:00	40	1	0	0	0	0	41
0:15	5	0	0	0	0	0	5	12:15	26	3	0	0	0	29	
0:30	4	0	0	0	0	0	4	12:30	37	1	0	0	0	38	
0:45	2	0	0	0	0	0	2	12:45	45	5	0	0	0	50	
1:00	0	0	0	0	0	0	0	13:00	47	1	0	0	0	48	
1:15	1	0	0	0	0	0	1	13:15	33	4	0	0	0	37	
1:30	2	0	0	0	0	0	2	13:30	45	3	0	0	0	49	
1:45	3	1	0	0	0	0	4	13:45	46	1	0	0	0	47	
2:00	4	0	0	0	0	0	4	14:00	54	1	0	0	4	59	
2:15	3	0	0	0	0	0	3	14:15	63	4	0	0	0	68	
2:30	4	0	0	0	0	0	4	14:30	54	3	0	1	0	58	
2:45	2	0	0	0	0	0	2	14:45	43	0	0	0	0	43	
3:00	2	0	0	0	0	0	2	15:00	44	2	0	0	0	46	
3:15	3	0	0	0	0	0	3	15:15	53	0	0	0	1	54	
3:30	5	0	0	0	0	0	5	15:30	60	1	0	0	0	63	
3:45	5	0	0	0	0	0	5	15:45	77	1	0	0	0	78	
4:00	4	0	0	0	0	0	4	16:00	65	3	1	0	0	69	
4:15	14	0	0	0	0	0	14	16:15	63	5	0	0	0	68	
4:30	17	0	0	0	0	0	17	16:30	82	1	0	0	0	83	
4:45	11	0	0	0	0	0	11	16:45	86	1	0	0	0	87	
5:00	3	0	0	0	0	0	3	17:00	80	3	0	0	0	83	
5:15	21	0	0	0	0	0	21	17:15	88	1	0	1	0	90	
5:30	22	0	0	0	0	0	22	17:30	84	0	0	0	0	84	
5:45	27	1	1	0	0	0	29	17:45	77	1	0	0	0	78	
6:00	22	0	0	0	0	0	22	18:00	88	1	0	0	0	89	
6:15	46	2	0	0	0	0	48	18:15	91	1	0	0	0	92	
6:30	40	0	0	0	0	0	40	18:30	88	1	0	0	0	89	
6:45	59	1	0	0	0	0	60	18:45	58	0	0	0	0	58	
7:00	45	3	0	0	0	1	49	19:00	58	2	0	0	0	60	
7:15	56	0	0	0	0	1	57	19:15	64	1	1	0	0	66	
7:30	69	0	0	0	0	0	69	19:30	30	1	0	0	0	31	
7:45	78	1	0	0	0	0	79	19:45	39	2	0	0	0	41	
8:00	73	1	0	0	0	0	74	20:00	38	0	0	0	0	38	
8:15	55	2	0	0	0	0	57	20:15	37	0	0	0	0	37	
8:30	51	4	0	0	0	0	55	20:30	33	0	0	0	0	33	
8:45	42	1	1	0	0	0	44	20:45	35	0	0	0	0	35	
9:00	39	1	0	1	0	0	41	21:00	24	0	0	0	0	24	
9:15	35	2	0	0	0	0	37	21:15	38	0	0	0	0	38	
9:30	32	2	0	0	0	0	34	21:30	29	0	0	0	0	29	
9:45	24	2	0	0	0	0	26	21:45	28	0	0	0	0	28	
10:00	36	1	0	0	0	0	37	22:00	18	0	0	0	0	18	
10:15	40	1	0	0	0	0	41	22:15	20	0	0	0	0	20	
10:30	31	3	0	0	0	0	34	22:30	23	0	0	0	0	23	
10:45	33	3	0	0	0	0	36	22:45	13	0	0	0	0	13	
11:00	44	1	0	0	0	0	45	23:00	11	0	0	0	0	11	
11:15	33	0	0	0	0	0	33	23:15	6	0	0	0	0	6	
11:30	39	2	0	0	0	0	41	23:30	9	0	0	0	0	9	
11:45	30	2	0	0	0	0	32	23:45	4	0	0	0	0	4	
TOTAL	1,220	37	2	1	0	2	1,262	TOTAL	2,274	55	2	2	0	9	2,342

AM PEAK HOUR 7:30 AM
AM PEAK VOLUME 279

AM PEAK HOUR 5:45 PM
AM PEAK VOLUME 348

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	3,494	92	4	3	0	11	3,604
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	96.9%	2.6%	0.1%	0.1%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
 JOB #: SC0663

CITY: Montebello
 LOCATION: Vail between UPRR tracks and Beach

AM TIME								TOTAL	PM Time								TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	11	0	0	4	0	0	15	12:00	57	5	0	4	0	0	66		
0:15	9	0	0	1	0	0	10	12:15	49	8	0	2	0	0	59		
0:30	6	0	0	3	0	0	9	12:30	44	2	0	0	0	0	46		
0:45	6	0	0	2	0	0	8	12:45	44	8	0	8	0	0	60		
1:00	2	0	0	1	0	0	3	13:00	49	5	1	3	0	0	58		
1:15	3	0	0	2	0	0	5	13:15	41	6	1	4	0	0	52		
1:30	5	0	0	2	0	0	7	13:30	58	5	0	4	0	2	69		
1:45	4	0	0	2	0	0	6	13:45	71	6	0	2	0	0	79		
2:00	8	0	1	1	0	0	10	14:00	58	3	1	4	0	0	66		
2:15	6	1	0	2	0	0	9	14:15	61	6	0	3	0	0	70		
2:30	3	0	0	1	0	0	4	14:30	108	3	0	2	0	0	113		
2:45	4	2	1	2	0	0	8	14:45	74	7	0	4	0	1	86		
3:00	7	0	0	2	0	0	9	15:00	83	7	0	4	0	0	94		
3:15	4	0	0	1	0	0	5	15:15	56	4	0	7	0	0	67		
3:30	3	0	0	3	0	0	6	15:30	84	5	0	2	0	2	93		
3:45	6	0	0	4	0	0	10	15:45	65	7	0	5	0	0	77		
4:00	7	0	0	3	0	0	10	16:00	74	4	0	2	0	1	81		
4:15	4	0	0	5	0	0	9	16:15	74	7	0	2	0	0	83		
4:30	15	0	0	3	0	0	18	16:30	95	3	0	2	0	0	100		
4:45	12	0	0	6	0	0	18	16:45	90	2	0	1	0	0	93		
5:00	9	0	0	2	0	0	11	17:00	124	5	0	1	0	0	130		
5:15	10	0	0	2	0	0	12	17:15	92	7	0	4	0	1	104		
5:30	19	0	0	3	0	0	22	17:30	109	3	0	3	0	0	115		
5:45	25	4	0	2	0	0	31	17:45	84	4	0	3	0	0	91		
6:00	26	1	0	5	0	0	32	18:00	67	1	0	4	0	0	72		
6:15	29	0	0	2	0	1	32	18:15	72	1	0	5	0	0	78		
6:30	36	3	0	3	0	0	42	18:30	60	3	0	1	0	1	65		
6:45	64	1	0	0	0	0	65	18:45	49	4	0	3	0	0	56		
7:00	83	4	1	2	0	1	91	19:00	48	4	0	2	0	0	54		
7:15	92	3	1	2	0	1	99	19:15	44	6	0	1	0	0	51		
7:30	118	5	0	4	0	2	129	19:30	25	1	0	3	0	0	29		
7:45	95	2	0	3	0	0	100	19:45	36	2	0	1	0	0	39		
8:00	88	3	0	4	0	1	96	20:00	27	0	0	6	0	0	33		
8:15	65	7	0	3	0	1	76	20:15	31	2	0	5	0	0	38		
8:30	56	3	0	6	0	0	65	20:30	36	0	0	1	0	0	37		
8:45	53	4	0	3	0	0	60	20:45	37	2	0	3	0	0	42		
9:00	38	2	1	2	0	0	43	21:00	22	0	0	3	0	0	25		
9:15	34	3	0	5	0	0	42	21:15	17	0	0	3	0	0	20		
9:30	28	7	0	3	0	0	38	21:30	29	0	0	3	0	0	32		
9:45	30	4	0	6	0	0	40	21:45	21	1	0	1	0	0	23		
10:00	30	4	0	4	0	0	38	22:00	22	1	1	5	0	0	29		
10:15	30	6	0	1	0	0	37	22:15	11	1	0	3	0	0	15		
10:30	29	5	0	12	0	1	47	22:30	14	0	0	5	0	0	19		
10:45	38	3	0	2	0	1	44	22:45	16	0	0	4	0	0	20		
11:00	40	4	0	3	0	0	47	23:00	13	0	1	0	0	0	14		
11:15	43	8	0	4	0	0	55	23:15	9	0	0	3	0	0	12		
11:30	34	3	0	8	0	0	45	23:30	9	0	0	3	0	0	12		
11:45	42	6	0	3	0	1	52	23:45	9	0	0	4	0	0	13		
TOTAL	1,409	98	5	148	0	10	1,670	TOTAL	2,468	151	5	148	0	8	2,780		

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 424

AM PEAK HOUR 4:45 PM
AM PEAK VOLUME 442

CLASS	DESCRIPTION	TOTAL: AM+PM						
		1	2	3	4	5	6	TOTAL
CLASS 1	PASSENGER VEHICLES	3,877	249	10	296	0	18	4,450
CLASS 2	2-AXLE TRUCKS	87.1%	5.6%	0.2%	6.7%	0.0%	0.4%	100.0%
CLASS 3	3-AXLE TRUCKS							
CLASS 4	4 OR MORE AXLE TRUCKS							
CLASS 5	RV							
CLASS 6	Buses							
TOTAL: ALL		7,741	497	34	634	0	30	8,936
% OF TOTAL		86.6%	5.6%	0.4%	7.1%	0.0%	0.3%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
 JOB #: SC0663

CITY: Montebello
 LOCATION: Vail between UPRR tracks and Beach

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	11	0	0	1	0	0	12	12:00	66	4	0	0	0	0	70
0:15	4	1	0	1	0	0	6	12:15	51	1	0	6	0	0	58
0:30	5	1	1	0	0	0	7	12:30	47	7	1	10	0	0	65
0:45	3	1	0	2	0	0	6	12:45	37	7	0	5	0	0	49
1:00	4	0	0	2	0	0	6	13:00	46	5	1	5	0	0	57
1:15	4	1	0	5	0	0	10	13:15	48	1	1	4	0	0	54
1:30	4	1	0	4	0	0	9	13:30	49	8	1	4	0	0	62
1:45	9	0	0	2	0	0	11	13:45	47	6	0	6	0	0	59
2:00	3	0	0	0	0	0	3	14:00	61	3	0	6	0	0	70
2:15	4	1	0	0	0	0	5	14:15	50	4	1	3	0	0	58
2:30	2	0	0	2	0	0	4	14:30	51	5	1	3	0	0	60
2:45	6	0	0	1	0	0	7	14:45	51	5	1	3	0	1	61
3:00	4	0	0	2	0	0	6	15:00	90	4	0	4	0	0	98
3:15	4	1	0	6	0	0	11	15:15	64	7	1	2	0	0	74
3:30	9	0	0	3	0	0	12	15:30	59	1	1	3	0	0	64
3:45	8	1	0	3	0	0	12	15:45	88	1	0	6	0	0	95
4:00	3	0	0	1	0	0	4	16:00	76	8	1	4	0	0	89
4:15	7	0	0	7	0	0	14	16:15	87	6	1	6	0	1	101
4:30	18	0	0	3	0	0	21	16:30	88	5	0	5	0	1	99
4:45	18	1	0	4	0	0	23	16:45	76	7	0	8	0	0	91
5:00	26	2	0	2	0	0	30	17:00	110	2	0	7	0	1	120
5:15	15	1	0	7	0	0	23	17:15	85	2	0	5	0	0	92
5:30	54	0	0	2	0	0	56	17:30	105	4	1	6	0	0	116
5:45	64	1	0	4	0	0	69	17:45	100	4	0	3	0	0	107
6:00	30	2	1	1	0	0	34	18:00	69	0	0	3	0	0	72
6:15	23	5	0	2	0	0	30	18:15	80	3	0	3	0	1	87
6:30	39	2	0	3	0	0	44	18:30	77	2	0	1	0	0	80
6:45	72	5	0	6	0	1	84	18:45	70	1	0	1	0	0	72
7:00	60	3	1	1	0	0	65	19:00	52	1	0	2	0	0	55
7:15	77	4	0	3	0	2	86	19:15	53	1	0	5	0	0	59
7:30	97	3	0	2	0	1	103	19:30	41	2	0	4	0	0	47
7:45	109	5	0	3	0	1	118	19:45	38	4	1	3	0	0	46
8:00	70	3	0	3	0	0	76	20:00	28	3	0	3	0	0	34
8:15	61	8	0	5	0	0	74	20:15	32	1	1	3	0	0	37
8:30	51	6	0	3	0	1	61	20:30	22	0	0	4	0	0	26
8:45	54	2	0	2	0	0	58	20:45	22	2	0	5	0	0	29
9:00	43	7	1	6	0	0	57	21:00	14	2	0	6	0	0	22
9:15	41	6	0	6	0	0	53	21:15	29	0	0	0	0	0	29
9:30	37	4	0	2	0	0	43	21:30	18	0	0	3	0	0	21
9:45	43	5	2	2	0	0	52	21:45	30	0	0	4	0	0	34
10:00	28	3	0	3	0	0	34	22:00	22	0	0	3	0	0	25
10:15	26	7	0	5	0	0	38	22:15	8	1	0	0	0	0	9
10:30	28	1	0	1	0	0	30	22:30	8	0	4	2	0	0	14
10:45	40	3	0	8	0	0	51	22:45	9	2	0	3	0	0	14
11:00	45	6	0	3	0	0	54	23:00	14	0	0	3	0	0	17
11:15	22	6	0	3	0	0	31	23:15	7	1	0	1	0	0	9
11:30	34	3	0	10	0	0	47	23:30	7	0	0	2	0	1	10
11:45	47	3	0	10	0	0	60	23:45	16	0	0	3	0	0	19
TOTAL	1,466	115	6	157	0	6	1,750	TOTAL	2,398	133	18	181	0	6	2,736

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 383

AM PEAK HOUR 5:00 PM
AM PEAK VOLUME 435

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	3,864	248	24	338	0	12	4,486
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	86.1%	5.5%	0.5%	7.5%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015

CITY: Montebello

JOB #: SC0663

LOCATION: Washington between Vail and Maple

AM TIME								TOTAL	PM Time								TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	21	1	0	3	0	0	0	25	12:00	194	26	6	10	0	0	0	236
0:15	31	3	0	6	0	0	0	40	12:15	166	15	3	9	0	2	2	195
0:30	32	1	4	2	0	0	0	39	12:30	197	22	6	17	0	2	2	244
0:45	29	2	3	1	0	1	1	36	12:45	148	16	7	13	0	1	1	185
1:00	25	1	2	6	0	0	0	34	13:00	186	15	3	10	0	3	3	217
1:15	22	0	2	8	0	0	0	32	13:15	169	23	8	11	0	1	1	212
1:30	20	1	0	3	0	0	0	24	13:30	225	17	11	8	0	0	0	261
1:45	20	1	1	2	0	0	0	24	13:45	197	24	6	13	0	3	3	243
2:00	27	0	1	4	0	0	0	32	14:00	222	20	9	14	0	1	1	266
2:15	26	0	2	1	0	0	0	29	14:15	225	18	5	12	0	2	2	262
2:30	22	0	2	3	0	0	0	27	14:30	235	17	5	10	0	0	0	267
2:45	31	0	1	2	0	1	1	35	14:45	201	24	5	11	0	3	3	244
3:00	27	1	0	3	0	0	0	31	15:00	226	19	9	13	0	0	0	267
3:15	26	0	2	2	0	0	0	30	15:15	223	17	6	12	0	2	2	260
3:30	32	2	0	2	0	0	0	36	15:30	230	18	5	12	0	0	0	265
3:45	36	0	1	3	0	0	0	40	15:45	260	24	9	15	0	2	2	310
4:00	24	4	0	7	0	0	0	35	16:00	301	24	14	8	0	1	1	348
4:15	38	2	1	8	0	0	0	49	16:15	316	12	6	14	0	1	1	349
4:30	41	0	2	3	0	0	0	46	16:30	331	14	10	12	0	2	2	369
4:45	56	1	4	7	0	1	1	69	16:45	347	16	12	14	0	0	0	389
5:00	58	1	1	9	2	1	1	72	17:00	361	10	6	17	0	2	2	396
5:15	63	2	3	5	1	1	1	75	17:15	455	19	9	7	0	0	0	490
5:30	82	1	3	2	0	0	0	88	17:30	355	10	15	10	0	3	3	393
5:45	100	5	4	7	1	0	0	117	17:45	376	11	6	9	0	0	0	402
6:00	87	7	3	8	1	1	1	107	18:00	311	11	5	9	0	0	0	336
6:15	78	6	4	8	0	0	0	96	18:15	308	4	1	11	0	2	2	326
6:30	103	6	4	9	0	0	0	122	18:30	347	9	7	8	0	2	2	373
6:45	128	4	3	10	0	2	2	147	18:45	312	9	11	6	0	1	1	339
7:00	111	13	5	9	0	2	2	140	19:00	215	7	2	7	0	1	1	232
7:15	114	11	4	6	1	4	4	140	19:15	196	2	8	5	0	0	0	211
7:30	129	14	2	9	0	1	1	155	19:30	164	2	7	6	0	0	0	179
7:45	161	12	6	8	0	2	2	189	19:45	129	6	3	5	1	0	0	144
8:00	160	12	7	8	0	2	2	189	20:00	120	2	3	8	0	1	1	134
8:15	105	16	6	9	0	1	1	137	20:15	109	1	2	7	0	0	0	119
8:30	130	21	7	9	0	0	0	167	20:30	96	1	4	2	0	1	1	104
8:45	137	13	5	12	0	1	1	168	20:45	80	1	6	7	0	0	0	94
9:00	118	22	2	8	0	3	3	153	21:00	99	2	0	5	0	0	0	106
9:15	92	16	2	13	1	3	3	127	21:15	70	2	2	5	0	2	2	81
9:30	112	8	6	5	0	1	1	132	21:30	82	2	1	5	1	0	0	91
9:45	124	9	5	7	0	1	1	146	21:45	74	2	2	6	0	0	0	84
10:00	107	16	9	13	0	1	1	146	22:00	80	0	0	3	0	0	0	83
10:15	128	21	5	6	0	4	4	164	22:15	70	0	1	4	0	0	0	75
10:30	118	16	2	14	0	1	1	151	22:30	59	2	3	2	0	0	0	66
10:45	160	21	7	7	0	3	3	198	22:45	68	2	1	3	0	1	1	75
11:00	159	18	8	15	0	1	1	201	23:00	53	1	1	3	0	0	0	58
11:15	141	25	1	6	0	3	3	176	23:15	50	2	3	4	0	0	0	59
11:30	156	21	7	18	0	0	0	202	23:30	44	0	2	3	0	0	0	49
11:45	190	18	5	14	0	1	1	228	23:45	46	1	3	3	0	0	0	53
TOTAL	3,937	375	154	330	7	43		4,846	TOTAL	9,328	502	259	408	2	42		10,541

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 807

AM PEAK HOUR 5:00 PM
AM PEAK VOLUME 1,681

CLASS	DESCRIPTION	TOTAL: AM+PM						
		1	2	3	4	5	6	TOTAL
CLASS 1	PASSENGER VEHICLES	13,265	877	413	738	9	85	15,387
CLASS 2	2-AXLE TRUCKS	86.2%	5.7%	2.7%	4.8%	0.1%	0.6%	100.0%
CLASS 3	3-AXLE TRUCKS							
CLASS 4	4 OR MORE AXLE TRUCKS							
CLASS 5	RV							
CLASS 6	Buses							
TOTAL: ALL		26,736	1,720	849	1,483	14	191	30,993
% OF TOTAL		86.3%	5.5%	2.7%	4.8%	0.0%	0.6%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
JOB #: SC0663

CITY: Montebello
LOCATION: Washington between Vail and Maple

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	20	0	2	4	0	0	26	12:00	158	21	4	11	0	3	197
0:15	28	3	0	6	0	0	37	12:15	183	17	5	11	0	2	218
0:30	23	0	2	4	0	0	29	12:30	147	20	4	15	0	1	187
0:45	20	1	0	4	0	0	25	12:45	141	10	11	7	0	4	173
1:00	16	0	3	3	0	1	23	13:00	179	14	5	10	0	4	212
1:15	11	0	3	3	0	0	17	13:15	194	7	3	8	0	5	217
1:30	24	0	1	5	0	0	30	13:30	168	16	7	16	0	0	207
1:45	22	0	3	3	0	0	28	13:45	176	15	4	9	0	4	208
2:00	23	0	5	6	0	0	34	14:00	172	12	5	8	0	1	198
2:15	19	0	4	1	0	0	24	14:15	187	20	4	11	0	1	223
2:30	39	2	2	4	0	0	47	14:30	163	16	7	8	0	0	194
2:45	31	4	6	3	0	0	44	14:45	180	16	4	9	0	4	213
3:00	10	1	2	4	0	0	17	15:00	171	11	7	8	0	1	198
3:15	23	1	2	3	0	0	29	15:15	191	18	4	12	0	1	226
3:30	42	3	2	4	0	0	51	15:30	183	15	7	8	0	0	213
3:45	39	0	5	2	0	0	46	15:45	194	12	5	11	0	2	224
4:00	25	0	9	2	0	0	36	16:00	145	16	7	13	0	1	182
4:15	60	4	6	4	0	1	75	16:15	174	19	4	6	0	2	205
4:30	72	1	2	11	0	0	86	16:30	127	9	1	11	0	1	149
4:45	93	0	6	5	0	1	105	16:45	188	12	3	12	0	1	216
5:00	83	0	4	4	1	0	92	17:00	171	9	2	5	0	0	187
5:15	115	6	7	8	0	2	138	17:15	188	9	4	3	0	2	206
5:30	167	8	8	6	0	0	189	17:30	178	6	2	7	0	1	194
5:45	252	19	13	7	0	4	295	17:45	183	5	1	7	0	1	197
6:00	226	11	14	10	1	3	265	18:00	159	6	1	6	0	2	174
6:15	300	17	8	12	0	3	340	18:15	164	4	1	6	0	1	176
6:30	298	10	12	9	0	4	333	18:30	127	2	2	6	0	0	137
6:45	411	20	10	8	0	3	452	18:45	120	4	1	1	0	1	127
7:00	405	16	9	11	0	2	443	19:00	114	2	4	7	0	0	127
7:15	410	18	7	7	0	4	446	19:15	118	4	3	4	0	0	129
7:30	376	13	6	10	0	1	406	19:30	115	2	1	5	0	0	123
7:45	372	15	4	10	0	2	403	19:45	113	2	4	4	0	0	123
8:00	366	10	9	12	0	3	400	20:00	83	4	1	3	0	0	91
8:15	264	20	6	16	1	1	308	20:15	107	2	1	2	0	1	113
8:30	347	22	12	14	0	3	398	20:30	77	0	3	5	0	0	85
8:45	303	23	9	16	0	2	353	20:45	74	1	1	1	0	0	77
9:00	216	17	5	13	0	0	251	21:00	75	1	1	7	0	1	85
9:15	205	25	8	21	1	2	262	21:15	105	1	0	2	0	1	109
9:30	184	17	14	14	0	3	232	21:30	70	1	1	6	0	0	78
9:45	175	17	7	18	0	1	218	21:45	61	2	2	5	0	0	70
10:00	148	25	7	12	0	1	193	22:00	65	3	2	2	0	1	73
10:15	138	20	6	16	0	2	182	22:15	47	1	2	5	0	0	55
10:30	136	22	11	16	0	0	185	22:30	82	1	5	6	0	0	94
10:45	163	13	4	12	0	2	194	22:45	55	2	0	15	0	1	73
11:00	126	19	3	8	0	0	156	23:00	47	0	0	4	0	0	51
11:15	165	12	7	11	0	1	196	23:15	38	2	1	10	0	0	51
11:30	141	19	6	11	0	0	177	23:30	29	1	2	5	0	0	37
11:45	129	15	5	6	1	3	159	23:45	24	1	1	3	0	0	29
TOTAL	7,261	469	286	399	5	55	8,475	TOTAL	6,210	374	150	346	0	51	7,131

AM PEAK HOUR 6:45 AM
AM PEAK VOLUME 1,747

AM PEAK HOUR 3:00 PM
AM PEAK VOLUME 861

CLASS 1 PASSENGER VEHICLES	TOTAL: AM+PM	13,471	843	436	745	5	106	15,606
CLASS 2 2-AXLE TRUCKS	% OF TOTAL	86.3%	5.4%	2.8%	4.8%	0.0%	0.7%	100.0%
CLASS 3 3-AXLE TRUCKS								
CLASS 4 4 OR MORE AXLE TRUCKS								
CLASS 5 RV								
CLASS 6 BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015

CITY: Montebello

JOB #: SC0663

LOCATION: Maple between UPRR tracks and Olympic

AM TIME								TOTAL	PM Time								TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	7	1	0	0	0	0	0	8	12:00	31	3	0	0	0	0	0	34
0:15	4	1	0	0	0	0	0	5	12:15	22	4	0	0	0	0	0	26
0:30	3	0	0	0	0	0	0	3	12:30	38	2	0	0	0	0	0	40
0:45	5	0	0	0	0	0	0	5	12:45	23	2	0	0	0	0	1	26
1:00	3	0	0	0	0	0	0	3	13:00	37	2	0	0	0	1	0	40
1:15	4	0	0	0	0	0	0	4	13:15	36	3	0	0	0	0	1	40
1:30	2	1	0	0	0	0	0	3	13:30	51	8	0	1	0	0	0	60
1:45	5	0	0	0	0	0	0	5	13:45	26	3	0	1	0	0	0	30
2:00	2	0	0	0	0	0	0	2	14:00	39	1	1	0	0	0	1	42
2:15	3	0	0	1	0	0	0	4	14:15	42	2	0	0	0	0	0	44
2:30	0	0	0	0	0	0	0	0	14:30	55	5	1	0	0	0	1	62
2:45	2	0	0	0	0	0	0	2	14:45	77	3	0	0	0	0	0	80
3:00	2	0	0	0	0	0	0	2	15:00	86	3	1	1	0	0	0	91
3:15	1	0	0	0	0	0	0	1	15:15	57	0	0	0	0	0	0	57
3:30	1	0	0	0	0	0	0	1	15:30	36	1	0	0	0	0	0	37
3:45	3	1	0	0	0	0	0	4	15:45	52	2	2	0	0	0	0	56
4:00	1	1	0	0	0	0	0	2	16:00	59	1	1	0	0	0	0	61
4:15	3	1	0	0	0	0	0	4	16:15	49	1	0	2	0	0	1	53
4:30	3	1	0	0	0	0	0	4	16:30	41	4	0	1	0	0	0	46
4:45	4	0	0	0	0	0	0	4	16:45	46	3	0	0	0	0	0	49
5:00	3	0	0	0	0	0	0	3	17:00	77	3	1	1	0	0	0	82
5:15	6	0	1	0	0	0	0	7	17:15	58	3	0	1	0	0	0	62
5:30	10	1	0	0	0	0	0	11	17:30	59	2	0	0	0	0	0	61
5:45	9	1	0	0	0	0	0	10	17:45	58	4	0	0	0	0	0	62
6:00	13	1	1	0	0	0	0	15	18:00	73	1	0	0	0	0	0	74
6:15	9	0	0	0	0	0	0	9	18:15	53	1	0	2	0	0	0	56
6:30	14	3	0	1	0	0	1	19	18:30	38	0	0	0	0	0	0	38
6:45	30	1	0	1	0	0	3	35	18:45	37	1	0	0	0	0	0	38
7:00	29	5	0	0	0	0	0	34	19:00	48	1	0	1	0	0	0	50
7:15	53	3	0	1	0	0	0	57	19:15	36	2	0	1	0	0	0	39
7:30	85	2	0	0	0	0	0	87	19:30	41	1	0	0	0	0	0	42
7:45	110	1	1	1	0	0	0	113	19:45	21	1	0	0	0	0	0	22
8:00	59	4	0	0	0	0	0	63	20:00	24	1	0	0	0	0	0	25
8:15	38	0	1	1	0	0	1	41	20:15	23	0	0	1	0	0	0	24
8:30	27	3	0	0	0	0	0	30	20:30	46	1	0	0	0	0	0	47
8:45	32	3	0	0	0	0	0	35	20:45	42	0	0	0	0	0	0	42
9:00	29	1	0	1	0	0	0	31	21:00	16	0	0	0	0	0	0	16
9:15	25	5	0	0	0	0	0	30	21:15	34	0	0	0	0	0	0	34
9:30	30	2	0	1	0	0	0	33	21:30	22	0	0	0	0	0	0	22
9:45	17	5	1	0	1	0	0	24	21:45	12	1	0	0	0	0	0	13
10:00	28	3	1	1	0	0	0	33	22:00	10	1	0	0	0	0	0	11
10:15	26	3	0	0	0	0	0	29	22:15	12	2	0	0	0	0	0	14
10:30	23	0	0	0	0	0	0	23	22:30	11	1	0	0	0	0	0	12
10:45	31	1	0	1	0	0	0	33	22:45	11	0	0	0	0	0	0	11
11:00	32	4	0	0	0	0	0	36	23:00	9	1	0	0	0	0	0	10
11:15	28	5	0	0	0	0	0	33	23:15	7	1	0	1	0	0	0	9
11:30	28	0	0	0	0	0	0	28	23:30	5	0	0	0	0	0	0	5
11:45	31	3	1	0	0	0	1	36	23:45	4	0	0	0	0	0	0	4
TOTAL	913	67	7	10	1	6		1,004	TOTAL	1,790	82	7	14	1	5		1,899

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 320

AM PEAK HOUR 2:30 PM
AM PEAK VOLUME 290

CLASS	DESCRIPTION	TOTAL: AM+PM							TOTAL
		1	2	3	4	5	6		
CLASS 1	PASSENGER VEHICLES	2,703	149	14	24	2	11	2,903	
CLASS 2	2-AXLE TRUCKS	93.1%	5.1%	0.5%	0.8%	0.1%	0.4%	100.0%	
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								
TOTAL: ALL		5,468	319	34	43	2	42	5,908	
% OF TOTAL		92.6%	5.4%	0.6%	0.7%	0.0%	0.7%	100.0%	

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
JOB #: SC0663

CITY: Montebello
LOCATION: Maple between UPRR tracks and Olympic

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	5	1	0	0	0	0	6	12:00	41	4	0	0	0	0	46
0:15	3	1	0	0	0	0	4	12:15	36	0	0	0	0	0	36
0:30	2	2	0	0	0	0	4	12:30	28	5	0	0	0	1	34
0:45	7	2	0	1	0	0	10	12:45	45	1	0	0	0	0	46
1:00	2	0	0	0	0	0	2	13:00	44	2	0	0	0	0	46
1:15	3	0	0	0	0	0	3	13:15	56	3	0	0	0	1	60
1:30	1	0	0	1	0	0	2	13:30	61	1	0	0	0	0	62
1:45	0	0	0	1	0	0	1	13:45	42	4	0	0	0	0	46
2:00	1	0	0	0	0	0	1	14:00	35	1	0	0	0	1	37
2:15	3	0	0	0	0	0	3	14:15	36	3	1	0	0	0	40
2:30	1	0	0	0	0	0	1	14:30	56	2	1	0	0	0	59
2:45	1	0	0	0	0	0	1	14:45	63	2	1	1	0	0	67
3:00	2	0	0	0	0	0	2	15:00	61	1	4	0	0	2	68
3:15	1	0	0	1	0	0	2	15:15	63	5	0	0	0	6	74
3:30	2	1	0	0	0	0	3	15:30	32	3	0	0	0	2	37
3:45	4	1	0	0	0	0	5	15:45	52	2	1	0	0	0	55
4:00	2	1	0	0	0	0	3	16:00	43	3	2	2	0	0	50
4:15	7	0	0	0	0	0	7	16:15	45	4	0	0	0	0	49
4:30	8	0	0	0	0	0	8	16:30	53	4	0	0	0	0	57
4:45	9	2	0	0	0	0	11	16:45	54	4	1	1	0	0	60
5:00	9	1	0	0	0	0	10	17:00	54	5	0	0	0	0	59
5:15	5	0	0	0	0	0	5	17:15	64	5	0	0	0	0	69
5:30	15	0	0	0	0	0	15	17:30	60	0	0	1	0	0	61
5:45	16	0	0	0	0	1	17	17:45	64	3	0	0	0	0	67
6:00	20	0	0	0	0	0	20	18:00	70	0	0	2	0	0	72
6:15	16	1	0	0	0	0	17	18:15	73	3	0	0	0	1	77
6:30	18	2	0	0	0	0	20	18:30	61	2	0	1	0	0	64
6:45	29	3	1	0	0	2	35	18:45	42	0	0	0	0	0	42
7:00	35	2	0	0	0	1	38	19:00	55	1	0	0	0	0	56
7:15	40	2	0	0	0	0	42	19:15	31	1	0	0	0	0	32
7:30	60	1	1	0	0	1	63	19:30	39	3	0	0	0	0	42
7:45	67	3	0	0	0	0	70	19:45	31	6	0	0	0	0	37
8:00	50	2	0	1	0	0	53	20:00	23	3	0	0	0	0	26
8:15	49	1	1	0	0	3	54	20:15	20	0	0	0	0	0	20
8:30	58	4	1	0	0	4	67	20:30	31	0	0	0	0	0	31
8:45	29	4	0	0	0	5	38	20:45	15	1	0	0	0	0	16
9:00	35	5	0	0	0	0	40	21:00	25	0	0	0	0	0	25
9:15	29	4	1	1	0	0	35	21:15	17	0	0	0	0	0	17
9:30	24	0	0	0	0	0	24	21:30	20	1	0	0	0	0	21
9:45	23	2	0	0	0	0	25	21:45	14	0	0	0	0	0	14
10:00	36	5	0	1	0	0	42	22:00	13	0	0	0	0	0	13
10:15	31	3	1	1	0	0	36	22:15	6	1	0	0	0	0	7
10:30	36	3	1	0	0	0	40	22:30	6	0	0	1	0	0	7
10:45	26	5	0	0	0	0	31	22:45	5	1	0	0	0	0	6
11:00	25	5	1	1	0	0	32	23:00	8	2	1	0	0	0	11
11:15	30	1	0	0	0	0	31	23:15	6	1	0	0	0	0	7
11:30	43	3	0	0	0	0	46	23:30	4	0	0	0	0	0	4
11:45	32	2	0	0	0	0	34	23:45	12	2	0	1	0	0	15
TOTAL	950	75	8	9	0	17	1,059	TOTAL	1,815	95	12	10	0	14	1,946

AM PEAK HOUR 7:45 AM
AM PEAK VOLUME 244

AM PEAK HOUR 5:45 PM
AM PEAK VOLUME 280

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	2,765	170	20	19	0	31	3,005
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	92.0%	5.7%	0.7%	0.6%	0.0%	1.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
 JOB #: SC0663

CITY: Montebello
 LOCATION: Maple between UPRR tracks and Beach

AM TIME								TOTAL	PM Time								TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	6	2	0	0	0	0	0	8	12:00	31	4	0	2	0	1	38	
0:15	1	2	0	1	0	0	0	4	12:15	24	4	0	2	0	0	30	
0:30	5	1	0	0	0	0	0	6	12:30	52	3	0	4	0	0	59	
0:45	4	1	0	0	0	0	0	5	12:45	33	2	1	2	0	1	39	
1:00	0	0	0	1	0	0	0	1	13:00	33	3	0	0	0	0	36	
1:15	2	0	0	0	0	0	0	2	13:15	30	6	0	1	0	1	38	
1:30	1	2	0	0	0	0	0	3	13:30	40	3	0	1	0	0	44	
1:45	4	0	0	0	0	0	0	4	13:45	29	6	0	1	0	3	39	
2:00	0	0	0	1	0	0	0	1	14:00	29	1	0	2	0	0	32	
2:15	0	0	0	1	0	0	0	1	14:15	38	6	0	2	0	1	47	
2:30	0	0	0	0	0	0	0	0	14:30	52	10	1	0	0	0	63	
2:45	1	0	0	0	0	0	0	1	14:45	61	5	0	0	0	0	66	
3:00	2	1	0	0	0	0	0	3	15:00	41	6	0	1	0	1	49	
3:15	3	0	0	0	0	0	0	3	15:15	39	3	1	0	0	1	44	
3:30	5	0	0	1	0	0	0	6	15:30	44	7	0	0	0	2	53	
3:45	3	1	1	0	0	0	0	5	15:45	40	3	0	0	0	2	45	
4:00	1	3	0	0	0	0	0	4	16:00	41	3	1	1	0	1	47	
4:15	0	1	0	0	0	0	0	1	16:15	39	4	0	2	0	1	46	
4:30	7	1	0	0	0	0	0	8	16:30	29	3	0	1	0	2	35	
4:45	9	0	0	1	0	0	0	10	16:45	40	2	1	0	0	1	44	
5:00	4	0	0	0	0	0	0	4	17:00	52	1	0	1	0	0	54	
5:15	4	0	0	1	0	0	0	5	17:15	42	8	1	1	0	0	52	
5:30	8	0	0	0	0	0	1	9	17:30	39	1	0	1	0	1	42	
5:45	12	0	0	0	0	0	1	13	17:45	48	0	0	0	0	1	49	
6:00	11	0	0	0	0	0	1	12	18:00	49	1	0	0	0	0	50	
6:15	17	1	0	0	0	0	0	18	18:15	21	1	1	1	0	0	24	
6:30	12	1	0	0	0	0	1	14	18:30	23	3	0	0	0	1	27	
6:45	19	1	0	1	0	0	0	21	18:45	22	3	0	0	0	0	25	
7:00	33	2	1	1	0	1	1	38	19:00	32	1	0	1	0	0	34	
7:15	30	3	0	1	0	1	0	35	19:15	25	2	0	0	0	0	27	
7:30	31	2	1	3	0	0	0	37	19:30	33	5	0	1	0	0	39	
7:45	30	3	0	2	0	1	0	36	19:45	17	2	0	0	0	0	19	
8:00	29	4	2	1	0	0	0	36	20:00	15	2	0	0	0	0	17	
8:15	39	2	0	2	0	0	0	43	20:15	18	1	0	1	0	0	20	
8:30	24	1	1	1	0	1	0	28	20:30	55	1	0	1	0	0	57	
8:45	30	3	0	0	0	0	0	33	20:45	42	1	0	0	0	0	43	
9:00	19	3	0	2	0	1	0	25	21:00	25	2	0	0	0	0	27	
9:15	21	3	0	2	0	2	0	28	21:15	23	2	0	1	0	0	26	
9:30	26	10	0	1	0	2	0	39	21:30	14	0	0	0	0	0	14	
9:45	27	3	0	3	0	2	0	35	21:45	9	1	0	0	0	0	10	
10:00	23	2	0	1	0	1	0	27	22:00	12	1	0	0	0	0	13	
10:15	22	3	0	2	0	0	0	27	22:15	8	3	0	1	0	0	12	
10:30	20	3	0	3	0	2	0	28	22:30	8	2	1	1	0	0	12	
10:45	21	5	0	2	0	4	0	32	22:45	10	0	0	0	0	0	10	
11:00	41	3	0	1	0	0	0	45	23:00	6	1	0	0	0	0	7	
11:15	31	10	0	2	0	1	0	44	23:15	2	2	0	1	0	0	5	
11:30	27	5	0	1	0	1	0	34	23:30	4	0	0	1	0	0	5	
11:45	33	10	0	2	0	1	0	46	23:45	3	1	0	0	0	0	4	
TOTAL	698	98	6	41	0	25		868	TOTAL	1,422	132	8	35	0	21	1,618	

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 169

AM PEAK HOUR 2:15 PM
AM PEAK VOLUME 225

CLASS 1 PASSENGER VEHICLES CLASS 2 2-AXLE TRUCKS CLASS 3 3-AXLE TRUCKS CLASS 4 4 OR MORE AXLE TRUCKS CLASS 5 RV CLASS 6 Buses	TOTAL: AM+PM	2,120	230	14	76	0	46	2,486
	% OF TOTAL	85.3%	9.3%	0.6%	3.1%	0.0%	1.9%	100.0%
	TOTAL: ALL	4,187	467	31	136	0	76	4,897
	% OF TOTAL	85.5%	9.5%	0.6%	2.8%	0.0%	1.6%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
 JOB #: SC0663

CITY: Montebello
 LOCATION: Maple between UPRR tracks and Beach

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	7	0	0	0	0	0	7	12:00	21	4	0	1	0	0	26
0:15	3	2	0	0	0	0	5	12:15	31	6	0	3	0	40	
0:30	2	0	0	0	0	0	2	12:30	26	2	0	0	0	28	
0:45	3	0	0	0	0	0	3	12:45	29	5	0	3	0	37	
1:00	1	0	0	1	0	0	2	13:00	33	3	1	1	0	38	
1:15	5	0	0	0	0	0	5	13:15	41	5	0	2	0	48	
1:30	4	1	0	0	0	0	5	13:30	35	3	0	0	0	38	
1:45	2	0	0	0	0	0	2	13:45	38	3	0	0	0	41	
2:00	2	1	0	0	0	0	3	14:00	44	2	0	1	0	47	
2:15	2	0	0	0	0	0	2	14:15	31	4	0	1	0	36	
2:30	3	0	0	0	0	0	3	14:30	25	4	0	1	0	30	
2:45	2	1	0	0	0	0	3	14:45	38	3	0	0	0	41	
3:00	3	1	0	0	0	0	4	15:00	57	9	1	1	0	68	
3:15	0	0	0	0	0	0	0	15:15	44	9	1	0	0	54	
3:30	1	1	0	0	0	0	2	15:30	31	1	0	0	0	32	
3:45	1	3	0	1	0	0	5	15:45	44	3	0	0	0	49	
4:00	2	1	0	1	0	1	5	16:00	35	5	0	0	0	40	
4:15	6	1	0	0	0	0	7	16:15	42	2	1	1	0	47	
4:30	4	0	0	0	0	0	4	16:30	33	1	0	1	0	36	
4:45	7	4	0	0	0	1	12	16:45	35	3	0	0	0	39	
5:00	3	2	0	1	0	0	6	17:00	26	2	1	2	0	33	
5:15	9	2	0	0	0	4	15	17:15	49	2	0	1	0	52	
5:30	9	3	0	0	0	1	13	17:30	42	0	0	1	0	45	
5:45	12	0	0	0	0	2	14	17:45	47	1	0	0	0	48	
6:00	11	1	0	0	0	0	12	18:00	37	0	1	1	0	39	
6:15	15	2	2	0	0	0	19	18:15	55	1	0	0	0	57	
6:30	15	0	0	2	0	0	17	18:30	52	5	0	1	0	58	
6:45	19	6	0	3	0	0	28	18:45	47	1	0	0	0	48	
7:00	28	4	0	0	0	0	32	19:00	27	1	1	0	0	29	
7:15	28	3	1	2	0	3	37	19:15	43	1	0	1	0	45	
7:30	32	5	0	1	0	0	38	19:30	27	0	0	0	0	27	
7:45	43	4	1	3	0	2	53	19:45	20	2	0	0	0	22	
8:00	45	3	0	0	0	0	48	20:00	26	3	0	0	0	29	
8:15	28	5	3	1	0	1	38	20:15	18	2	0	0	0	20	
8:30	52	3	0	1	0	2	58	20:30	14	1	0	0	0	15	
8:45	27	6	1	0	0	3	37	20:45	11	2	0	0	0	13	
9:00	22	1	0	3	0	0	26	21:00	10	0	0	0	0	10	
9:15	22	5	0	0	0	0	27	21:15	18	2	0	0	0	20	
9:30	17	7	0	1	0	0	25	21:30	11	3	0	0	0	14	
9:45	21	3	0	0	0	0	24	21:45	5	2	0	0	0	7	
10:00	20	9	0	1	0	0	30	22:00	11	1	0	0	0	12	
10:15	20	4	0	3	0	0	27	22:15	4	1	0	0	0	5	
10:30	29	3	0	1	0	0	33	22:30	8	0	0	0	0	8	
10:45	26	5	0	1	0	0	32	22:45	4	2	0	0	0	6	
11:00	29	9	0	1	0	0	39	23:00	3	0	0	0	0	3	
11:15	34	3	0	2	0	0	39	23:15	9	1	1	0	0	11	
11:30	20	3	1	2	0	0	26	23:30	3	0	0	0	0	3	
11:45	27	6	0	5	0	0	38	23:45	4	1	0	0	0	5	
TOTAL	723	123	9	37	0	20	912	TOTAL	1,344	114	8	23	0	10	1,499

AM PEAK HOUR 7:45 AM
AM PEAK VOLUME 197

AM PEAK HOUR 3:00 PM
AM PEAK VOLUME 203

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	2,067	237	17	60	0	30	2,411
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	85.7%	9.8%	0.7%	2.5%	0.0%	1.2%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015

CITY: Montebello

JOB #: SC0663

LOCATION: Whittier between Vail and Greenwood

AM TIME								TOTAL	PM Time								TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	23	0	0	0	0	0	0	23	12:00	209	3	0	0	0	1	213	
0:15	26	0	0	0	0	0	0	26	12:15	207	3	1	0	0	1	212	
0:30	22	0	0	0	0	0	0	22	12:30	197	5	0	0	0	2	204	
0:45	21	0	0	0	0	0	0	21	12:45	201	3	0	2	0	2	208	
1:00	13	1	0	0	0	0	0	14	13:00	178	9	1	0	0	1	189	
1:15	12	0	0	0	0	0	0	12	13:15	205	6	1	0	0	2	214	
1:30	11	0	0	0	0	0	0	11	13:30	238	4	0	0	0	4	246	
1:45	8	0	0	0	0	0	0	8	13:45	241	9	0	0	0	0	250	
2:00	15	0	0	0	0	0	0	15	14:00	214	6	0	1	0	2	223	
2:15	8	0	0	0	0	0	0	8	14:15	213	8	0	0	0	2	223	
2:30	10	0	0	0	0	0	0	10	14:30	267	5	0	0	0	1	273	
2:45	9	0	0	0	0	0	0	9	14:45	198	10	0	1	0	4	213	
3:00	12	2	0	1	0	0	0	15	15:00	316	4	0	1	0	1	322	
3:15	7	0	0	0	0	0	0	7	15:15	268	5	0	0	0	3	276	
3:30	13	0	0	1	0	0	0	14	15:30	282	9	0	0	0	1	292	
3:45	17	0	0	0	0	0	1	18	15:45	278	3	0	0	0	1	282	
4:00	14	0	1	1	0	0	0	16	16:00	266	2	1	0	0	0	269	
4:15	14	0	0	0	0	0	0	14	16:15	291	3	0	0	0	0	294	
4:30	12	1	0	0	0	0	0	13	16:30	279	4	1	0	0	1	285	
4:45	21	2	0	1	0	0	0	24	16:45	288	5	1	1	0	3	298	
5:00	22	0	0	0	0	0	0	22	17:00	237	6	0	0	0	2	245	
5:15	34	1	0	0	0	0	0	35	17:15	340	4	0	0	0	1	345	
5:30	42	1	0	0	0	0	0	43	17:30	303	10	0	1	0	1	315	
5:45	50	3	0	0	0	0	0	53	17:45	288	5	0	0	0	0	293	
6:00	49	2	0	0	0	0	2	53	18:00	299	1	0	0	0	1	301	
6:15	60	3	0	0	0	0	1	64	18:15	295	0	0	0	0	2	297	
6:30	73	3	1	0	0	0	1	78	18:30	258	2	0	0	0	1	261	
6:45	76	2	0	0	0	0	1	79	18:45	292	3	0	0	0	0	295	
7:00	91	4	0	1	0	0	0	96	19:00	258	1	0	0	0	3	262	
7:15	111	4	1	0	0	0	0	116	19:15	228	1	0	0	0	0	229	
7:30	168	3	0	1	0	0	1	173	19:30	222	1	0	0	0	3	226	
7:45	217	5	0	0	0	0	1	223	19:45	214	0	0	0	0	2	216	
8:00	169	6	2	1	0	0	0	178	20:00	182	0	0	1	0	1	184	
8:15	173	5	0	0	0	0	1	179	20:15	151	0	0	0	0	1	152	
8:30	164	3	0	1	0	0	1	169	20:30	159	1	0	0	0	2	162	
8:45	151	2	0	0	0	0	1	154	20:45	127	0	0	0	0	1	128	
9:00	129	1	0	0	0	0	1	131	21:00	122	0	0	0	0	1	123	
9:15	130	1	0	0	0	0	2	133	21:15	152	1	0	0	0	2	155	
9:30	137	4	0	0	0	0	2	143	21:30	108	1	0	0	0	0	109	
9:45	133	6	0	1	0	0	2	142	21:45	93	0	0	0	0	1	94	
10:00	150	19	0	0	0	0	1	170	22:00	73	1	0	0	0	1	75	
10:15	140	6	0	0	0	0	1	147	22:15	75	0	0	0	0	0	75	
10:30	131	6	2	1	0	0	1	141	22:30	58	1	0	0	0	0	59	
10:45	154	13	0	0	0	0	2	169	22:45	62	0	0	0	0	0	62	
11:00	195	8	0	0	0	0	1	204	23:00	49	0	0	0	0	0	49	
11:15	160	7	0	0	0	0	1	168	23:15	38	0	0	0	0	1	39	
11:30	183	4	0	0	0	0	2	189	23:30	33	1	0	0	0	0	34	
11:45	189	2	0	0	0	0	1	192	23:45	37	0	0	0	0	0	37	
TOTAL	3,769	130	7	10	0	28		3,944	TOTAL	9,589	146	6	8	0	59	9,808	

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 753

AM PEAK HOUR 5:15 PM
AM PEAK VOLUME 1,254

CLASS	DESCRIPTION	TOTAL: AM+PM							TOTAL
		1	2	3	4	5	6	7	
CLASS 1	PASSENGER VEHICLES	13,358	276	13	18	0	87	13,752	
CLASS 2	2-AXLE TRUCKS	97.1%	2.0%	0.1%	0.1%	0.0%	0.6%	100.0%	
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								
TOTAL: ALL		26,023	521	22	33	3	194	26,796	
% OF TOTAL		97.1%	1.9%	0.1%	0.1%	0.0%	0.7%	100.0%	

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
 JOB #: SC0663

CITY: Montebello
 LOCATION: Whittier between Vail and Greenwood

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	26	0	0	0	0	0	26	12:00	156	3	0	0	0	0	159
0:15	25	0	0	0	0	0	25	12:15	179	5	0	0	0	3	187
0:30	31	2	0	0	0	0	33	12:30	174	5	0	0	0	2	181
0:45	18	0	0	0	0	0	18	12:45	172	6	0	0	0	3	181
1:00	15	2	0	0	0	0	17	13:00	189	5	0	1	0	1	196
1:15	13	0	0	0	0	0	13	13:15	183	4	1	0	0	2	190
1:30	7	0	0	0	0	0	7	13:30	198	6	0	0	0	3	207
1:45	12	0	0	0	0	0	12	13:45	192	6	0	0	0	3	201
2:00	16	0	0	0	0	0	16	14:00	175	4	0	0	1	2	182
2:15	8	1	0	0	0	0	9	14:15	175	8	0	0	0	2	185
2:30	8	0	0	0	0	0	8	14:30	211	5	0	0	0	4	220
2:45	10	1	0	0	0	0	11	14:45	198	6	0	0	0	3	207
3:00	10	0	0	0	0	0	10	15:00	188	1	0	1	0	2	192
3:15	11	0	0	0	0	0	11	15:15	163	5	0	0	0	2	170
3:30	20	0	0	0	0	0	20	15:30	171	1	0	1	0	3	176
3:45	13	3	0	0	0	0	16	15:45	174	3	0	1	0	0	178
4:00	14	0	0	0	0	0	14	16:00	173	0	0	0	0	1	174
4:15	24	2	1	0	0	0	27	16:15	160	3	1	0	0	1	165
4:30	30	0	0	0	0	0	30	16:30	164	2	0	0	0	1	167
4:45	32	2	0	0	0	0	34	16:45	167	1	0	1	0	0	169
5:00	46	2	0	0	0	1	49	17:00	164	3	1	0	0	2	170
5:15	51	2	0	0	0	1	54	17:15	178	2	0	0	0	3	183
5:30	88	1	0	0	0	2	91	17:30	162	4	0	0	1	4	171
5:45	102	3	0	0	0	1	106	17:45	205	6	0	1	0	0	212
6:00	154	5	0	0	0	1	160	18:00	188	1	0	0	0	2	191
6:15	180	2	2	0	0	2	186	18:15	174	3	0	0	0	1	178
6:30	231	4	0	0	0	2	237	18:30	160	2	0	0	0	2	164
6:45	277	7	0	1	0	4	289	18:45	154	5	0	0	0	1	160
7:00	352	1	0	0	0	0	353	19:00	170	0	0	0	0	0	170
7:15	345	2	0	0	0	2	349	19:15	167	1	0	0	0	1	169
7:30	359	3	0	1	0	2	365	19:30	141	3	0	0	0	2	146
7:45	284	4	0	1	0	3	292	19:45	149	0	0	0	0	2	151
8:00	270	5	1	0	0	4	280	20:00	151	0	0	0	0	0	151
8:15	256	5	1	1	0	0	263	20:15	150	0	0	0	0	2	152
8:30	253	4	0	0	0	1	258	20:30	141	0	0	0	0	0	141
8:45	203	3	1	0	0	0	207	20:45	139	1	0	0	0	1	141
9:00	182	5	0	1	0	1	189	21:00	122	0	0	0	0	0	122
9:15	162	1	0	1	0	1	165	21:15	119	4	0	0	0	1	124
9:30	164	6	0	0	0	1	171	21:30	125	2	0	0	0	1	128
9:45	135	5	0	1	0	3	144	21:45	98	0	0	0	0	0	98
10:00	128	10	0	1	0	1	140	22:00	85	2	0	0	0	0	87
10:15	154	4	0	0	0	2	160	22:15	63	1	0	0	0	1	65
10:30	134	9	0	0	0	2	145	22:30	52	0	0	0	0	0	52
10:45	141	6	0	0	0	1	148	22:45	54	0	0	0	0	0	54
11:00	165	6	0	0	0	2	173	23:00	46	0	0	0	0	0	46
11:15	175	1	0	0	0	2	178	23:15	42	0	0	0	0	0	42
11:30	148	4	0	1	0	1	154	23:30	30	0	0	0	0	0	30
11:45	170	3	0	0	1	0	174	23:45	22	0	0	0	0	0	22
TOTAL	5,652	126	6	9	1	43	5,837	TOTAL	7,013	119	3	6	2	64	7,207

AM PEAK HOUR 7:00 AM
AM PEAK VOLUME 1,359

AM PEAK HOUR 2:15 PM
AM PEAK VOLUME 804

CLASS 1 PASSENGER VEHICLES	TOTAL: AM+PM	12,665	245	9	15	3	107	13,044
CLASS 2 2-AXLE TRUCKS	% OF TOTAL	97.1%	1.9%	0.1%	0.1%	0.0%	0.8%	100.0%
CLASS 3 3-AXLE TRUCKS								
CLASS 4 4 OR MORE AXLE TRUCKS								
CLASS 5 RV								
CLASS 6 BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
 JOB #: SC0663

CITY: Montebello
 LOCATION: Olympic between Maple and Greenwood

AM TIME								TOTAL	PM Time								TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	12	0	0	0	0	0	2	14	12:00	68	2	0	0	0	0	1	71
0:15	14	1	0	0	0	0	0	15	12:15	72	4	0	0	0	3	79	
0:30	11	0	0	0	0	0	0	11	12:30	68	4	1	0	0	4	77	
0:45	11	0	0	0	0	0	0	11	12:45	74	2	1	1	0	2	80	
1:00	10	0	0	0	0	0	0	10	13:00	74	7	0	1	0	4	86	
1:15	3	0	1	0	0	0	0	4	13:15	69	5	0	1	0	4	79	
1:30	5	2	1	0	0	0	0	8	13:30	77	4	0	0	0	1	82	
1:45	11	0	0	0	0	0	0	11	13:45	97	8	1	2	0	1	109	
2:00	9	0	0	0	0	0	0	9	14:00	92	3	0	2	0	1	98	
2:15	10	0	0	1	0	0	0	11	14:15	88	8	1	0	0	0	97	
2:30	10	0	0	0	0	0	0	10	14:30	103	3	1	2	0	0	109	
2:45	6	0	0	0	0	0	0	6	14:45	92	6	0	2	0	3	103	
3:00	6	0	0	0	0	0	0	6	15:00	136	5	0	0	0	1	142	
3:15	6	0	0	0	0	0	0	6	15:15	75	2	1	0	0	1	79	
3:30	6	0	0	0	0	0	0	6	15:30	46	0	0	0	0	1	47	
3:45	6	0	0	0	0	0	0	6	15:45	132	7	0	1	0	1	141	
4:00	9	0	0	0	0	0	0	9	16:00	158	8	0	1	0	1	168	
4:15	9	0	0	0	0	0	2	11	16:15	170	10	0	1	0	3	184	
4:30	9	0	0	1	0	0	2	12	16:30	184	6	0	0	0	1	191	
4:45	14	0	0	0	0	0	2	16	16:45	174	4	1	1	0	1	181	
5:00	13	0	0	0	0	0	2	15	17:00	210	5	1	1	1	0	218	
5:15	9	2	0	0	0	0	5	16	17:15	228	9	0	1	0	0	238	
5:30	16	1	0	0	0	0	3	20	17:30	195	3	0	0	0	0	198	
5:45	28	1	0	0	0	0	5	34	17:45	200	9	1	0	0	0	210	
6:00	15	2	1	0	0	0	3	21	18:00	166	10	1	0	0	0	177	
6:15	29	1	0	0	0	0	4	34	18:15	184	6	1	1	0	0	192	
6:30	23	0	0	1	0	0	7	31	18:30	145	2	0	0	0	1	148	
6:45	42	0	0	0	0	0	8	50	18:45	133	2	1	1	0	0	137	
7:00	54	3	0	1	0	0	1	59	19:00	101	4	1	1	0	0	107	
7:15	55	2	0	2	0	0	2	61	19:15	103	1	1	1	0	1	107	
7:30	72	3	0	0	0	0	3	78	19:30	73	2	0	0	0	0	75	
7:45	86	2	0	1	0	0	1	90	19:45	83	1	0	0	0	1	85	
8:00	74	5	0	1	0	0	0	80	20:00	63	0	2	0	0	0	65	
8:15	64	2	1	0	0	0	1	68	20:15	69	1	2	1	0	0	73	
8:30	61	2	0	1	0	0	0	64	20:30	53	2	1	1	0	1	58	
8:45	61	6	0	1	0	0	2	70	20:45	47	0	0	0	0	0	47	
9:00	47	3	1	0	0	0	0	51	21:00	53	0	0	0	0	0	53	
9:15	53	5	1	0	0	0	0	59	21:15	36	0	0	0	0	0	36	
9:30	65	1	1	0	0	0	3	70	21:30	51	0	0	0	0	0	51	
9:45	67	3	0	1	0	0	3	74	21:45	36	0	0	0	0	1	37	
10:00	56	4	0	2	0	0	0	62	22:00	22	2	0	0	0	0	24	
10:15	45	6	0	2	0	0	0	53	22:15	39	3	0	0	0	0	42	
10:30	53	0	0	0	0	0	1	54	22:30	32	1	0	0	0	0	33	
10:45	50	6	0	1	0	0	0	57	22:45	31	1	1	0	0	0	33	
11:00	63	3	0	2	0	0	1	69	23:00	22	0	1	1	0	2	26	
11:15	53	3	0	1	0	0	0	57	23:15	18	0	0	1	0	0	19	
11:30	59	5	0	2	0	0	0	66	23:30	23	0	0	0	0	0	23	
11:45	59	2	2	1	0	0	0	64	23:45	20	0	0	0	0	2	22	
TOTAL	1,549	76	9	22	0	63		1,719	TOTAL	4,485	162	21	25	1	43	4,737	

AM PEAK HOUR 7:30 AM
AM PEAK VOLUME 316

AM PEAK HOUR 5:00 PM
AM PEAK VOLUME 864

CLASS	DESCRIPTION	TOTAL: AM+PM						
		1	2	3	4	5	6	TOTAL
CLASS 1	PASSENGER VEHICLES	6,034	238	30	47	1	106	6,456
CLASS 2	2-AXLE TRUCKS	93.5%	3.7%	0.5%	0.7%	0.0%	1.6%	100.0%
CLASS 3	3-AXLE TRUCKS							
CLASS 4	4 OR MORE AXLE TRUCKS							
CLASS 5	RV							
CLASS 6	Buses							
TOTAL: ALL		11,046	430	52	78	2	166	11,774
% OF TOTAL		93.8%	3.7%	0.4%	0.7%	0.0%	1.4%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
 JOB #: SC0663

CITY: Montebello
 LOCATION: Olympic between Maple and Greenwood

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	9	0	0	1	0	1	11	12:00	60	4	0	0	0	0	64
0:15	9	0	0	0	0	2	11	12:15	65	2	0	0	0	0	67
0:30	4	0	0	0	0	0	4	12:30	60	2	0	1	0	1	64
0:45	7	0	0	0	0	0	7	12:45	66	2	0	1	0	0	69
1:00	4	0	0	0	0	0	4	13:00	61	4	2	0	0	0	67
1:15	3	0	0	0	0	0	3	13:15	60	3	0	0	0	0	63
1:30	5	0	0	0	0	0	5	13:30	88	3	0	0	0	1	92
1:45	4	1	0	0	0	0	5	13:45	64	2	0	0	0	0	66
2:00	2	0	0	0	0	0	2	14:00	67	2	0	0	0	2	71
2:15	4	0	1	0	0	0	5	14:15	48	4	0	1	0	0	53
2:30	8	0	0	0	0	0	8	14:30	103	3	1	0	0	0	107
2:45	5	0	1	0	0	0	6	14:45	72	3	0	3	0	1	79
3:00	3	2	1	0	0	0	6	15:00	59	4	1	1	0	0	65
3:15	10	2	2	0	0	0	14	15:15	42	2	0	0	0	0	44
3:30	9	1	0	0	0	0	10	15:30	17	0	0	0	0	0	17
3:45	17	2	0	1	0	0	20	15:45	76	5	0	1	0	0	82
4:00	6	0	1	0	0	0	7	16:00	87	4	0	0	0	1	92
4:15	15	0	0	0	0	0	15	16:15	57	3	0	1	0	2	63
4:30	27	0	2	0	0	0	29	16:30	77	5	1	0	0	0	83
4:45	30	3	0	0	0	0	33	16:45	84	1	1	1	0	0	87
5:00	23	1	1	0	0	0	25	17:00	68	2	0	0	0	0	70
5:15	27	3	0	0	0	0	30	17:15	64	1	0	0	0	0	65
5:30	56	4	0	0	0	0	60	17:30	85	4	0	0	0	0	89
5:45	53	2	1	0	0	0	56	17:45	82	4	0	1	0	0	87
6:00	59	4	0	0	0	0	63	18:00	69	1	0	0	0	0	70
6:15	64	5	0	0	0	0	69	18:15	71	2	0	0	0	0	73
6:30	82	2	0	0	0	0	84	18:30	62	0	0	0	0	4	66
6:45	118	1	0	0	0	0	119	18:45	59	1	0	0	0	5	65
7:00	142	2	0	0	0	0	144	19:00	55	0	0	0	0	2	57
7:15	171	3	0	0	0	0	174	19:15	58	2	1	0	0	2	63
7:30	185	3	1	1	0	1	191	19:30	61	0	0	0	0	3	64
7:45	138	4	0	0	0	1	143	19:45	54	2	0	0	0	1	57
8:00	114	8	0	0	0	1	123	20:00	51	0	0	1	0	1	53
8:15	114	6	1	1	0	2	124	20:15	46	1	0	0	0	1	48
8:30	106	2	2	0	0	0	110	20:30	49	2	0	1	0	1	53
8:45	101	3	0	2	0	1	107	20:45	38	0	0	0	0	2	40
9:00	83	4	0	0	0	2	89	21:00	41	1	0	0	0	3	45
9:15	63	4	0	3	0	1	71	21:15	33	0	0	0	0	1	34
9:30	69	5	0	1	0	0	75	21:30	35	1	0	0	0	0	36
9:45	53	4	0	1	0	2	60	21:45	38	1	0	0	0	3	42
10:00	76	6	0	0	0	0	82	22:00	30	0	0	0	0	4	34
10:15	44	3	0	1	0	0	48	22:15	13	0	0	0	0	1	14
10:30	57	2	0	0	0	0	59	22:30	19	1	0	0	0	1	21
10:45	40	4	0	1	0	0	45	22:45	21	1	0	0	0	0	22
11:00	58	3	0	1	0	0	62	23:00	20	0	0	0	0	1	21
11:15	57	4	0	3	0	0	64	23:15	18	0	1	0	1	1	21
11:30	53	0	0	1	0	1	55	23:30	11	0	0	0	0	0	11
11:45	48	4	0	0	0	0	52	23:45	13	0	0	0	0	0	13
TOTAL	2,435	107	14	18	0	15	2,589	TOTAL	2,577	85	8	13	1	45	2,729

AM PEAK HOUR 7:00 AM
AM PEAK VOLUME 652

AM PEAK HOUR 4:00 PM
AM PEAK VOLUME 325

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	5,012	192	22	31	1	60	5,318
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	94.2%	3.6%	0.4%	0.6%	0.0%	1.1%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015

CITY: Montebello

JOB #: SC0663

LOCATION: Olympic between Greenwood and Montebello

AM TIME								TOTAL	PM Time								TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	17	0	0	0	0	0	0	17	12:00	81	4	0	0	0	0	1	86
0:15	15	2	0	0	0	0	0	17	12:15	102	6	0	0	0	0	1	108
0:30	10	0	0	0	0	0	0	10	12:30	94	10	1	0	0	0	1	106
0:45	12	0	0	0	0	0	0	12	12:45	86	7	1	1	0	0	0	95
1:00	9	0	0	0	0	0	0	9	13:00	88	7	0	1	0	0	0	96
1:15	4	0	0	0	0	0	0	4	13:15	95	9	1	1	0	0	0	106
1:30	2	2	0	0	0	0	0	4	13:30	116	7	0	1	0	0	0	124
1:45	11	0	0	0	0	0	0	11	13:45	87	5	0	2	0	0	0	94
2:00	11	0	0	0	0	0	0	11	14:00	112	11	0	3	0	0	0	126
2:15	11	0	0	1	0	0	0	12	14:15	124	7	1	0	0	0	0	132
2:30	8	0	0	0	0	0	0	8	14:30	137	5	2	2	0	1	1	147
2:45	6	0	0	0	0	0	0	6	14:45	135	10	2	2	0	0	0	149
3:00	7	0	0	0	0	0	0	7	15:00	172	10	0	0	0	0	1	183
3:15	8	0	0	0	0	0	0	8	15:15	189	8	1	2	0	1	1	201
3:30	8	0	0	0	0	0	0	8	15:30	155	15	1	0	0	0	0	171
3:45	11	0	0	0	0	0	0	11	15:45	189	15	1	3	0	0	0	208
4:00	10	1	0	0	0	0	0	11	16:00	197	9	0	1	0	0	0	207
4:15	13	2	0	1	0	0	0	16	16:15	226	9	1	0	0	1	1	237
4:30	14	1	0	0	0	0	0	15	16:30	241	10	0	2	0	0	0	253
4:45	24	0	0	0	0	0	0	24	16:45	226	6	0	0	0	0	2	234
5:00	19	2	0	0	0	0	0	21	17:00	281	8	0	1	1	0	0	291
5:15	20	4	0	0	0	0	0	24	17:15	280	13	0	3	0	0	0	296
5:30	24	0	0	0	0	0	0	24	17:30	293	4	0	0	0	0	0	297
5:45	40	3	0	0	0	0	0	43	17:45	244	10	1	0	0	0	0	255
6:00	26	3	2	0	0	0	0	31	18:00	233	6	1	0	0	0	0	240
6:15	40	1	0	0	0	0	0	41	18:15	249	5	1	1	0	0	0	256
6:30	40	1	0	1	0	0	1	43	18:30	192	4	0	1	0	3	3	200
6:45	62	2	0	0	0	0	1	65	18:45	181	4	0	1	0	0	0	186
7:00	64	3	0	0	0	0	0	67	19:00	126	6	1	2	0	0	0	135
7:15	84	3	0	2	0	1	0	90	19:15	134	2	2	0	0	0	1	139
7:30	111	5	0	0	0	2	0	118	19:30	108	4	0	0	0	0	1	113
7:45	114	6	1	1	0	0	0	122	19:45	110	2	1	0	0	0	0	113
8:00	78	6	0	1	0	2	0	87	20:00	74	2	0	0	0	0	1	77
8:15	83	1	3	0	0	1	0	88	20:15	85	1	0	1	0	1	1	88
8:30	79	7	0	2	0	0	0	88	20:30	76	3	1	1	0	0	1	82
8:45	82	7	0	1	0	1	0	91	20:45	68	0	0	0	0	0	0	68
9:00	66	8	0	1	0	0	0	75	21:00	56	0	0	0	0	0	1	57
9:15	70	6	1	0	0	0	0	77	21:15	57	0	0	0	0	0	2	59
9:30	84	6	1	1	0	2	0	94	21:30	63	0	0	0	0	0	1	64
9:45	70	11	0	1	0	1	0	83	21:45	45	0	0	0	0	0	0	45
10:00	70	5	1	2	0	0	0	78	22:00	34	1	0	0	0	0	1	36
10:15	69	6	1	3	0	1	0	80	22:15	46	3	0	0	0	0	1	50
10:30	73	7	1	0	0	0	0	81	22:30	39	2	0	0	0	0	2	43
10:45	65	8	0	3	0	0	0	76	22:45	33	1	1	0	0	0	1	36
11:00	86	1	0	2	0	0	0	89	23:00	24	1	0	1	0	0	0	26
11:15	72	8	0	1	0	1	0	82	23:15	20	0	0	1	0	0	0	21
11:30	74	8	0	2	0	0	0	84	23:30	20	0	0	0	0	0	0	20
11:45	84	7	2	1	0	0	0	94	23:45	26	1	0	0	0	0	1	28
TOTAL	2,060	143	13	27	0	14		2,257	TOTAL	6,049	253	21	34	1	26		6,384

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 417

AM PEAK HOUR 5:00 PM
AM PEAK VOLUME 1,139

CLASS	DESCRIPTION	TOTAL: AM+PM							TOTAL
		1	2	3	4	5	6	8	
CLASS 1	PASSENGER VEHICLES	8,109	396	34	61	1	40	8,641	
CLASS 2	2-AXLE TRUCKS	93.8%	4.6%	0.4%	0.7%	0.0%	0.5%	100.0%	
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								
TOTAL: ALL		15,618	689	57	108	1	113	16,586	
% OF TOTAL		94.2%	4.2%	0.3%	0.7%	0.0%	0.7%	100.0%	

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
 JOB #: SC0663

CITY: Montebello
 LOCATION: Olympic between Greenwood and Montebello

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	6	0	0	1	0	0	7	12:00	88	5	0	0	0	0	93
0:15	13	0	0	0	0	0	13	12:15	112	5	0	0	0	3	120
0:30	11	0	0	0	0	0	11	12:30	83	4	0	1	0	2	90
0:45	6	0	0	0	0	0	6	12:45	86	3	0	1	0	2	92
1:00	6	0	0	0	0	0	6	13:00	94	6	1	1	0	3	105
1:15	5	2	0	0	0	0	7	13:15	107	6	0	0	0	4	117
1:30	6	0	0	0	0	0	6	13:30	121	4	1	0	0	3	129
1:45	6	1	0	0	0	0	7	13:45	73	3	1	1	0	0	78
2:00	9	1	0	0	0	0	10	14:00	110	4	0	0	0	3	117
2:15	4	0	0	0	0	0	4	14:15	72	2	0	1	0	1	76
2:30	10	0	0	0	0	0	10	14:30	142	3	1	0	0	1	147
2:45	3	1	0	0	0	0	4	14:45	118	4	0	3	0	2	127
3:00	4	2	1	0	0	0	7	15:00	129	6	1	1	0	2	139
3:15	10	2	2	0	0	0	14	15:15	112	5	1	0	0	0	118
3:30	11	1	0	0	0	1	13	15:30	88	4	0	0	0	1	93
3:45	14	1	0	1	0	0	16	15:45	120	7	0	1	0	1	129
4:00	9	1	0	0	0	0	10	16:00	133	5	0	0	0	0	138
4:15	24	1	0	0	0	0	25	16:15	74	7	0	1	0	1	83
4:30	25	0	2	0	0	1	28	16:30	125	4	1	0	0	1	131
4:45	29	3	0	0	0	0	32	16:45	108	1	1	1	0	1	112
5:00	25	1	2	0	0	0	28	17:00	108	1	0	1	0	0	110
5:15	39	7	1	0	0	1	48	17:15	98	1	0	0	0	1	100
5:30	63	2	0	0	0	0	65	17:30	129	3	0	0	0	0	132
5:45	63	2	1	0	0	2	68	17:45	124	4	0	3	0	0	131
6:00	81	2	0	0	0	0	83	18:00	119	2	0	0	0	0	121
6:15	80	6	0	0	0	4	90	18:15	102	3	0	0	0	0	105
6:30	104	0	1	0	0	10	115	18:30	115	0	0	0	0	0	115
6:45	184	7	1	0	0	2	194	18:45	95	1	0	0	0	0	96
7:00	206	4	0	0	0	3	213	19:00	91	1	0	0	0	0	92
7:15	226	3	0	2	0	3	234	19:15	107	3	0	1	0	0	111
7:30	281	7	0	2	0	1	291	19:30	92	1	0	0	0	0	93
7:45	197	10	0	0	0	2	209	19:45	69	1	0	0	0	0	70
8:00	188	9	0	0	0	2	199	20:00	71	1	0	1	0	0	73
8:15	164	9	2	1	0	2	178	20:15	87	2	0	0	0	0	89
8:30	158	4	1	0	0	0	163	20:30	78	1	0	1	0	0	80
8:45	131	8	0	2	0	0	141	20:45	60	0	0	0	0	0	60
9:00	116	9	0	1	0	0	126	21:00	51	1	0	0	0	0	52
9:15	99	7	1	3	0	1	111	21:15	58	0	0	0	0	0	58
9:30	99	8	0	0	0	0	107	21:30	69	1	0	0	0	0	70
9:45	78	3	0	1	0	3	85	21:45	49	1	0	0	0	0	50
10:00	89	9	0	0	0	1	99	22:00	43	1	0	0	0	0	44
10:15	71	4	0	2	0	0	77	22:15	28	0	0	0	0	0	28
10:30	80	5	0	0	0	0	85	22:30	39	1	0	0	0	0	40
10:45	68	5	0	2	0	0	75	22:45	29	3	0	0	0	0	32
11:00	79	6	0	1	0	0	86	23:00	25	1	0	0	0	0	26
11:15	82	5	0	6	0	0	93	23:15	15	2	0	0	0	0	17
11:30	83	6	0	2	0	1	92	23:30	19	0	0	0	0	0	19
11:45	81	5	0	1	0	1	88	23:45	18	0	0	0	0	0	18
TOTAL	3,426	169	15	28	0	41	3,679	TOTAL	4,083	124	8	19	0	32	4,266

AM PEAK HOUR 7:00 AM
AM PEAK VOLUME 947

AM PEAK HOUR 2:30 PM
AM PEAK VOLUME 531

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	7,509	293	23	47	0	73	7,945
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	94.5%	3.7%	0.3%	0.6%	0.0%	0.9%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015

CITY: Montebello

JOB #: SC0663

LOCATION: Greenwood between Whittier and Olympic

AM TIME								TOTAL	PM Time								TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	2	1	0	0	0	0	0	3	12:00	36	1	0	0	0	0	0	37
0:15	1	0	0	0	0	0	0	1	12:15	25	0	0	0	0	0	0	25
0:30	1	0	0	0	0	0	0	1	12:30	29	1	0	0	0	0	0	30
0:45	3	0	0	0	0	0	0	3	12:45	24	0	0	0	0	0	0	24
1:00	2	0	0	0	0	0	0	2	13:00	31	1	0	0	0	0	0	32
1:15	0	0	0	0	0	0	0	0	13:15	19	0	0	0	0	0	0	19
1:30	4	0	0	0	0	0	0	4	13:30	25	2	0	0	0	0	0	27
1:45	2	0	0	0	0	0	0	2	13:45	24	1	0	0	0	0	0	25
2:00	1	0	0	0	0	0	0	1	14:00	37	0	0	0	0	0	0	37
2:15	2	0	0	0	0	0	0	2	14:15	34	1	0	0	0	0	0	35
2:30	1	0	0	0	0	0	0	1	14:30	44	2	0	0	0	0	0	46
2:45	0	0	0	0	0	0	0	0	14:45	25	0	0	0	0	0	1	26
3:00	0	0	0	0	0	0	0	0	15:00	25	1	0	0	0	0	0	26
3:15	2	0	0	0	0	0	0	2	15:15	24	0	0	0	0	0	1	25
3:30	1	0	0	0	0	0	0	1	15:30	9	0	0	0	0	0	0	9
3:45	5	0	0	0	0	0	0	5	15:45	33	0	0	0	0	0	0	33
4:00	1	0	0	0	0	0	0	1	16:00	31	1	0	0	0	0	1	33
4:15	0	1	0	0	0	0	0	1	16:15	22	0	0	0	0	0	1	23
4:30	3	0	0	1	0	0	0	4	16:30	43	0	0	1	0	0	0	44
4:45	2	0	0	0	0	0	0	2	16:45	26	1	0	0	0	0	1	28
5:00	1	0	0	0	0	0	0	1	17:00	35	1	0	0	0	0	0	36
5:15	1	1	0	0	0	0	0	2	17:15	38	2	0	0	0	0	0	40
5:30	3	2	0	0	0	0	0	5	17:30	36	1	0	0	0	0	0	37
5:45	6	0	0	0	0	0	0	6	17:45	40	0	0	0	0	0	0	40
6:00	9	0	1	0	0	0	1	11	18:00	34	0	0	0	0	0	0	34
6:15	8	1	0	0	0	0	0	9	18:15	28	0	0	0	0	0	0	28
6:30	7	0	0	0	0	0	1	8	18:30	49	0	0	1	0	0	0	50
6:45	7	0	0	0	0	0	0	7	18:45	31	0	0	0	0	0	0	31
7:00	19	0	0	0	0	0	0	19	19:00	30	1	0	0	0	0	0	31
7:15	12	1	0	0	0	0	1	14	19:15	32	1	0	0	0	0	0	33
7:30	34	3	0	0	0	0	1	38	19:30	28	0	0	0	0	0	0	28
7:45	28	0	0	0	0	0	0	28	19:45	29	0	0	0	0	0	0	29
8:00	33	0	0	0	0	0	0	33	20:00	26	1	0	0	0	0	0	27
8:15	14	0	0	1	0	0	1	16	20:15	26	0	0	0	0	0	0	26
8:30	35	0	0	0	0	0	0	35	20:30	16	0	0	0	0	0	0	16
8:45	26	6	0	0	0	0	0	32	20:45	18	2	0	0	0	0	0	20
9:00	28	1	0	0	0	0	0	29	21:00	5	0	0	0	0	0	0	5
9:15	24	0	0	0	0	0	0	24	21:15	22	0	0	0	0	0	0	22
9:30	29	0	0	0	0	0	0	29	21:30	14	0	0	0	0	0	0	14
9:45	11	1	1	1	0	0	0	14	21:45	13	0	0	0	0	0	0	13
10:00	25	2	0	0	0	0	0	27	22:00	8	0	0	0	0	0	0	8
10:15	20	0	1	0	0	0	0	21	22:15	12	0	0	0	0	0	0	12
10:30	16	0	0	0	0	0	0	16	22:30	7	0	0	0	0	0	0	7
10:45	22	1	0	0	0	0	0	23	22:45	9	0	0	0	0	0	0	9
11:00	20	0	0	0	0	0	0	20	23:00	6	0	0	0	0	0	0	6
11:15	25	2	0	0	0	0	0	27	23:15	3	1	0	0	0	0	0	4
11:30	29	0	0	0	0	0	0	29	23:30	6	0	0	0	0	0	0	6
11:45	31	0	0	0	0	0	0	31	23:45	6	0	0	0	0	0	0	6
TOTAL	556	23	3	3	0	5		590	TOTAL	1,173	22	0	2	0	5		1,202

AM PEAK HOUR 8:30 AM
AM PEAK VOLUME 120

AM PEAK HOUR 5:00 PM
AM PEAK VOLUME 153

CLASS	DESCRIPTION	TOTAL: AM+PM							TOTAL
		1	2	3	4	5	6	TOTAL	
CLASS 1	PASSENGER VEHICLES	1,729	45	3	5	0	10	1,792	
CLASS 2	2-AXLE TRUCKS	96.5%	2.5%	0.2%	0.3%	0.0%	0.6%	100.0%	
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								
TOTAL: ALL		4,062	95	10	9	0	25	4,201	
% OF TOTAL		96.7%	2.3%	0.2%	0.2%	0.0%	0.6%	100.0%	

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
JOB #: SC0663

CITY: Montebello
LOCATION: Greenwood between Whittier and Olympic

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	5	0	0	0	0	0	5	12:00	30	0	0	0	0	0	30
0:15	0	0	0	0	0	0	0	12:15	41	1	0	0	0	0	42
0:30	4	0	0	0	0	0	4	12:30	41	0	1	0	0	0	42
0:45	0	0	0	0	0	0	0	12:45	34	2	0	0	0	0	36
1:00	1	0	0	0	0	0	1	13:00	34	0	0	0	0	0	34
1:15	2	0	0	0	0	0	2	13:15	26	1	0	0	0	0	27
1:30	0	1	0	0	0	0	1	13:30	46	1	0	0	0	0	47
1:45	0	0	0	0	0	0	0	13:45	41	1	0	0	0	0	42
2:00	1	0	0	0	0	0	1	14:00	47	0	0	0	0	0	47
2:15	1	0	0	0	0	0	1	14:15	28	1	0	0	0	0	29
2:30	1	0	0	0	0	0	1	14:30	31	1	1	0	0	0	33
2:45	1	0	0	0	0	0	1	14:45	29	0	0	0	0	1	30
3:00	2	0	0	0	0	0	2	15:00	56	1	0	0	0	1	58
3:15	1	0	0	0	0	0	1	15:15	25	0	0	0	0	1	26
3:30	1	0	0	0	0	0	1	15:30	16	1	0	0	0	0	17
3:45	2	0	0	0	0	0	2	15:45	54	2	0	0	0	0	56
4:00	3	0	0	0	0	0	3	16:00	31	1	0	0	0	0	32
4:15	1	1	0	0	0	0	2	16:15	40	0	0	1	0	1	42
4:30	3	0	0	0	0	0	3	16:30	41	0	0	0	0	1	42
4:45	3	0	0	0	0	0	3	16:45	36	1	0	1	0	0	38
5:00	4	0	0	0	0	0	4	17:00	37	1	1	0	0	0	39
5:15	6	0	0	0	0	0	6	17:15	45	0	0	0	0	1	46
5:30	8	0	0	0	0	0	8	17:30	50	0	1	0	0	0	51
5:45	12	1	0	0	0	0	13	17:45	61	4	0	0	0	0	65
6:00	6	0	0	0	0	0	6	18:00	53	2	0	0	0	0	55
6:15	16	1	0	0	0	0	17	18:15	33	1	0	0	0	0	34
6:30	16	1	0	0	0	0	17	18:30	47	0	0	0	0	0	47
6:45	21	0	1	0	0	0	22	18:45	45	1	0	0	0	0	46
7:00	31	0	0	0	0	1	32	19:00	39	1	0	0	0	0	40
7:15	41	0	0	0	0	0	41	19:15	42	0	0	0	0	0	42
7:30	51	0	0	1	0	1	53	19:30	46	1	0	0	0	1	48
7:45	60	1	0	0	0	1	62	19:45	31	0	0	0	0	0	31
8:00	46	1	0	1	0	1	49	20:00	35	0	0	0	0	0	35
8:15	46	0	0	0	0	0	46	20:15	24	0	0	0	0	0	24
8:30	45	2	1	0	0	1	49	20:30	26	0	0	0	0	0	26
8:45	41	0	0	0	0	0	41	20:45	21	0	0	0	0	0	21
9:00	20	1	0	0	0	0	21	21:00	31	0	0	0	0	1	32
9:15	38	0	0	0	0	0	38	21:15	33	0	0	0	0	0	33
9:30	30	1	0	0	0	0	31	21:30	26	0	0	0	0	0	26
9:45	18	1	0	0	0	0	19	21:45	27	0	0	0	0	0	27
10:00	35	1	1	0	0	0	37	22:00	17	0	0	0	0	1	18
10:15	23	1	0	0	0	0	24	22:15	13	0	0	0	0	0	13
10:30	12	4	0	0	0	0	16	22:30	6	0	0	0	0	1	7
10:45	20	2	0	0	0	0	22	22:45	5	0	0	0	0	0	5
11:00	30	1	0	0	0	0	31	23:00	10	0	0	0	0	0	10
11:15	26	3	0	0	0	0	29	23:15	6	0	0	0	0	0	6
11:30	22	1	0	0	0	0	23	23:30	5	0	0	0	0	0	5
11:45	34	0	0	0	0	0	34	23:45	2	0	0	0	0	0	2
TOTAL	790	25	3	2	0	5	825	TOTAL	1,543	25	4	2	0	10	1,584

AM PEAK HOUR 7:30 AM
AM PEAK VOLUME 210

AM PEAK HOUR 5:15 PM
AM PEAK VOLUME 217

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	2,333	50	7	4	0	15	2,409
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	96.8%	2.1%	0.3%	0.2%	0.0%	0.6%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
 JOB #: SC0663

CITY: Montebello
 LOCATION: Greenwood between Mines and Beach

AM TIME								TOTAL	PM Time								TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	21	0	0	0	0	0	0	21	12:00	132	2	0	0	0	2	136	
0:15	24	0	0	0	0	0	0	24	12:15	114	8	0	0	0	1	123	
0:30	18	0	0	0	0	0	0	18	12:30	116	8	0	0	0	2	126	
0:45	17	0	0	0	0	0	0	17	12:45	109	10	0	0	0	1	120	
1:00	19	0	0	0	0	0	0	19	13:00	151	5	0	0	0	1	157	
1:15	12	2	0	0	0	0	0	14	13:15	148	9	0	0	0	3	160	
1:30	18	0	0	0	0	0	0	18	13:30	147	11	0	0	0	1	159	
1:45	9	0	0	0	0	0	0	9	13:45	127	11	0	0	0	0	138	
2:00	11	0	0	0	0	0	0	11	14:00	180	1	0	1	0	6	188	
2:15	14	0	0	0	0	0	0	14	14:15	146	7	0	1	0	2	156	
2:30	14	0	0	0	0	0	0	14	14:30	154	6	0	1	0	5	166	
2:45	9	1	0	0	0	0	0	10	14:45	170	3	0	0	0	3	176	
3:00	17	0	0	0	0	0	0	17	15:00	163	10	0	0	0	3	176	
3:15	8	0	0	0	0	0	0	8	15:15	157	4	0	0	0	4	165	
3:30	22	0	0	0	0	0	0	22	15:30	169	8	0	0	0	5	182	
3:45	16	0	0	0	0	0	0	16	15:45	153	8	0	2	0	3	166	
4:00	18	0	0	0	0	0	0	18	16:00	165	10	0	0	0	2	177	
4:15	20	2	0	0	0	0	0	22	16:15	128	11	0	0	1	2	142	
4:30	27	0	0	0	0	0	0	27	16:30	179	15	1	0	0	4	199	
4:45	29	0	0	0	0	0	0	29	16:45	178	9	0	1	0	3	191	
5:00	28	0	1	0	0	0	0	29	17:00	197	7	0	0	0	4	208	
5:15	42	0	0	0	0	0	0	42	17:15	202	9	1	0	0	2	214	
5:30	50	1	0	0	0	0	1	52	17:30	213	8	0	0	0	5	226	
5:45	54	0	0	0	0	0	1	55	17:45	202	5	1	1	0	0	209	
6:00	42	0	0	0	0	0	0	42	18:00	196	2	0	0	0	1	199	
6:15	63	1	0	0	0	0	2	66	18:15	179	1	0	0	0	2	182	
6:30	74	2	0	0	0	0	1	77	18:30	184	0	0	0	0	0	184	
6:45	100	1	0	0	0	0	1	102	18:45	148	2	0	0	0	1	151	
7:00	148	2	1	0	0	0	1	152	19:00	149	3	0	0	0	2	154	
7:15	179	2	0	0	0	0	1	182	19:15	122	0	0	2	0	2	126	
7:30	205	2	1	1	1	0	0	210	19:30	125	1	0	0	0	1	127	
7:45	178	3	1	0	0	0	0	182	19:45	121	2	0	2	0	2	127	
8:00	173	4	0	0	0	0	1	178	20:00	93	3	0	0	0	1	97	
8:15	124	5	0	1	0	0	1	131	20:15	120	0	0	0	0	0	120	
8:30	121	4	1	0	0	0	1	127	20:30	70	0	0	0	0	1	71	
8:45	120	2	0	1	0	0	0	123	20:45	74	1	0	0	0	3	78	
9:00	116	3	0	0	0	0	5	124	21:00	71	2	0	0	0	0	73	
9:15	97	8	0	1	0	0	1	107	21:15	62	1	0	0	0	1	64	
9:30	83	8	0	0	0	0	1	92	21:30	74	0	0	0	0	1	75	
9:45	85	5	0	0	0	0	2	92	21:45	61	0	0	0	0	1	62	
10:00	94	13	0	0	0	0	2	109	22:00	64	0	0	0	0	3	67	
10:15	104	9	0	1	0	0	2	116	22:15	62	1	0	0	0	0	63	
10:30	88	7	0	0	0	0	2	97	22:30	62	0	0	0	0	2	64	
10:45	103	8	0	0	0	0	3	114	22:45	43	0	0	0	0	0	43	
11:00	92	7	0	1	0	0	2	102	23:00	32	1	0	0	0	0	33	
11:15	109	8	0	0	0	0	2	119	23:15	30	0	0	0	0	1	31	
11:30	104	5	0	0	0	0	1	110	23:30	25	0	0	0	0	1	26	
11:45	132	5	0	0	0	0	2	139	23:45	24	0	0	0	0	0	24	
TOTAL	3,251	120	5	6	1	36		3,419	TOTAL	5,991	205	3	11	1	90	6,301	

AM PEAK HOUR 7:15 AM
 AM PEAK VOLUME 752

AM PEAK HOUR 5:00 PM
 AM PEAK VOLUME 857

CLASS	DESCRIPTION	TOTAL: AM+PM							TOTAL
		1	2	3	4	5	6	TOTAL	
CLASS 1	PASSENGER VEHICLES	9,242	325	8	17	2	126	9,720	
CLASS 2	2-AXLE TRUCKS	95.1%	3.3%	0.1%	0.2%	0.0%	1.3%	100.0%	
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								
TOTAL: ALL		19,160	694	19	35	4	327	20,239	
% OF TOTAL		94.7%	3.4%	0.1%	0.2%	0.0%	1.6%	100.0%	

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
 JOB #: SC0663

CITY: Montebello
 LOCATION: Greenwood between Mines and Beach

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	32	0	0	0	0	0	32	12:00	112	9	0	0	0	3	124
0:15	17	0	0	0	0	0	17	12:15	108	6	0	0	0	5	119
0:30	20	0	0	0	0	0	20	12:30	122	8	1	0	0	6	137
0:45	17	0	0	0	0	0	17	12:45	100	5	0	0	0	4	109
1:00	15	0	0	0	0	1	16	13:00	141	3	0	0	0	10	154
1:15	12	0	0	0	0	0	12	13:15	119	7	1	0	0	7	134
1:30	13	0	0	0	0	0	13	13:30	136	10	0	0	0	11	157
1:45	11	0	0	0	0	0	11	13:45	171	7	0	1	0	4	183
2:00	10	1	0	0	0	0	11	14:00	144	5	0	1	0	2	152
2:15	11	1	0	0	0	0	12	14:15	153	7	0	0	0	3	163
2:30	9	0	0	0	0	0	9	14:30	140	18	0	0	0	2	160
2:45	7	0	0	0	0	0	7	14:45	147	5	0	0	0	3	155
3:00	14	0	0	0	0	0	14	15:00	193	10	1	0	0	2	206
3:15	13	0	0	0	0	0	13	15:15	127	9	1	1	0	4	142
3:30	15	2	0	0	0	0	17	15:30	134	10	1	0	0	1	146
3:45	15	2	0	0	0	0	17	15:45	248	9	0	1	0	3	261
4:00	22	0	0	0	0	1	23	16:00	172	10	0	0	0	1	183
4:15	29	1	0	0	0	0	30	16:15	172	14	0	1	0	2	189
4:30	44	0	0	0	0	1	45	16:30	219	12	1	0	0	3	235
4:45	48	2	0	0	0	0	50	16:45	169	11	1	0	0	4	185
5:00	51	0	0	0	0	2	53	17:00	191	9	0	0	1	3	204
5:15	55	1	0	0	0	1	57	17:15	249	10	0	1	0	4	264
5:30	80	2	0	0	0	1	83	17:30	249	7	1	0	0	5	262
5:45	64	1	0	0	0	2	67	17:45	247	6	0	0	0	5	258
6:00	63	1	0	0	0	2	66	18:00	236	6	0	0	0	3	245
6:15	78	3	0	0	0	5	86	18:15	199	2	0	0	0	1	202
6:30	113	4	0	0	0	5	122	18:30	211	4	0	0	0	4	219
6:45	127	3	0	1	0	8	139	18:45	169	4	0	0	0	1	174
7:00	148	3	0	0	0	0	151	19:00	144	1	0	0	0	0	145
7:15	170	2	1	0	0	2	175	19:15	129	1	0	0	0	1	131
7:30	177	3	0	0	0	1	181	19:30	140	2	0	0	0	0	142
7:45	212	4	0	1	0	3	220	19:45	126	1	0	0	0	1	128
8:00	178	5	0	0	1	4	188	20:00	111	3	1	0	0	1	116
8:15	169	6	0	0	0	5	180	20:15	99	0	0	0	0	1	100
8:30	164	5	1	1	0	1	172	20:30	90	0	0	0	0	1	91
8:45	162	3	0	0	0	0	165	20:45	87	2	0	0	0	1	90
9:00	100	8	0	0	0	2	110	21:00	60	0	0	0	0	1	61
9:15	108	4	0	0	0	4	116	21:15	93	0	0	1	0	1	95
9:30	108	5	0	0	0	3	116	21:30	77	0	0	0	0	0	77
9:45	94	10	0	2	0	4	110	21:45	73	0	0	0	0	2	75
10:00	104	8	0	0	0	5	117	22:00	62	0	0	0	0	0	62
10:15	86	5	0	0	0	3	94	22:15	72	0	0	1	0	1	74
10:30	98	3	0	2	0	2	105	22:30	47	1	0	0	0	1	49
10:45	95	8	0	2	0	2	107	22:45	30	3	0	0	0	0	33
11:00	87	7	0	0	0	1	95	23:00	41	1	0	0	0	1	43
11:15	103	3	0	1	0	1	108	23:15	26	0	0	0	0	1	27
11:30	100	13	0	0	0	4	117	23:30	36	0	0	0	0	0	36
11:45	111	2	0	0	0	5	118	23:45	18	0	0	0	0	0	18
TOTAL	3,579	131	2	10	1	81	3,804	TOTAL	6,339	238	9	8	1	120	6,715

AM PEAK HOUR 7:30 AM
AM PEAK VOLUME 769

AM PEAK HOUR 5:15 PM
AM PEAK VOLUME 1,029

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	9,918	369	11	18	2	201	10,519
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	94.3%	3.5%	0.1%	0.2%	0.0%	1.9%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015

CITY: Montebello

JOB #: SC0663

LOCATION: Montebello between Los Angeles and Olympic

AM TIME								TOTAL	PM Time								TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	19	0	0	0	0	0	0	19	12:00	129	4	0	0	0	3	136	
0:15	18	0	0	0	0	0	0	18	12:15	126	7	0	0	0	3	136	
0:30	8	0	0	0	0	0	0	8	12:30	118	5	0	1	3	6	133	
0:45	10	0	0	0	0	0	0	10	12:45	93	4	0	1	0	3	101	
1:00	11	0	0	0	0	0	0	11	13:00	153	12	0	0	1	7	173	
1:15	15	0	0	0	0	0	0	15	13:15	140	3	0	2	1	9	155	
1:30	7	0	0	0	0	0	0	7	13:30	140	6	1	0	1	3	151	
1:45	6	0	0	0	0	0	0	6	13:45	170	8	0	0	2	4	184	
2:00	10	0	0	0	0	0	0	10	14:00	155	7	0	0	0	7	169	
2:15	9	0	0	0	0	0	0	9	14:15	137	4	0	0	1	4	146	
2:30	8	0	0	0	0	0	0	8	14:30	151	7	0	2	0	3	163	
2:45	5	0	0	0	0	0	0	5	14:45	149	6	0	1	1	2	159	
3:00	10	2	0	0	0	0	0	12	15:00	159	8	0	1	1	2	171	
3:15	9	0	0	0	0	0	0	9	15:15	130	8	1	1	0	5	145	
3:30	13	1	0	0	0	0	0	14	15:30	81	7	0	2	2	4	96	
3:45	10	2	0	0	0	0	0	12	15:45	201	7	0	1	2	6	217	
4:00	17	1	0	0	0	0	0	18	16:00	185	9	0	0	1	3	198	
4:15	18	0	0	0	0	0	0	18	16:15	144	8	0	0	1	2	155	
4:30	22	0	0	0	0	0	0	22	16:30	201	8	0	0	1	2	212	
4:45	26	0	0	0	0	0	0	26	16:45	213	4	1	1	0	1	220	
5:00	34	0	1	0	0	2	37	47	17:00	221	12	1	0	0	2	236	
5:15	40	2	0	0	0	1	43	47	17:15	224	10	0	0	0	1	235	
5:30	31	4	0	0	0	4	39	47	17:30	229	2	0	0	0	1	232	
5:45	45	1	0	0	0	1	47	47	17:45	206	2	0	0	0	2	210	
6:00	41	3	0	0	0	3	47	47	18:00	181	2	0	0	0	3	186	
6:15	56	1	0	0	0	6	63	63	18:15	184	3	0	0	0	3	190	
6:30	63	4	0	0	0	5	72	72	18:30	155	1	0	0	0	0	156	
6:45	80	1	0	0	0	15	96	96	18:45	147	5	1	0	0	3	156	
7:00	145	3	0	0	0	1	149	149	19:00	131	1	0	0	0	2	134	
7:15	196	7	0	5	0	4	212	212	19:15	142	2	0	1	0	0	145	
7:30	168	6	0	0	0	1	175	175	19:30	119	3	0	0	1	2	125	
7:45	174	4	0	0	0	2	180	180	19:45	107	1	0	0	0	3	111	
8:00	141	5	0	2	0	4	152	152	20:00	102	0	0	1	0	5	108	
8:15	105	5	0	0	0	3	113	113	20:15	84	1	0	0	0	2	87	
8:30	112	3	0	1	0	1	117	117	20:30	84	0	1	0	0	3	88	
8:45	96	4	1	1	0	2	104	104	20:45	55	0	0	0	0	2	57	
9:00	106	7	1	3	1	3	121	121	21:00	63	0	0	0	0	1	64	
9:15	76	5	0	1	1	3	86	86	21:15	57	1	0	0	0	1	59	
9:30	110	2	0	1	0	2	115	115	21:30	65	1	0	0	0	0	66	
9:45	71	6	0	1	1	4	83	83	21:45	47	0	0	0	0	4	51	
10:00	95	6	0	0	1	2	104	104	22:00	50	0	0	0	0	2	52	
10:15	108	9	0	1	0	2	120	120	22:15	39	0	0	0	0	0	39	
10:30	100	9	0	1	0	2	112	112	22:30	48	0	0	0	0	4	52	
10:45	80	8	1	2	0	2	93	93	22:45	47	3	0	0	0	0	50	
11:00	111	4	1	1	0	2	119	119	23:00	33	0	0	0	0	1	34	
11:15	136	7	0	0	0	2	145	145	23:15	30	0	0	0	0	1	31	
11:30	109	4	0	0	0	3	116	116	23:30	25	0	0	0	1	0	26	
11:45	115	6	1	1	1	2	126	126	23:45	14	0	0	0	0	0	14	
TOTAL	2,995	132	6	21	5	84	3,243	3,243	TOTAL	5,864	182	6	15	20	127	6,214	

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 719

AM PEAK HOUR 4:45 PM
AM PEAK VOLUME 923

CLASS	DESCRIPTION	TOTAL: AM+PM							% OF TOTAL
		1	2	3	4	5	6	TOTAL	
CLASS 1	PASSENGER VEHICLES	8,859	314	12	36	25	211	9,457	93.7%
CLASS 2	2-AXLE TRUCKS								3.3%
CLASS 3	3-AXLE TRUCKS								0.1%
CLASS 4	4 OR MORE AXLE TRUCKS								0.4%
CLASS 5	RV								0.3%
CLASS 6	Buses								2.2%
TOTAL: ALL		18,049	578	33	59	45	363	19,127	100.0%
% OF TOTAL		94.4%	3.0%	0.2%	0.3%	0.2%	1.9%		

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
 JOB #: SC0663

CITY: Montebello
 LOCATION: Montebello between Los Angeles and Olympic

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	29	0	0	0	0	0	29	12:00	122	9	1	0	0	3	135
0:15	28	0	0	0	0	0	28	12:15	127	5	0	0	0	2	134
0:30	15	0	0	0	0	0	15	12:30	99	4	0	1	1	1	106
0:45	21	0	0	0	0	0	21	12:45	82	4	1	0	1	1	89
1:00	14	0	0	0	0	0	14	13:00	120	9	0	0	0	4	133
1:15	12	0	0	0	0	0	12	13:15	109	8	0	0	0	7	124
1:30	15	0	0	0	0	0	15	13:30	110	4	0	0	1	1	116
1:45	12	0	0	0	0	0	12	13:45	172	7	1	0	2	3	185
2:00	11	0	0	0	0	0	11	14:00	151	4	0	0	0	1	156
2:15	16	0	1	0	0	0	17	14:15	106	7	0	1	0	1	115
2:30	17	1	1	0	0	0	19	14:30	119	5	2	2	1	5	134
2:45	9	0	1	0	0	0	10	14:45	142	3	0	0	1	3	149
3:00	10	3	0	0	0	0	13	15:00	154	8	1	1	1	2	167
3:15	14	0	0	0	0	0	14	15:15	126	5	0	3	0	0	134
3:30	12	1	0	0	0	0	13	15:30	74	1	0	2	0	1	78
3:45	18	6	0	0	0	0	24	15:45	154	9	0	0	0	5	168
4:00	15	2	0	0	0	0	17	16:00	159	4	0	2	0	3	168
4:15	29	0	0	0	0	1	30	16:15	175	2	0	0	0	0	177
4:30	30	1	0	0	0	3	34	16:30	174	5	0	0	1	0	180
4:45	50	3	0	0	0	0	53	16:45	162	5	1	0	1	0	169
5:00	44	0	0	0	0	0	44	17:00	188	3	0	1	2	1	195
5:15	59	2	0	0	0	2	63	17:15	186	5	0	0	0	1	192
5:30	89	2	0	0	0	1	92	17:30	216	0	0	0	1	3	220
5:45	74	6	0	0	0	4	84	17:45	184	6	0	0	0	3	193
6:00	63	1	0	0	0	2	66	18:00	183	4	0	1	0	2	190
6:15	68	1	1	1	0	4	75	18:15	161	3	0	0	0	1	165
6:30	93	1	0	0	0	3	97	18:30	167	1	0	0	0	4	172
6:45	140	3	0	0	0	3	146	18:45	143	4	0	0	0	4	151
7:00	134	2	0	0	0	2	138	19:00	123	1	0	0	0	2	126
7:15	163	3	0	1	0	0	167	19:15	126	0	1	0	0	2	129
7:30	165	5	1	1	0	1	173	19:30	146	1	1	0	0	4	152
7:45	191	0	0	2	0	3	196	19:45	121	1	0	0	0	2	124
8:00	151	2	0	0	0	0	153	20:00	114	1	0	0	0	0	115
8:15	150	5	2	0	0	2	159	20:15	125	3	0	0	0	0	128
8:30	172	2	0	1	0	2	177	20:30	89	2	0	0	0	1	92
8:45	164	8	0	1	0	0	173	20:45	93	1	0	0	0	2	96
9:00	133	5	0	0	0	0	138	21:00	85	2	0	0	0	4	91
9:15	89	7	0	0	1	2	99	21:15	69	0	0	0	0	2	71
9:30	117	4	0	0	0	1	122	21:30	81	1	0	1	0	0	83
9:45	75	7	1	0	0	3	86	21:45	81	1	0	0	0	2	84
10:00	105	7	1	0	1	3	117	22:00	63	0	0	0	0	2	65
10:15	84	3	0	0	0	4	91	22:15	66	0	0	0	0	2	68
10:30	94	1	0	0	1	3	99	22:30	57	0	0	0	0	1	58
10:45	84	6	0	0	1	5	96	22:45	39	1	1	0	0	0	41
11:00	102	5	0	0	0	4	111	23:00	41	0	0	0	2	2	45
11:15	101	3	1	0	1	0	106	23:15	40	0	0	0	0	0	40
11:30	93	3	0	1	0	1	98	23:30	46	2	0	0	0	1	49
11:45	114	2	1	0	0	0	117	23:45	32	0	0	0	0	2	34
TOTAL	3,488	113	11	8	5	59	3,684	TOTAL	5,702	151	10	15	15	93	5,986

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 689

AM PEAK HOUR 5:00 PM
AM PEAK VOLUME 800

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	9,190	264	21	23	20	152	9,670
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	95.0%	2.7%	0.2%	0.2%	0.2%	1.6%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
 JOB #: SC0663

CITY: Montebello
 LOCATION: Roosevelt between 4th and Bluff

AM TIME								TOTAL	PM Time								TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	5	0	0	0	0	0	0	5	12:00	15	0	0	0	0	0	0	15
0:15	4	0	0	0	0	0	0	4	12:15	10	1	0	0	0	0	0	11
0:30	2	0	0	0	0	0	0	2	12:30	21	0	0	0	0	0	0	21
0:45	1	0	0	0	0	0	0	1	12:45	14	0	0	0	0	0	0	14
1:00	1	0	0	0	0	0	0	1	13:00	19	0	0	0	0	0	0	19
1:15	0	0	0	0	0	0	0	0	13:15	11	0	0	0	0	0	0	11
1:30	4	0	0	0	0	0	0	4	13:30	5	2	0	0	0	0	0	7
1:45	1	0	0	0	0	0	0	1	13:45	12	1	0	0	0	0	2	15
2:00	3	0	0	0	0	0	0	3	14:00	13	1	0	0	0	0	1	15
2:15	3	0	0	0	0	0	0	3	14:15	17	1	0	0	0	0	0	18
2:30	3	0	0	0	0	0	0	3	14:30	22	0	0	1	0	0	1	24
2:45	2	0	0	0	0	0	0	2	14:45	3	2	0	0	0	0	0	5
3:00	1	0	0	0	0	0	0	1	15:00	14	0	0	0	0	0	0	14
3:15	1	0	0	0	0	0	0	1	15:15	14	0	0	0	0	0	1	15
3:30	4	0	0	0	0	0	0	4	15:30	30	0	0	0	0	0	1	31
3:45	5	0	0	0	0	0	0	5	15:45	17	1	0	0	0	0	0	18
4:00	0	0	0	0	0	0	0	0	16:00	21	0	0	0	0	0	0	21
4:15	2	0	0	0	0	0	0	2	16:15	25	0	0	0	0	0	0	25
4:30	2	0	0	0	0	0	0	2	16:30	23	0	0	0	0	1	0	24
4:45	3	0	0	0	0	0	0	3	16:45	27	1	0	0	0	0	0	28
5:00	0	0	0	0	0	0	0	0	17:00	27	1	0	1	0	0	0	29
5:15	9	0	0	0	0	0	0	9	17:15	36	0	0	0	0	0	0	36
5:30	10	0	0	0	0	0	0	10	17:30	30	1	0	0	0	0	0	31
5:45	6	0	0	0	0	0	0	6	17:45	24	0	0	0	0	0	0	24
6:00	4	0	0	0	0	0	0	4	18:00	33	0	0	0	0	0	0	33
6:15	7	0	0	0	0	0	1	8	18:15	41	0	0	0	0	0	0	41
6:30	18	1	0	0	0	0	1	20	18:30	20	0	0	0	0	0	0	20
6:45	19	0	0	0	0	0	0	19	18:45	24	0	0	0	0	0	0	24
7:00	11	1	0	0	0	0	1	13	19:00	14	0	0	0	0	0	0	14
7:15	11	1	0	0	0	0	2	14	19:15	17	0	0	0	0	0	0	17
7:30	33	1	0	0	0	0	0	34	19:30	13	0	0	0	0	0	0	13
7:45	21	0	0	0	0	0	0	21	19:45	14	1	0	0	0	0	0	15
8:00	16	0	0	0	0	0	0	16	20:00	20	1	0	0	0	0	0	21
8:15	11	1	0	0	0	0	0	12	20:15	9	1	0	0	0	0	0	10
8:30	14	1	0	0	0	0	0	15	20:30	11	0	0	0	0	0	0	11
8:45	10	0	0	0	0	0	0	10	20:45	12	0	0	0	0	0	0	12
9:00	11	0	0	0	0	0	0	11	21:00	14	0	0	0	0	0	0	14
9:15	11	0	2	0	0	0	0	13	21:15	13	0	0	0	0	0	0	13
9:30	8	2	0	0	0	0	0	10	21:30	8	0	0	0	0	0	0	8
9:45	2	2	0	0	0	0	0	4	21:45	11	0	0	0	0	0	0	11
10:00	5	0	0	0	0	0	1	6	22:00	5	0	0	0	0	0	0	5
10:15	5	1	0	0	0	0	0	6	22:15	7	0	0	0	0	0	0	7
10:30	15	1	0	0	0	0	0	16	22:30	12	0	0	0	0	0	0	12
10:45	13	0	0	0	0	0	0	13	22:45	2	0	0	0	0	0	0	2
11:00	23	0	0	0	0	0	0	23	23:00	3	0	0	0	0	0	0	3
11:15	13	1	0	0	0	0	0	14	23:15	2	0	0	0	0	0	0	2
11:30	13	0	0	0	0	0	0	13	23:30	6	0	0	0	0	0	0	6
11:45	10	1	0	0	0	0	0	11	23:45	3	0	0	0	0	0	0	3
TOTAL	376	14	2	0	0	0	6	398	TOTAL	764	15	0	2	1	6	6	788

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 85

AM PEAK HOUR 5:30 PM
AM PEAK VOLUME 129

CLASS	DESCRIPTION	TOTAL: AM+PM							TOTAL
		1	2	3	4	5	6	TOTAL	
CLASS 1	PASSENGER VEHICLES	1,140	29	2	2	1	12	1,186	
CLASS 2	2-AXLE TRUCKS	96.1%	2.4%	0.2%	0.2%	0.1%	1.0%	100.0%	
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								
TOTAL: ALL		2,180	62	5	5	1	22	2,275	
% OF TOTAL		95.8%	2.7%	0.2%	0.2%	0.0%	1.0%	100.0%	

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
 JOB #: SC0663

CITY: Montebello
 LOCATION: Roosevelt between 4th and Bluff

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	2	0	0	0	0	0	2	12:00	8	1	0	0	0	0	9
0:15	0	0	0	0	0	0	0	12:15	11	2	0	0	0	0	13
0:30	5	0	0	0	0	0	5	12:30	9	1	0	0	0	0	10
0:45	2	0	0	0	0	0	2	12:45	12	0	0	0	0	0	12
1:00	1	0	0	0	0	0	1	13:00	13	1	0	0	0	0	14
1:15	2	0	0	0	0	0	2	13:15	24	1	0	0	0	1	26
1:30	2	0	0	0	0	0	2	13:30	7	0	0	0	0	0	7
1:45	0	0	0	0	0	0	0	13:45	11	0	0	1	0	1	13
2:00	7	0	0	0	0	0	7	14:00	10	0	1	1	0	1	13
2:15	11	0	0	0	0	0	11	14:15	25	2	0	0	0	0	27
2:30	1	0	0	0	0	0	1	14:30	11	2	0	0	0	1	14
2:45	0	0	0	0	0	0	0	14:45	16	1	0	0	0	0	17
3:00	0	0	0	0	0	0	0	15:00	13	0	0	0	0	2	15
3:15	1	0	0	0	0	0	1	15:15	18	0	0	0	0	0	18
3:30	0	1	0	0	0	0	1	15:30	17	2	0	0	0	0	19
3:45	1	0	0	0	0	0	1	15:45	18	0	0	0	0	0	18
4:00	2	0	0	0	0	0	2	16:00	18	0	0	0	0	0	18
4:15	3	0	0	0	0	0	3	16:15	23	0	0	0	0	0	23
4:30	5	0	0	0	0	0	5	16:30	18	1	0	0	0	0	19
4:45	3	0	0	0	0	0	3	16:45	21	0	0	0	0	0	21
5:00	0	0	0	0	0	0	0	17:00	18	0	0	0	0	0	18
5:15	6	0	0	0	0	0	6	17:15	19	0	0	0	0	1	20
5:30	5	1	0	0	0	0	6	17:30	14	1	0	0	0	0	15
5:45	7	0	0	0	0	0	7	17:45	10	0	0	0	0	0	10
6:00	5	0	0	0	0	0	5	18:00	14	0	0	0	0	0	14
6:15	9	0	1	0	0	0	10	18:15	23	0	0	0	0	0	23
6:30	11	0	0	0	0	0	11	18:30	14	0	0	0	0	0	14
6:45	11	0	0	0	0	0	11	18:45	16	0	0	0	0	0	16
7:00	15	2	0	0	0	0	17	19:00	16	0	0	0	0	0	16
7:15	24	0	0	0	0	1	25	19:15	10	0	0	0	0	0	10
7:30	29	0	0	0	0	0	29	19:30	8	0	0	0	0	0	8
7:45	31	0	0	0	0	0	31	19:45	11	0	0	0	0	0	11
8:00	28	1	0	0	0	0	29	20:00	17	1	0	0	0	0	18
8:15	22	2	0	0	0	0	24	20:15	4	0	0	0	0	0	4
8:30	23	0	0	0	0	0	23	20:30	14	0	0	0	0	0	14
8:45	19	0	0	0	0	0	19	20:45	10	0	0	0	0	0	10
9:00	15	0	0	0	0	0	15	21:00	10	0	0	0	0	0	10
9:15	11	1	0	0	0	0	12	21:15	16	0	0	0	0	0	16
9:30	10	0	1	0	0	0	11	21:30	17	0	0	0	0	0	17
9:45	12	0	0	0	0	0	12	21:45	6	0	0	0	0	0	6
10:00	15	1	0	0	0	0	16	22:00	10	0	0	0	0	0	10
10:15	10	3	0	0	0	0	13	22:15	6	0	0	0	0	0	6
10:30	11	2	0	0	0	1	14	22:30	8	0	0	0	0	0	8
10:45	8	0	0	0	0	1	9	22:45	2	0	0	0	0	0	2
11:00	11	0	0	0	0	0	11	23:00	6	0	0	0	0	0	6
11:15	7	1	0	0	0	0	8	23:15	3	0	0	0	0	0	3
11:30	12	0	0	0	0	0	12	23:30	5	0	0	0	0	0	5
11:45	11	2	0	1	0	0	14	23:45	4	0	0	0	0	0	4
TOTAL	426	17	2	1	0	3	449	TOTAL	614	16	1	2	0	7	640

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 114

AM PEAK HOUR 4:15 PM
AM PEAK VOLUME 81

CLASS 1 PASSENGER VEHICLES	TOTAL: AM+PM	1,040	33	3	3	0	10	1,089
CLASS 2 2-AXLE TRUCKS	% OF TOTAL	95.5%	3.0%	0.3%	0.3%	0.0%	0.9%	100.0%
CLASS 3 3-AXLE TRUCKS								
CLASS 4 4 OR MORE AXLE TRUCKS								
CLASS 5 RV								
CLASS 6 BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015

CITY: Montebello

JOB #: SC0663

LOCATION: Bluff between Roosevelt and Whittier

AM TIME								TOTAL	PM Time								TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	12	0	0	0	0	0	0	12	12:00	51	0	0	0	0	0	0	51
0:15	11	0	0	0	0	0	0	11	12:15	45	3	0	0	0	0	0	48
0:30	4	0	0	0	0	0	0	4	12:30	41	0	0	0	0	0	0	41
0:45	6	0	0	0	0	0	0	6	12:45	59	2	0	0	0	1	62	
1:00	4	0	0	0	0	0	0	4	13:00	59	1	1	0	0	1	62	
1:15	4	0	0	0	0	0	0	4	13:15	38	3	0	0	0	0	41	
1:30	6	0	0	0	0	0	0	6	13:30	53	1	1	0	0	0	55	
1:45	1	0	0	0	0	0	0	1	13:45	56	3	0	0	0	2	61	
2:00	7	1	0	0	0	0	0	8	14:00	45	1	0	0	0	1	47	
2:15	5	0	0	0	0	0	0	5	14:15	55	2	0	0	0	0	57	
2:30	3	0	0	0	0	0	0	3	14:30	50	1	0	0	0	2	53	
2:45	3	0	0	0	0	0	0	3	14:45	48	4	0	0	0	0	52	
3:00	1	0	0	0	0	0	0	1	15:00	58	2	0	0	0	0	60	
3:15	2	0	0	0	0	0	0	2	15:15	76	0	0	0	0	1	77	
3:30	4	0	0	0	0	0	0	4	15:30	85	4	0	0	0	0	89	
3:45	8	0	0	0	0	0	0	8	15:45	111	3	0	0	0	0	114	
4:00	5	1	0	0	0	0	0	6	16:00	88	0	0	0	0	0	88	
4:15	1	0	0	0	0	0	0	1	16:15	93	1	0	0	0	0	94	
4:30	7	0	0	0	0	0	0	7	16:30	99	1	0	0	0	1	101	
4:45	10	0	0	0	0	0	0	10	16:45	86	2	0	0	0	0	88	
5:00	8	0	0	0	0	0	0	8	17:00	90	2	0	0	0	0	92	
5:15	5	0	0	0	0	0	0	5	17:15	122	2	0	0	0	0	124	
5:30	12	0	0	0	0	0	0	12	17:30	140	2	0	0	0	0	142	
5:45	13	0	0	0	0	0	0	13	17:45	117	1	0	0	0	0	118	
6:00	13	0	0	0	0	0	0	13	18:00	115	0	0	0	0	0	115	
6:15	16	1	0	0	0	0	1	18	18:15	100	2	0	0	0	0	102	
6:30	46	1	0	0	0	0	1	48	18:30	93	1	0	0	0	0	94	
6:45	46	0	0	0	0	0	0	46	18:45	82	1	0	0	0	0	83	
7:00	56	3	0	0	0	0	1	60	19:00	67	1	0	0	0	0	68	
7:15	55	1	0	0	0	0	1	57	19:15	64	1	0	0	0	0	65	
7:30	86	2	0	0	0	0	0	88	19:30	41	2	0	0	0	0	43	
7:45	84	1	0	0	0	0	2	87	19:45	35	0	0	0	0	0	35	
8:00	71	0	0	0	0	0	1	72	20:00	51	1	0	0	0	0	52	
8:15	42	2	0	0	0	0	0	44	20:15	43	1	0	0	0	0	44	
8:30	37	1	0	0	0	0	0	38	20:30	35	1	0	0	0	0	36	
8:45	39	1	0	0	0	0	0	40	20:45	29	0	0	0	0	0	29	
9:00	38	1	0	0	0	0	0	39	21:00	42	0	0	0	0	0	42	
9:15	40	3	2	0	0	0	0	45	21:15	34	0	0	0	0	0	34	
9:30	33	5	0	0	0	0	0	38	21:30	24	0	0	0	0	0	24	
9:45	26	0	0	0	0	0	1	27	21:45	25	1	0	0	0	0	26	
10:00	25	2	0	0	0	0	1	28	22:00	23	0	0	0	0	0	23	
10:15	33	2	0	0	0	0	0	35	22:15	19	0	0	0	0	0	19	
10:30	31	2	0	0	0	0	1	34	22:30	26	0	0	0	0	0	26	
10:45	39	2	0	0	0	0	0	41	22:45	18	0	0	0	0	0	18	
11:00	38	0	0	0	0	0	0	38	23:00	7	0	0	0	0	0	7	
11:15	34	1	0	0	0	0	0	35	23:15	6	0	0	0	0	0	6	
11:30	33	1	0	0	0	0	0	34	23:30	12	0	0	0	0	0	12	
11:45	24	3	0	0	0	0	0	27	23:45	11	0	0	0	0	0	11	
TOTAL	1,127	37	2	0	0	10		1,176	TOTAL	2,767	53	2	0	0	9	2,831	

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 304

AM PEAK HOUR 5:15 PM
AM PEAK VOLUME 499

CLASS	DESCRIPTION	TOTAL: AM+PM							TOTAL
		1	2	3	4	5	6	7	
CLASS 1	PASSENGER VEHICLES	3,894	90	4	0	0	19	4,007	
CLASS 2	2-AXLE TRUCKS	97.2%	2.2%	0.1%	0.0%	0.0%	0.5%	100.0%	
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								
TOTAL: ALL		7,483	162	7	2	0	49	7,703	
% OF TOTAL		97.1%	2.1%	0.1%	0.0%	0.0%	0.6%	100.0%	

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
JOB #: SC0663

CITY: Montebello
LOCATION: Bluff between Roosevelt and Whittier

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	5	0	0	0	0	0	5	12:00	33	1	0	0	0	0	34
0:15	7	0	0	0	0	0	7	12:15	31	1	0	0	0	0	32
0:30	11	0	0	0	0	0	11	12:30	32	1	0	0	0	0	33
0:45	3	0	0	0	0	0	3	12:45	57	4	0	0	0	0	61
1:00	1	0	0	0	0	0	1	13:00	51	3	0	0	0	0	54
1:15	3	0	0	0	0	0	3	13:15	53	2	0	0	0	1	56
1:30	5	0	0	0	0	0	5	13:30	42	1	0	0	0	1	44
1:45	3	0	0	0	0	0	3	13:45	49	1	0	1	0	1	52
2:00	6	0	0	0	0	0	6	14:00	46	1	1	0	0	8	56
2:15	12	0	0	0	0	0	12	14:15	73	2	0	0	0	1	76
2:30	4	0	0	0	0	0	4	14:30	54	2	0	0	0	0	56
2:45	1	0	0	0	0	0	1	14:45	51	1	0	0	0	0	52
3:00	4	0	0	0	0	0	4	15:00	53	0	0	0	0	2	55
3:15	2	0	0	0	0	0	2	15:15	64	1	0	0	0	4	69
3:30	6	0	0	0	0	0	6	15:30	68	2	0	0	0	2	72
3:45	5	0	0	0	0	0	5	15:45	66	1	0	0	0	0	67
4:00	4	0	0	0	0	0	4	16:00	58	1	0	0	0	0	59
4:15	8	0	0	0	0	0	8	16:15	53	0	0	0	0	0	53
4:30	10	0	0	0	0	0	10	16:30	72	1	0	0	0	0	73
4:45	6	0	0	0	0	0	6	16:45	69	0	0	0	0	0	69
5:00	4	0	0	0	0	0	4	17:00	66	1	0	0	0	0	67
5:15	16	0	0	0	0	0	16	17:15	70	0	0	0	0	1	71
5:30	14	0	0	0	0	0	14	17:30	73	0	0	0	0	0	73
5:45	24	0	0	0	0	0	24	17:45	84	0	0	0	0	0	84
6:00	15	0	0	0	0	0	15	18:00	70	1	0	0	0	0	71
6:15	33	0	1	0	0	0	34	18:15	69	1	0	0	0	0	70
6:30	42	1	0	0	0	0	43	18:30	85	1	0	0	0	0	86
6:45	53	1	0	0	0	0	54	18:45	56	1	0	0	0	0	57
7:00	52	4	0	0	0	1	57	19:00	58	0	0	0	0	0	58
7:15	83	1	0	0	0	1	85	19:15	50	0	0	0	0	0	50
7:30	93	0	0	0	0	1	94	19:30	37	2	0	0	0	0	39
7:45	113	0	0	0	0	1	114	19:45	49	2	0	0	0	0	51
8:00	86	5	0	0	0	0	91	20:00	45	0	0	0	0	0	45
8:15	77	2	0	0	0	0	79	20:15	40	0	0	0	0	0	40
8:30	67	4	0	0	0	1	72	20:30	38	0	0	0	0	0	38
8:45	50	0	0	0	0	0	50	20:45	38	0	0	0	0	0	38
9:00	34	1	0	1	0	0	36	21:00	34	0	0	0	0	0	34
9:15	46	3	0	0	0	0	49	21:15	56	0	0	0	0	0	56
9:30	32	2	1	0	0	0	35	21:30	42	0	0	0	0	0	42
9:45	27	1	0	0	0	0	28	21:45	27	0	0	0	0	0	27
10:00	36	0	0	0	0	0	36	22:00	19	0	0	0	0	0	19
10:15	27	2	0	0	0	0	29	22:15	18	0	0	0	0	0	18
10:30	27	3	0	0	0	2	32	22:30	16	0	0	0	0	0	16
10:45	29	2	0	0	0	2	33	22:45	13	0	0	0	0	0	13
11:00	35	2	0	0	0	0	37	23:00	17	0	0	0	0	0	17
11:15	30	1	0	0	0	0	31	23:15	7	0	0	0	0	0	7
11:30	38	1	0	0	0	0	39	23:30	12	0	0	0	0	0	12
11:45	27	1	0	0	0	0	28	23:45	9	0	0	0	0	0	9
TOTAL	1,316	37	2	1	0	9	1,365	TOTAL	2,273	35	1	1	0	21	2,331

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 384

AM PEAK HOUR 5:45 PM
AM PEAK VOLUME 311

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	3,589	72	3	2	0	30	3,696
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	97.1%	1.9%	0.1%	0.1%	0.0%	0.8%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
 JOB #: SC0663

CITY: Montebello
 LOCATION: Bluff between Beach and Washington

AM TIME								TOTAL	PM Time								TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	8	0	0	0	0	0	0	8	12:00	42	1	0	0	0	0	0	43
0:15	7	0	0	0	0	0	0	7	12:15	45	5	0	0	0	0	0	50
0:30	11	0	0	0	0	0	0	11	12:30	29	0	0	0	0	0	0	29
0:45	3	0	0	0	0	0	0	3	12:45	38	3	0	0	0	0	1	42
1:00	2	0	0	0	0	0	0	2	13:00	53	1	1	0	0	0	0	55
1:15	4	0	0	0	0	0	0	4	13:15	38	4	0	0	0	0	0	42
1:30	4	0	0	0	0	0	0	4	13:30	53	1	0	0	0	0	0	54
1:45	0	0	0	0	0	0	0	0	13:45	47	2	0	1	0	0	0	50
2:00	11	0	0	0	0	0	0	11	14:00	40	2	0	0	0	0	0	42
2:15	6	0	0	0	0	0	0	6	14:15	57	1	0	0	0	0	0	58
2:30	2	0	0	0	0	0	0	2	14:30	42	4	0	0	0	0	1	47
2:45	0	0	0	0	0	0	0	0	14:45	61	1	1	0	0	0	0	63
3:00	1	0	0	0	0	0	0	1	15:00	55	3	0	0	0	0	0	58
3:15	4	0	0	0	0	0	0	4	15:15	52	1	0	0	0	0	0	53
3:30	0	0	0	0	0	0	0	0	15:30	42	2	2	0	0	0	0	46
3:45	1	0	0	0	0	0	0	1	15:45	71	0	0	1	0	0	0	72
4:00	3	0	0	0	0	0	0	3	16:00	60	1	0	0	0	0	0	61
4:15	6	0	0	0	0	0	0	6	16:15	63	2	0	0	0	0	0	65
4:30	8	1	0	0	0	0	0	9	16:30	64	1	0	1	0	0	1	67
4:45	11	0	0	0	0	0	0	11	16:45	77	1	0	0	0	0	0	78
5:00	5	1	0	0	0	0	0	6	17:00	70	1	0	0	0	0	0	71
5:15	6	0	0	0	0	0	0	6	17:15	88	4	0	0	0	0	0	92
5:30	5	1	0	0	0	0	0	6	17:30	82	6	0	0	0	0	0	88
5:45	10	0	0	0	0	0	0	10	17:45	81	0	0	0	0	0	0	81
6:00	16	0	0	0	0	0	0	16	18:00	80	0	0	0	0	0	0	80
6:15	19	0	0	0	0	0	0	19	18:15	65	0	1	0	0	0	0	66
6:30	34	0	0	0	0	0	0	34	18:30	86	0	0	0	0	0	0	86
6:45	34	0	0	0	0	0	0	34	18:45	60	2	0	0	0	0	0	62
7:00	55	2	0	0	0	0	0	57	19:00	48	0	1	0	0	0	0	49
7:15	72	0	0	0	0	0	0	72	19:15	48	2	0	0	0	0	0	50
7:30	87	1	1	0	0	0	0	89	19:30	35	2	0	0	0	0	0	37
7:45	77	1	0	0	0	0	0	78	19:45	41	0	0	0	0	0	0	41
8:00	57	1	0	0	0	0	0	58	20:00	58	0	0	0	0	0	0	58
8:15	46	3	0	0	0	0	2	51	20:15	29	0	0	0	0	0	0	29
8:30	40	1	0	0	0	0	1	42	20:30	40	1	0	0	0	0	0	41
8:45	42	1	0	0	0	0	0	43	20:45	32	0	0	0	0	0	0	32
9:00	32	2	0	1	0	0	0	35	21:00	40	0	0	0	0	0	0	40
9:15	35	3	0	0	0	0	0	38	21:15	44	0	0	0	0	0	0	44
9:30	35	3	0	0	0	0	1	39	21:30	27	0	0	0	0	0	0	27
9:45	23	0	0	0	1	0	0	24	21:45	26	0	0	0	0	0	0	26
10:00	27	5	0	0	0	0	0	32	22:00	27	0	0	0	0	0	0	27
10:15	30	2	0	0	0	0	0	32	22:15	18	0	0	0	0	0	0	18
10:30	37	2	0	0	0	0	0	39	22:30	27	0	0	0	0	0	0	27
10:45	33	2	0	0	0	0	0	35	22:45	15	0	0	0	0	0	0	15
11:00	27	0	0	0	0	0	0	27	23:00	12	0	0	0	0	0	0	12
11:15	28	0	0	0	0	0	0	28	23:15	13	0	0	0	0	0	0	13
11:30	24	2	0	0	0	0	0	26	23:30	12	0	0	0	0	0	0	12
11:45	39	3	0	1	0	0	0	43	23:45	10	0	0	0	0	0	0	10
TOTAL	1,067	37	1	2	1	4		1,112	TOTAL	2,243	54	6	3	0	3		2,309

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 297

AM PEAK HOUR 5:15 PM
AM PEAK VOLUME 341

CLASS	DESCRIPTION	TOTAL: AM+PM							TOTAL
		1	2	3	4	5	6	7	
CLASS 1	PASSENGER VEHICLES	3,310	91	7	5	1	7	3,421	
CLASS 2	2-AXLE TRUCKS	96.8%	2.7%	0.2%	0.1%	0.0%	0.2%	100.0%	
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								
TOTAL: ALL		6,804	183	11	8	1	18	7,025	
% OF TOTAL		96.9%	2.6%	0.2%	0.1%	0.0%	0.3%	100.0%	

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
JOB #: SC0663

CITY: Montebello
LOCATION: Bluff between Beach and Washington

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	4	0	0	0	0	0	4	12:00	40	1	0	0	0	0	41
0:15	5	0	0	0	0	0	5	12:15	26	3	0	0	0	29	
0:30	4	0	0	0	0	0	4	12:30	37	1	0	0	0	38	
0:45	2	0	0	0	0	0	2	12:45	45	5	0	0	0	50	
1:00	0	0	0	0	0	0	0	13:00	47	1	0	0	0	48	
1:15	1	0	0	0	0	0	1	13:15	33	4	0	0	0	37	
1:30	2	0	0	0	0	0	2	13:30	45	3	0	0	0	49	
1:45	3	1	0	0	0	0	4	13:45	46	1	0	0	0	47	
2:00	4	0	0	0	0	0	4	14:00	54	1	0	0	4	59	
2:15	3	0	0	0	0	0	3	14:15	63	4	0	0	0	68	
2:30	4	0	0	0	0	0	4	14:30	54	3	0	1	0	58	
2:45	2	0	0	0	0	0	2	14:45	43	0	0	0	0	43	
3:00	2	0	0	0	0	0	2	15:00	44	2	0	0	0	46	
3:15	3	0	0	0	0	0	3	15:15	53	0	0	0	1	54	
3:30	5	0	0	0	0	0	5	15:30	60	1	0	0	0	63	
3:45	5	0	0	0	0	0	5	15:45	77	1	0	0	0	78	
4:00	4	0	0	0	0	0	4	16:00	65	3	1	0	0	69	
4:15	14	0	0	0	0	0	14	16:15	63	5	0	0	0	68	
4:30	17	0	0	0	0	0	17	16:30	82	1	0	0	0	83	
4:45	11	0	0	0	0	0	11	16:45	86	1	0	0	0	87	
5:00	3	0	0	0	0	0	3	17:00	80	3	0	0	0	83	
5:15	21	0	0	0	0	0	21	17:15	88	1	0	1	0	90	
5:30	22	0	0	0	0	0	22	17:30	84	0	0	0	0	84	
5:45	27	1	1	0	0	0	29	17:45	77	1	0	0	0	78	
6:00	22	0	0	0	0	0	22	18:00	88	1	0	0	0	89	
6:15	46	2	0	0	0	0	48	18:15	91	1	0	0	0	92	
6:30	40	0	0	0	0	0	40	18:30	88	1	0	0	0	89	
6:45	59	1	0	0	0	0	60	18:45	58	0	0	0	0	58	
7:00	45	3	0	0	0	1	49	19:00	58	2	0	0	0	60	
7:15	56	0	0	0	0	1	57	19:15	64	1	1	0	0	66	
7:30	69	0	0	0	0	0	69	19:30	30	1	0	0	0	31	
7:45	78	1	0	0	0	0	79	19:45	39	2	0	0	0	41	
8:00	73	1	0	0	0	0	74	20:00	38	0	0	0	0	38	
8:15	55	2	0	0	0	0	57	20:15	37	0	0	0	0	37	
8:30	51	4	0	0	0	0	55	20:30	33	0	0	0	0	33	
8:45	42	1	1	0	0	0	44	20:45	35	0	0	0	0	35	
9:00	39	1	0	1	0	0	41	21:00	24	0	0	0	0	24	
9:15	35	2	0	0	0	0	37	21:15	38	0	0	0	0	38	
9:30	32	2	0	0	0	0	34	21:30	29	0	0	0	0	29	
9:45	24	2	0	0	0	0	26	21:45	28	0	0	0	0	28	
10:00	36	1	0	0	0	0	37	22:00	18	0	0	0	0	18	
10:15	40	1	0	0	0	0	41	22:15	20	0	0	0	0	20	
10:30	31	3	0	0	0	0	34	22:30	23	0	0	0	0	23	
10:45	33	3	0	0	0	0	36	22:45	13	0	0	0	0	13	
11:00	44	1	0	0	0	0	45	23:00	11	0	0	0	0	11	
11:15	33	0	0	0	0	0	33	23:15	6	0	0	0	0	6	
11:30	39	2	0	0	0	0	41	23:30	9	0	0	0	0	9	
11:45	30	2	0	0	0	0	32	23:45	4	0	0	0	0	4	
TOTAL	1,220	37	2	1	0	2	1,262	TOTAL	2,274	55	2	2	0	9	2,342

AM PEAK HOUR 7:30 AM
AM PEAK VOLUME 279

AM PEAK HOUR 5:45 PM
AM PEAK VOLUME 348

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	3,494	92	4	3	0	11	3,604
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	96.9%	2.6%	0.1%	0.1%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
 JOB #: SC0663

CITY: Montebello
 LOCATION: Maple north of Whittier

AM TIME								TOTAL	PM Time								TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	5	0	0	0	0	0	0	5	12:00	33	0	0	0	0	0	1	34
0:15	2	0	0	0	0	0	0	2	12:15	41	2	0	0	0	0	0	43
0:30	2	0	0	0	0	0	0	2	12:30	46	2	0	0	0	0	0	48
0:45	9	0	0	0	0	0	0	9	12:45	26	0	0	0	0	0	0	26
1:00	1	0	0	0	0	0	0	1	13:00	50	0	0	0	0	0	0	50
1:15	2	0	0	0	0	0	0	2	13:15	49	0	0	0	0	0	2	51
1:30	2	1	0	0	0	0	0	3	13:30	39	2	0	0	0	0	0	41
1:45	1	0	0	0	0	0	0	1	13:45	52	0	0	0	0	0	0	52
2:00	1	0	0	0	0	0	0	1	14:00	53	0	0	0	0	0	2	55
2:15	0	0	0	0	0	0	0	0	14:15	56	0	0	0	0	0	0	56
2:30	0	0	0	0	0	0	0	0	14:30	56	0	0	0	0	0	0	56
2:45	0	0	0	0	0	0	0	0	14:45	56	0	0	0	0	0	1	57
3:00	2	0	0	0	0	0	0	2	15:00	54	0	0	0	0	0	1	55
3:15	2	0	0	0	0	0	0	2	15:15	31	0	0	0	0	0	1	32
3:30	0	0	0	0	0	0	0	0	15:30	48	0	0	0	0	0	0	48
3:45	1	0	0	0	0	0	0	1	15:45	40	1	0	0	0	0	0	41
4:00	2	0	0	0	0	0	0	2	16:00	50	0	0	0	0	0	0	50
4:15	1	0	0	0	0	0	0	1	16:15	60	1	0	0	0	0	2	63
4:30	1	0	0	0	0	0	0	1	16:30	50	1	1	1	0	0	0	53
4:45	2	1	0	0	0	0	0	3	16:45	47	0	0	0	0	0	1	48
5:00	0	0	0	0	0	0	0	0	17:00	56	2	0	0	0	0	0	58
5:15	5	0	0	0	0	0	0	5	17:15	79	2	0	0	0	0	0	81
5:30	11	0	0	0	0	0	0	11	17:30	55	0	0	0	0	0	0	55
5:45	5	0	0	0	0	0	0	5	17:45	65	0	0	0	0	0	0	65
6:00	4	0	0	0	0	0	0	4	18:00	56	0	0	0	0	0	0	56
6:15	7	1	1	0	0	0	0	9	18:15	66	0	0	0	0	0	0	66
6:30	9	0	0	0	0	0	0	9	18:30	46	0	0	0	0	0	0	46
6:45	11	0	0	0	0	0	0	11	18:45	42	0	0	0	0	0	0	42
7:00	24	0	0	1	0	0	0	25	19:00	39	1	0	0	0	0	0	40
7:15	31	0	0	0	0	0	0	31	19:15	32	0	0	0	0	0	0	32
7:30	41	1	0	0	0	0	1	43	19:30	32	0	0	0	0	0	0	32
7:45	67	0	0	1	0	0	1	69	19:45	22	0	0	0	0	0	0	22
8:00	83	1	0	0	0	0	0	84	20:00	30	0	0	0	0	0	0	30
8:15	81	1	1	0	0	0	0	83	20:15	16	0	0	0	0	0	0	16
8:30	47	0	0	0	0	0	0	47	20:30	36	0	0	0	0	0	0	36
8:45	31	0	0	0	0	0	0	31	20:45	35	0	0	0	0	0	0	35
9:00	28	2	0	0	0	0	0	30	21:00	22	0	0	0	0	0	0	22
9:15	20	0	0	0	0	0	0	20	21:15	22	0	0	0	0	0	0	22
9:30	23	0	0	0	0	0	0	23	21:30	22	0	0	0	0	0	0	22
9:45	23	0	0	0	0	0	2	25	21:45	15	0	0	0	0	0	0	15
10:00	23	4	0	0	0	0	0	27	22:00	13	0	0	0	0	0	0	13
10:15	34	1	0	0	0	0	0	35	22:15	11	0	0	0	0	0	0	11
10:30	31	2	0	0	0	0	0	33	22:30	5	0	0	0	0	0	0	5
10:45	25	0	0	0	0	0	0	25	22:45	14	0	0	0	0	0	0	14
11:00	41	1	0	0	0	0	0	42	23:00	6	0	0	0	0	0	0	6
11:15	38	1	0	0	0	0	0	39	23:15	9	0	0	0	0	0	0	9
11:30	27	1	0	0	0	0	0	28	23:30	1	0	0	0	0	0	0	1
11:45	38	0	0	0	0	0	0	38	23:45	3	0	0	0	0	0	0	3
TOTAL	844	18	2	2	0	4		870	TOTAL	1,787	14	1	1	0	11		1,814

AM PEAK HOUR 7:45 AM
AM PEAK VOLUME 283

AM PEAK HOUR 5:00 PM
AM PEAK VOLUME 259

CLASS	DESCRIPTION	TOTAL: AM+PM							TOTAL
		1	2	3	4	5	6		
CLASS 1	PASSENGER VEHICLES	2,631	32	3	3	0	15	2,684	
CLASS 2	2-AXLE TRUCKS	98.0%	1.2%	0.1%	0.1%	0.0%	0.6%	100.0%	
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								
TOTAL: ALL		5,538	74	6	6	0	24	5,648	
% OF TOTAL		98.1%	1.3%	0.1%	0.1%	0.0%	0.4%	100.0%	

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com

DATE: Wednesday, September 16, 2015
JOB #: SC0663

CITY: Montebello
LOCATION: Maple north of Whittier

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	3	0	0	0	0	0	3	12:00	32	0	0	0	0	0	32
0:15	3	1	0	0	0	0	4	12:15	30	0	0	0	0	0	30
0:30	3	0	0	0	0	0	3	12:30	39	0	0	0	0	0	39
0:45	2	0	0	0	0	0	2	12:45	48	2	0	0	0	0	50
1:00	3	0	0	0	0	0	3	13:00	52	0	0	0	0	0	52
1:15	2	0	0	0	0	0	2	13:15	45	1	0	0	0	0	46
1:30	2	0	0	0	0	0	2	13:30	64	0	0	0	0	1	65
1:45	1	0	0	0	0	0	1	13:45	64	3	0	0	0	0	67
2:00	1	0	0	0	0	0	1	14:00	32	1	0	0	0	1	34
2:15	1	0	0	0	0	0	1	14:15	39	0	0	0	0	0	39
2:30	0	0	0	0	0	0	0	14:30	71	0	0	0	0	0	71
2:45	0	0	0	0	0	0	0	14:45	71	3	0	0	0	0	74
3:00	2	0	0	0	0	0	2	15:00	60	0	0	0	0	1	61
3:15	1	0	0	0	0	0	1	15:15	42	1	1	0	0	0	44
3:30	2	0	0	0	0	0	2	15:30	55	2	0	0	0	0	57
3:45	2	0	0	0	0	0	2	15:45	36	0	0	0	0	0	36
4:00	1	0	0	0	0	0	1	16:00	47	0	0	0	0	0	47
4:15	2	0	0	0	0	0	2	16:15	46	0	0	0	0	1	47
4:30	5	0	0	0	0	0	5	16:30	49	0	0	0	0	0	49
4:45	5	0	0	0	0	0	5	16:45	44	1	0	0	0	0	45
5:00	8	0	0	0	0	0	8	17:00	53	0	0	1	0	1	55
5:15	10	0	0	0	0	0	10	17:15	48	0	0	0	0	1	49
5:30	5	0	0	0	0	0	5	17:30	45	2	1	0	0	0	48
5:45	6	0	0	0	0	0	6	17:45	56	1	0	0	0	0	57
6:00	12	0	0	0	0	0	12	18:00	78	0	0	0	0	0	78
6:15	17	0	0	0	0	0	17	18:15	54	0	0	0	0	0	54
6:30	16	2	0	0	0	0	18	18:30	61	1	0	0	0	2	64
6:45	21	1	0	0	0	0	22	18:45	46	0	0	0	0	0	46
7:00	37	1	0	0	0	0	38	19:00	44	2	0	0	0	0	46
7:15	44	0	0	0	0	0	44	19:15	37	0	0	0	0	0	37
7:30	59	0	1	0	0	1	61	19:30	43	1	0	0	0	0	44
7:45	70	1	0	0	0	0	71	19:45	40	1	0	0	0	0	41
8:00	73	0	0	0	0	0	73	20:00	38	0	0	0	0	0	38
8:15	98	0	0	1	0	0	99	20:15	30	0	0	0	0	0	30
8:30	136	1	0	0	0	0	137	20:30	19	0	0	0	0	0	19
8:45	42	0	0	0	0	0	42	20:45	16	0	0	0	0	0	16
9:00	29	1	0	0	0	0	30	21:00	20	0	0	0	0	0	20
9:15	29	0	0	0	0	0	29	21:15	22	0	0	0	0	0	22
9:30	28	2	0	0	0	0	30	21:30	13	0	0	0	0	0	13
9:45	25	1	0	0	0	0	26	21:45	20	0	0	0	0	0	20
10:00	37	1	0	0	0	0	38	22:00	12	0	0	0	0	0	12
10:15	34	2	0	0	0	0	36	22:15	7	0	0	0	0	0	7
10:30	31	1	0	0	0	0	32	22:30	3	0	0	0	0	0	3
10:45	35	2	0	0	0	0	37	22:45	5	0	0	0	0	0	5
11:00	36	1	0	1	0	0	38	23:00	7	0	0	0	0	0	7
11:15	39	1	0	0	0	0	40	23:15	6	0	0	0	0	0	6
11:30	46	1	0	0	0	0	47	23:30	3	0	0	0	0	0	3
11:45	43	0	0	0	0	0	43	23:45	8	0	0	0	0	0	8
TOTAL	1,107	20	1	2	0	1	1,131	TOTAL	1,800	22	2	1	0	8	1,833

AM PEAK HOUR 7:45 AM
AM PEAK VOLUME 380

AM PEAK HOUR 5:45 PM
AM PEAK VOLUME 253

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	2,907	42	3	3	0	9	2,964
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	98.1%	1.4%	0.1%	0.1%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

DRAFT

APPENDIX D
GROWTH RATE CONCURRENCE EMAIL FROM CITY OF
MONTEBELLO

Ray Kommidi

From: Ray Abassi <rabassi@infeng.co>
Sent: Tuesday, October 27, 2015 5:38 PM
To: Rachel Korkos; 'Batson, Danilo'
Cc: 'Ray Kommidi'; 'Gillfillan, Keith'; 'William Sun'; 'Nichol, Goska'; 'Butler, Ronald'
Subject: RE: Montebello GS Traffic Study - Data Request from City and Growth Rate Factor

Good afternoon all,
I have reviewed the Study and agree with the conclusions to use the CMP Growth Rate.

Best Wishes,



Raymond R. Abassi, M.S., P.E., T.E. QSD

Cell: (714) 329-4500
Tel: (714) 940-0100 x-5050
rabassi@infrastructure-engineers.com
www.infrastructure-engineers.com



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From: Rachel Korkos [mailto:rkorkos@theaceproject.org]
Sent: Thursday, October 22, 2015 4:39 PM
To: 'Batson, Danilo'; Ray Abassi
Cc: 'Ray Kommidi'; 'Gillfillan, Keith'; 'William Sun'; 'Nichol, Goska'; 'Butler, Ronald'
Subject: Montebello GS Traffic Study - Data Request from City and Growth Rate Factor

Good afternoon. Danilo, as discussed at our PDT meeting yesterday, I am resending the request from LIN Consulting for information required for the preparation of the Traffic Study. Per your direction, I have also included Mr. Abassi on this e-mail. Please see the email below for the information required.

Also, as discussed at our meeting on September 23rd, attached is a comparison, prepared by LIN Consulting, of the LA County CMP and SCAG Growth Rates and the recommendation for the use of the LA County CMP Growth Rate for the Montebello Corridor Project. Please provide us with your comments or approval. Or, let me know if you would like me to set up a conference call to discuss further.

Appreciate your assistance with these requests.

Rachel Korkos
Senior Project Manager
Alameda Corridor-East Construction Authority
4900 Rivergrade Road, Suite A120
Irwindale, CA 91706

O 626.962.9292
F 626.962.9393
rkorkos@theaceproject.org

From: Ray Kommidi [<mailto:rkommidi@linconsulting.com>]
Sent: Wednesday, September 30, 2015 2:11 PM
To: 'Batson, Danilo'
Cc: Gillfillan, Keith; 'Rachel Korkos'; 'Hamilton, Alex'
Subject: Montebello GS - Data from City

Danilo,

As discussed at our last meeting can you please provide the following information for the preparation of traffic study:

1. Traffic signal timing plans for the study area intersections
2. Traffic signal synchronization corridors within the City
3. Traffic studies prepared for any of the the other developments provided by the City

























Ray Kommidi, P.E., T.E.
Senior Project Manager
LIN Consulting, Inc.
21660 E. Copley Dr., Suite. 270
Diamond Bar, CA 91765
E-mail: rkommidi@LinConsulting.com
Ph. (909) 396-6850 Ext.107
Fax. (909) 396-8150

APPENDIX E

























EXISTING TRAFFIC CONDITIONS (YEAR 2015)

LOS ANALYSIS WORKSHEETS























1: Garfield Ave & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	486	129	235	805	153	100	619	120	90	913	68
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	65	486	129	235	805	153	100	619	120	90	913	68
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	5.1	19.1	11.4	18.6	31.7	13.5	7.9	24.4	10.6	7.1	36.0	6.0
Adj Reference Time (s)	9.1	23.1	15.4	22.6	35.7	17.5	11.9	28.4	14.6	11.1	40.0	10.0
Permitted Option												
Adj Saturation A (vph)	101	1523	101	1523	101	1523	101	1523	101	1523	101	1523
Reference Time A (s)	77.0	19.1	278.3	31.7	118.4	24.4	106.6	36.0	77.0	19.1	278.3	31.7
Adj Saturation B (vph)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Reference Time B (s)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Reference Time (s)	77.0		278.3		118.4		36.0		77.0		278.3	
Adj Reference Time (s)	81.0		282.3		122.4		110.6		81.0		282.3	
Split Option												
Ref Time Combined (s)	5.1	19.1	18.6	31.7	7.9	24.4	7.1	36.0	5.1	19.1	18.6	31.7
Ref Time Seperate (s)	5.1	19.1	18.6	31.7	7.9	24.4	7.1	36.0	5.1	19.1	18.6	31.7
Reference Time (s)	19.1	19.1	31.7	31.7	24.4	24.4	36.0	36.0	19.1	19.1	31.7	31.7
Adj Reference Time (s)	23.1	23.1	35.7	35.7	28.4	28.4	40.0	40.0	23.1	23.1	35.7	35.7
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	45.7		51.9		45.7							
Permitted Option (s)	282.3		122.4		282.3							
Split Option (s)	58.9		68.3		58.9							
Minimum (s)	45.7		51.9		45.7							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	15.4	17.5	14.6	10.0								
Cross Thru Ref Time (s)	40.0	28.4	23.1	35.7								
Oncoming Left Ref Time (s)	22.6	9.1	11.1	11.9								
Combined (s)	77.9	55.0	48.8	57.6								
Intersection Summary												
Intersection Capacity Utilization	81.3%		ICU Level of Service				D					
Reference Times and Phasing Options do not represent an optimized timing plan.												





















2: Garfield Ave & Olympic Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	90	426	127	139	820	104	79	648	33	57	1108	90
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	90	553	0	139	924	0	79	681	0	57	1198	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.98	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	2941	0	1520	2995	0	1520	3024	0	1520	3012	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	7.1	22.6	0.0	11.0	37.0	0.0	6.2	27.0	0.0	4.5	47.7	0.0
Adj Reference Time (s)	11.1	26.6	0.0	15.0	41.0	0.0	10.2	31.0	0.0	8.5	51.7	0.0
Permitted Option												
Adj Saturation A (vph)	101	1471		101	1497		101	1512		101	1506	
Reference Time A (s)	106.6	22.6		164.6	37.0		93.6	27.0		67.5	47.7	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)	106.6		164.6		93.6		67.5		106.6		67.5	
Adj Reference Time (s)	110.6		168.6		97.6		71.5		110.6		71.5	
Split Option												
Ref Time Combined (s)	7.1	22.6		11.0	37.0		6.2	27.0		4.5	47.7	
Ref Time Seperate (s)	7.1	17.4		11.0	32.9		6.2	25.7		4.5	44.1	
Reference Time (s)	22.6	22.6		37.0	37.0		27.0	27.0		47.7	47.7	
Adj Reference Time (s)	26.6	26.6		41.0	41.0		31.0	31.0		51.7	51.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	52.1		62.0		114.1							
Permitted Option (s)	168.6		97.6		266.2							
Split Option (s)	67.6		82.7		150.3							
Minimum (s)	52.1		62.0		114.1							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	95.1%		ICU Level of Service		F							
Reference Times and Phasing Options do not represent an optimized timing plan.												



























3: Garfield Ave & Ferguson Dr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	77	87	112	89	11	102	736	25	8	1311	41
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	102	87	0	201	11	102	736	25	8	1311	41
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1580	1360	0	1555	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			7.7			1.0	8.1	29.0	2.2	0.6	51.6	3.6
Adj Reference Time (s)			11.7			8.0	12.1	33.0	8.0	8.0	55.6	8.0
Permitted Option												
Adj Saturation A (vph)	0	332		0	162		101	1523		101	1523	
Reference Time A (s)	0.0	36.9		0.0	148.8		120.8	29.0		9.5	51.6	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	10.0	15.7		16.8	23.5		NA	NA		NA	NA	
Reference Time (s)		15.7			23.5			120.8			51.6	
Adj Reference Time (s)		19.7			27.5			124.8			55.6	
Split Option												
Ref Time Combined (s)	0.0	7.7		0.0	15.5		8.1	29.0		0.6	51.6	
Ref Time Separate (s)	2.0	5.8		8.8	6.7		8.1	29.0		0.6	51.6	
Reference Time (s)	7.7	7.7		15.5	15.5		29.0	29.0		51.6	51.6	
Adj Reference Time (s)	11.7	11.7		19.5	19.5		33.0	33.0		55.6	55.6	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		67.7									
Permitted Option (s)	27.5		124.8									
Split Option (s)	31.3		88.6									
Minimum (s)	27.5		67.7		95.2							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	11.7	8.0	8.0	8.0								
Cross Thru Ref Time (s)	55.6	33.0	11.7	19.5								
Oncoming Left Ref Time (s)	19.5	11.7	8.0	12.1								
Combined (s)	86.8	52.7	27.7	39.6								
Intersection Summary												
Intersection Capacity Utilization			79.3%		ICU Level of Service					D		
Reference Times and Phasing Options do not represent an optimized timing plan.												

4: Garfield Ave & Flotilla St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	67	18	16	45	114	135	19	674	43	165	1139	214
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	101	0	0	294	0	19	674	43	165	1139	214
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.95	0.92	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2875	0	0	2815	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			0.0	1.5	26.5	3.8	13.0	44.9	18.9
Adj Reference Time (s)			0.0			0.0	8.0	30.5	8.0	17.0	48.9	22.9
Permitted Option												
Adj Saturation A (vph)	0	96		0	111		101	1523		101	1523	
Reference Time A (s)	0.0	83.9		0.0	61.8		22.5	26.5		195.4	44.9	
Adj Saturation B (vph)	NA	NA		0	1399		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		11.6	16.6		NA	NA		NA	NA	
Reference Time (s)		83.9			16.6			26.5			195.4	
Adj Reference Time (s)		87.9			20.6			30.5			199.4	
Split Option												
Ref Time Combined (s)	0.0	4.2		0.0	12.5		1.5	26.5		13.0	44.9	
Ref Time Separate (s)	5.3	0.8		3.6	4.9		1.5	26.5		13.0	44.9	
Reference Time (s)	5.3	5.3		12.5	12.5		26.5	26.5		44.9	44.9	
Adj Reference Time (s)	9.3	9.3		16.5	16.5		30.5	30.5		48.9	48.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		56.9									
Permitted Option (s)	87.9		199.4									
Split Option (s)	25.8		79.4									
Minimum (s)	25.8		56.9		82.7							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		22.9									
Cross Thru Ref Time (s)	9.3		16.5									
Oncoming Left Ref Time (s)	17.0		8.0									
Combined (s)	34.3		47.4									
Intersection Summary												
Intersection Capacity Utilization			68.9%		ICU Level of Service		C					
Reference Times and Phasing Options do not represent an optimized timing plan.												



























5: Garfield Ave & Washington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	118	554	63	50	1037	120	66	514	21	209	704	271
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	118	617	0	50	1157	0	66	514	21	209	704	271
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	4292	0	1520	4291	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	9.3	17.3	0.0	3.9	32.4	0.0	5.2	20.2	1.9	16.5	27.7	23.9
Adj Reference Time (s)	13.3	21.3	0.0	8.0	36.4	0.0	9.2	24.2	8.0	20.5	31.7	27.9
Permitted Option												
Adj Saturation A (vph)	101	1431		101	1430		101	1523		101	1523	
Reference Time A (s)	139.7	17.3		59.2	32.4		78.2	20.2		247.5	27.7	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		139.7			59.2			78.2			247.5	
Adj Reference Time (s)		143.7			63.2			82.2			251.5	
Split Option												
Ref Time Combined (s)	9.3	17.3		3.9	32.4		5.2	20.2		16.5	27.7	
Ref Time Separate (s)	9.3	15.5		3.9	29.0		5.2	20.2		16.5	27.7	
Reference Time (s)	17.3	17.3		32.4	32.4		20.2	20.2		27.7	27.7	
Adj Reference Time (s)	21.3	21.3		36.4	36.4		24.2	24.2		31.7	31.7	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	49.7		44.7									
Permitted Option (s)	143.7		251.5									
Split Option (s)	57.6		56.0									
Minimum (s)	49.7		44.7		94.4							
Right Turns	NBR	SBR										
Adj Reference Time (s)	8.0	27.9										
Cross Thru Ref Time (s)	21.3	36.4										
Oncoming Left Ref Time (s)	20.5	9.2										
Combined (s)	49.8	73.5										























Intersection Summary

Intersection Capacity Utilization 78.7% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

























6: Concourse Ave & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	58	629	16	125	1094	35	55	149	138	56	162	48
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	58	629	16	125	1094	35	55	149	138	56	162	48
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	1600	1360	1520	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	Yes				Yes				Yes			
Reference Time (s)	4.6	24.8	1.4	9.9	43.1	3.1	4.3	11.2	12.2	4.4	12.2	4.2
Adj Reference Time (s)	8.6	28.8	8.0	13.9	47.1	8.0	8.3	15.2	16.2	8.4	16.1	8.2
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		101	1600		101	1600	
Reference Time A (s)	68.7	24.8		148.0	43.1		65.1	11.2		66.3	12.2	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		68.7			148.0			65.1			66.3	
Adj Reference Time (s)		72.7			152.0			69.1			70.3	
Split Option												
Ref Time Combined (s)	4.6	24.8		9.9	43.1		4.3	11.2		4.4	12.2	
Ref Time Separate (s)	4.6	24.8		9.9	43.1		4.3	11.2		4.4	12.2	
Reference Time (s)	24.8	24.8		43.1	43.1		11.2	11.2		12.2	12.2	
Adj Reference Time (s)	28.8	28.8		47.1	47.1		15.2	15.2		16.1	16.1	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	55.7		24.5									
Permitted Option (s)	152.0		70.3									
Split Option (s)	75.9		31.3									
Minimum (s)	55.7		24.5		80.2							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	16.2	8.2								
Cross Thru Ref Time (s)	16.1	15.2	28.8	47.1								
Oncoming Left Ref Time (s)	13.9	8.6	8.4	8.3								
Combined (s)	38.0	31.8	53.4	63.7								
Intersection Summary												
Intersection Capacity Utilization	66.8%		ICU Level of Service		C							
Reference Times and Phasing Options do not represent an optimized timing plan.												

7: Concourse Ave & Olympic Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	114	385	12	34	934	50	18	129	40	68	95	167
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	114	385	12	34	934	50	0	147	40	0	163	167
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1590	1360	0	1567	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	9.0	15.2	1.1	2.7	36.8	4.4			3.5			14.7
Adj Reference Time (s)	13.0	19.2	8.0	8.0	40.8	8.4			8.0			18.7
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		0	564		0	209	
Reference Time A (s)	135.0	15.2		40.3	36.8		0.0	31.3		0.0	93.4	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		9.4	19.1		NA	NA	
Reference Time (s)		135.0			40.3			19.1			93.4	
Adj Reference Time (s)		139.0			44.3			23.1			97.4	
Split Option												
Ref Time Combined (s)	9.0	15.2		2.7	36.8		0.0	11.1		0.0	12.5	
Ref Time Separate (s)	9.0	15.2		2.7	36.8		1.4	9.7		5.4	7.1	
Reference Time (s)	15.2	15.2		36.8	36.8		11.1	11.1		12.5	12.5	
Adj Reference Time (s)	19.2	19.2		40.8	40.8		15.1	15.1		16.5	16.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	53.8		NA									
Permitted Option (s)	139.0		97.4									
Split Option (s)	60.0		31.6									
Minimum (s)	53.8		31.6		85.4							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.4	8.0	18.7								
Cross Thru Ref Time (s)	16.5	15.1	19.2	40.8								
Oncoming Left Ref Time (s)	8.0	13.0	16.5	15.1								
Combined (s)	32.5	36.5	43.7	74.6								
Intersection Summary												
Intersection Capacity Utilization			71.1%		ICU Level of Service				C			
Reference Times and Phasing Options do not represent an optimized timing plan.												

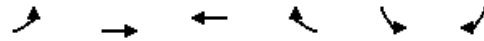
8: Yates Ave & Washington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	89	615	56	274	1217	10	9	79	117	15	48	15
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	89	671	0	274	1227	0	9	79	117	15	48	15
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	4304	0	1520	4353	0	1520	1600	1360	1520	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	7.0	18.7	0.0	21.6	33.8	0.0	0.7	5.9	10.3	1.2	3.6	1.3
Adj Reference Time (s)	11.0	22.7	0.0	25.6	37.8	0.0	8.0	9.9	14.3	8.0	8.0	8.0
Permitted Option												
Adj Saturation A (vph)	101	1435		101	1451		101	1600		101	1600	
Reference Time A (s)	105.4	18.7		324.5	33.8		10.7	5.9		17.8	3.6	
Adj Saturation B (vph)	NA	NA		NA	NA		0	1600		0	1600	
Reference Time B (s)	NA	NA		NA	NA		8.7	5.9		9.2	3.6	
Reference Time (s)		105.4			324.5			8.7			9.2	
Adj Reference Time (s)		109.4			328.5			12.7			13.2	
Split Option												
Ref Time Combined (s)	7.0	18.7		21.6	33.8		0.7	5.9		1.2	3.6	
Ref Time Separate (s)	7.0	17.1		21.6	33.5		0.7	5.9		1.2	3.6	
Reference Time (s)	18.7	18.7		33.8	33.8		5.9	5.9		3.6	3.6	
Adj Reference Time (s)	22.7	22.7		37.8	37.8		9.9	9.9		8.0	8.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	48.9		17.9									
Permitted Option (s)	328.5		13.2									
Split Option (s)	60.5		17.9									
Minimum (s)	48.9		13.2		62.0							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	14.3		8.0									
Cross Thru Ref Time (s)	22.7		37.8									
Oncoming Left Ref Time (s)	8.0		8.0									
Combined (s)	45.0		53.8									

Intersection Summary

Intersection Capacity Utilization 51.7% ICU Level of Service A
 Reference Times and Phasing Options do not represent an optimized timing plan.

9: Whittier Blvd & Wilcox Ave
























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↕↕	↕↕	↗	↘	↗
Volume (vph)	181	586	1098	278	168	250
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	181	586	1098	278	168	250
Lane Utilization Factor	1.00	0.95	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1368	2742	2742	1224	1368	1224
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	15.9	25.6	48.1	27.3		24.5
Adj Reference Time (s)	19.9	29.6	52.1	31.3		28.5
Permitted Option						
Adj Saturation A (vph)	91	1371	1371		91	
Reference Time A (s)	238.2	25.6	48.1		221.1	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		238.2	48.1			
Adj Reference Time (s)		242.2	52.1			
Split Option						
Ref Time Combined (s)	15.9	25.6	48.1		14.7	
Ref Time Seperate (s)	15.9	25.6	48.1		14.7	
Reference Time (s)	25.6	25.6	48.1		14.7	
Adj Reference Time (s)	29.6	29.6	52.1		18.7	
Summary						
	EB WB		SB		Combined	
Protected Option (s)	71.9		NA			
Permitted Option (s)	242.2		Err			
Split Option (s)	81.7		18.7			
Minimum (s)	71.9		18.7		90.7	
Right Turns						
	WBR	SBR				
Adj Reference Time (s)	31.3	28.5				
Cross Thru Ref Time (s)	0.0	52.1				
Oncoming Left Ref Time (s)	19.9	0.0				
Combined (s)	51.1	80.6				

Intersection Summary

Intersection Capacity Utilization 75.6% ICU Level of Service D
Reference Times and Phasing Options do not represent an optimized timing plan.





















10: 21st St & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	689	13	4	1232	87	6	4	0	152	2	120
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	78	689	13	4	1232	87	0	10	0	0	154	120
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1552	0	0	1521	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	6.2	27.1	1.1	0.3	48.5	7.7			0.0			10.6
Adj Reference Time (s)	10.2	31.1	8.0	8.0	52.5	11.7			0.0			14.6
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		0	152		0	1020	
Reference Time A (s)	92.4	27.1		4.7	48.5		0.0	7.9		0.0	18.1	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.5	8.8		20.0	20.1	
Reference Time (s)		92.4			48.5			7.9			18.1	
Adj Reference Time (s)		96.4			52.5			11.9			22.1	
Split Option												
Ref Time Combined (s)	6.2	27.1		0.3	48.5		0.0	0.8		0.0	12.1	
Ref Time Separate (s)	6.2	27.1		0.3	48.5		0.5	0.3		12.0	0.1	
Reference Time (s)	27.1	27.1		48.5	48.5		0.8	0.8		12.1	12.1	
Adj Reference Time (s)	31.1	31.1		52.5	52.5		8.0	8.0		16.1	16.1	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	62.7		NA									
Permitted Option (s)	96.4		22.1									
Split Option (s)	83.7		24.1									
Minimum (s)	62.7		22.1		84.8							
Right Turns												
	EBR	WBR	SBR									
Adj Reference Time (s)	8.0	11.7	14.6									
Cross Thru Ref Time (s)	16.1	8.0	52.5									
Oncoming Left Ref Time (s)	8.0	10.2	8.0									
Combined (s)	32.1	29.8	75.1									

Intersection Summary

Intersection Capacity Utilization 70.7% ICU Level of Service C
 Reference Times and Phasing Options do not represent an optimized timing plan.





















11: Vail Ave & Whittier Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	58	674	112	104	1145	96	94	192	38	76	174	59	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	58	786	0	104	1241	0	0	286	38	0	250	59	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	1520	2981	0	1520	3011	0	0	1574	1360	0	1576	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	4.6	31.6	0.0	8.2	49.5	0.0			3.4			5.2	
Adj Reference Time (s)	8.6	35.6	0.0	12.2	53.5	0.0			8.0			9.2	
Permitted Option													
Adj Saturation A (vph)	101	1491		101	1506		0	258		0	276		
Reference Time A (s)	68.7	31.6		123.2	49.5		0.0	132.9		0.0	108.5		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		68.7			123.2			132.9			108.5		
Adj Reference Time (s)		72.7			127.2			136.9			112.5		
Split Option													
Ref Time Combined (s)	4.6	31.6		8.2	49.5		0.0	21.8		0.0	19.0		
Ref Time Separate (s)	4.6	27.1		8.2	45.6		7.4	14.4		6.0	13.1		
Reference Time (s)	31.6	31.6		49.5	49.5		21.8	21.8		19.0	19.0		
Adj Reference Time (s)	35.6	35.6		53.5	53.5		25.8	25.8		23.0	23.0		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	62.0		NA										
Permitted Option (s)	127.2		136.9										
Split Option (s)	89.1		48.8										
Minimum (s)	62.0		48.8		110.9								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	8.0		9.2										
Cross Thru Ref Time (s)	35.6		53.5										
Oncoming Left Ref Time (s)	23.0		25.8										
Combined (s)	66.7		88.5										

Intersection Summary

Intersection Capacity Utilization 92.4% ICU Level of Service F
 Reference Times and Phasing Options do not represent an optimized timing plan.




















12: Vail Ave & Olympic Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	376	91	100	863	109	113	185	49	46	298	61
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	44	467	0	100	972	0	0	298	49	0	344	61
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.98	0.85	0.95	0.98	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	2957	0	1520	2995	0	0	1570	1360	0	1589	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	3.5	18.9	0.0	7.9	38.9	0.0			4.3			5.4
Adj Reference Time (s)	8.0	22.9	0.0	11.9	42.9	0.0			8.3			9.4
Permitted Option												
Adj Saturation A (vph)	101	1479		101	1498		0	228		0	531	
Reference Time A (s)	52.1	18.9		118.4	38.9		0.0	157.0		0.0	77.8	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		52.1			118.4			157.0			77.8	
Adj Reference Time (s)		56.1			122.4			161.0			81.8	
Split Option												
Ref Time Combined (s)	3.5	18.9		7.9	38.9		0.0	22.8		0.0	26.0	
Ref Time Separate (s)	3.5	15.3		7.9	34.6		8.9	13.9		3.6	22.4	
Reference Time (s)	18.9	18.9		38.9	38.9		22.8	22.8		26.0	26.0	
Adj Reference Time (s)	22.9	22.9		42.9	42.9		26.8	26.8		30.0	30.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	50.9		NA									
Permitted Option (s)	122.4		161.0									
Split Option (s)	65.9		56.8									
Minimum (s)	50.9		56.8		107.7							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.3		9.4									
Cross Thru Ref Time (s)	22.9		42.9									
Oncoming Left Ref Time (s)	30.0		26.8									
Combined (s)	61.2		79.1									





















Intersection Summary

Intersection Capacity Utilization 89.7% ICU Level of Service E
 Reference Times and Phasing Options do not represent an optimized timing plan.

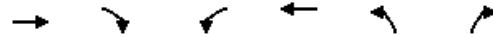
13: Vail Ave & Flotilla St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	2	73	1	0	2	162	277	6	0	331	147
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	64	75	0	0	3	0	162	283	0	0	478	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.85	0.95	0.89	0.85	0.95	1.00	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1520	1366	0	0	1416	0	1520	1595	0	1520	1526	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00			0.00			
Protected Option Allowed	No			No			Yes			Yes		
Reference Time (s)	0.0			0.0			12.8	21.3	0.0	0.0	37.6	0.0
Adj Reference Time (s)	0.0			0.0			16.8	25.3	0.0	8.0	41.6	0.0
Permitted Option												
Adj Saturation A (vph)	608	1366	0	230	101	1595	101	1526				
Reference Time A (s)	12.6	6.6	0.0	1.6	191.8	21.3	0.0	37.6				
Adj Saturation B (vph)	0	1366	0	0	NA	NA	NA	NA				
Reference Time B (s)	13.1	6.6	8.1	8.3	NA	NA	NA	NA				
Reference Time (s)	12.6		1.6			191.8			37.6			
Adj Reference Time (s)	16.6		8.0			195.8			41.6			
Split Option												
Ref Time Combined (s)	5.1	6.6	0.0	0.3	12.8	21.3	0.0	37.6				
Ref Time Separate (s)	5.1	0.2	0.1	0.0	12.8	20.8	0.0	26.0				
Reference Time (s)	6.6	6.6	0.3	0.3	21.3	21.3	37.6	37.6				
Adj Reference Time (s)	10.6	10.6	8.0	8.0	25.3	25.3	41.6	41.6				
Summary												
Protected Option (s)	NA		58.4									
Permitted Option (s)	16.6		195.8									
Split Option (s)	18.6		66.9									
Minimum (s)	16.6		58.4			75.0						
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	62.5%		ICU Level of Service			B						
Reference Times and Phasing Options do not represent an optimized timing plan.												

14: Vail Ave & Washington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	112	566	95	83	1472	166	37	139	48	114	192	98
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	112	566	95	83	1638	0	0	224	0	0	404	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.96	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1520	3046	1360	1520	4292	0	0	2924	0	0	2894	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	8.8	22.3	8.4	6.6	45.8	0.0			0.0			0.0
Adj Reference Time (s)	12.8	26.3	12.4	10.6	49.8	0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1431		0	99		0	96	
Reference Time A (s)	132.6	22.3		98.3	45.8		0.0	46.0		0.0	141.8	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		132.6			98.3			46.0			141.8	
Adj Reference Time (s)		136.6			102.3			50.0			145.8	
Split Option												
Ref Time Combined (s)	8.8	22.3		6.6	45.8		0.0	9.2		0.0	16.8	
Ref Time Separate (s)	8.8	22.3		6.6	41.2		2.9	5.7		9.0	8.0	
Reference Time (s)	22.3	22.3		45.8	45.8		9.2	9.2		16.8	16.8	
Adj Reference Time (s)	26.3	26.3		49.8	49.8		13.2	13.2		20.8	20.8	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	62.6		NA									
Permitted Option (s)	136.6		145.8									
Split Option (s)	76.1		33.9									
Minimum (s)	62.6		33.9		96.6							
Right Turns												
	EBR											
Adj Reference Time (s)	12.4											
Cross Thru Ref Time (s)	20.8											
Oncoming Left Ref Time (s)	10.6											
Combined (s)	43.7											
Intersection Summary												
Intersection Capacity Utilization	80.5%		ICU Level of Service		D							
Reference Times and Phasing Options do not represent an optimized timing plan.												

15: California Ave & Whittier Blvd

























Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Volume (vph)	731	63	17	1295	45	9
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right	No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	794	0	17	1295	45	9
Lane Utilization Factor	0.95	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	0.99	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	3010	0	1520	3046	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00		
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	31.7	0.0	1.3	51.0	0.8	
Adj Reference Time (s)	35.7	0.0	8.0	55.0	8.0	
Permitted Option						
Adj Saturation A (vph)	1505		101	1523	101	
Reference Time A (s)	31.7		20.1	51.0	53.3	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	31.7			51.0		
Adj Reference Time (s)	35.7			55.0		
Split Option						
Ref Time Combined (s)	31.7		1.3	51.0	3.6	
Ref Time Seperate (s)	29.1		1.3	51.0	3.6	
Reference Time (s)	31.7			51.0	3.6	
Adj Reference Time (s)	35.7			55.0	8.0	
Summary						
	EB WB		NB	Combined		
Protected Option (s)	55.0		NA			
Permitted Option (s)	55.0		Err			
Split Option (s)	90.7		8.0			
Minimum (s)	55.0		8.0	63.0		
Right Turns						
	NBR					
Adj Reference Time (s)	8.0					
Cross Thru Ref Time (s)	35.7					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	43.7					





















Intersection Summary

Intersection Capacity Utilization 52.5% ICU Level of Service A
 Reference Times and Phasing Options do not represent an optimized timing plan.






















16: Maple Ave & Beverly Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 						 		
Volume (vph)	19	624	102	66	1451	37	136	113	42	23	161	47	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	19	726	0	66	1488	0	0	249	42	0	231	0	
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.98	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.96	0.85	
Saturated Flow (vph)	1520	4267	0	1520	4342	0	0	1556	1360	0	1543	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	1.5	20.4	0.0	5.2	41.1	0.0			3.7			0.0	
Adj Reference Time (s)	8.0	24.4	0.0	9.2	45.1	0.0			8.0			0.0	
Permitted Option													
Adj Saturation A (vph)	101	1422		101	1447		0	443		0	626		
Reference Time A (s)	22.5	20.4		78.2	41.1		0.0	67.5		0.0	44.3		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		9.8	26.0		
Reference Time (s)		22.5			78.2			67.5			26.0		
Adj Reference Time (s)		26.5			82.2			71.5			30.0		
Split Option													
Ref Time Combined (s)	1.5	20.4		5.2	41.1		0.0	19.2		0.0	18.0		
Ref Time Separate (s)	1.5	17.6		5.2	40.1		10.7	8.5		1.8	12.5		
Reference Time (s)	20.4	20.4		41.1	41.1		19.2	19.2		18.0	18.0		
Adj Reference Time (s)	24.4	24.4		45.1	45.1		23.2	23.2		22.0	22.0		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	53.1		NA										
Permitted Option (s)	82.2		71.5										
Split Option (s)	69.5		45.2										
Minimum (s)	53.1		45.2		98.3								
Right Turns													
	NBR												
Adj Reference Time (s)	8.0												
Cross Thru Ref Time (s)	24.4												
Oncoming Left Ref Time (s)	22.0												
Combined (s)	54.4												
Intersection Summary													
Intersection Capacity Utilization			81.9%		ICU Level of Service				D				
Reference Times and Phasing Options do not represent an optimized timing plan.													























17: Maple Ave & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	631	45	26	1135	39	89	176	21	71	145	88
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	64	676	0	26	1174	0	89	197	0	71	233	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.94	0.85
Saturated Flow (vph)	1520	3016	0	1520	3031	0	1520	1574	0	1520	1509	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	5.1	26.9	0.0	2.1	46.5	0.0	7.0	15.0	0.0	5.6	18.5	0.0
Adj Reference Time (s)	9.1	30.9	0.0	8.0	50.5	0.0	11.0	19.0	0.0	9.6	22.5	0.0
Permitted Option												
Adj Saturation A (vph)	101	1508		101	1516		101	1574		101	1509	
Reference Time A (s)	75.8	26.9		30.8	46.5		105.4	15.0		84.1	18.5	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		75.8			46.5			105.4			84.1	
Adj Reference Time (s)		79.8			50.5			109.4			88.1	
Split Option												
Ref Time Combined (s)	5.1	26.9		2.1	46.5		7.0	15.0		5.6	18.5	
Ref Time Separate (s)	5.1	25.1		2.1	44.9		7.0	13.4		5.6	11.5	
Reference Time (s)	26.9	26.9		46.5	46.5		15.0	15.0		18.5	18.5	
Adj Reference Time (s)	30.9	30.9		50.5	50.5		19.0	19.0		22.5	22.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	59.5		33.6									
Permitted Option (s)	79.8		109.4									
Split Option (s)	81.4		41.5									
Minimum (s)	59.5		33.6		93.1							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	77.6%		ICU Level of Service						D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

18: Maple Ave & Olympic Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	34	350	74	21	869	51	110	167	43	24	133	69	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	34	350	74	21	920	0	0	277	43	0	157	69	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	3046	1360	1520	3021	0	0	1568	1360	0	1588	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	2.7	13.8	6.5	1.7	36.5	0.0			3.8			6.1	
Adj Reference Time (s)	8.0	17.8	10.5	8.0	40.5	0.0			8.0			10.1	
Permitted Option													
Adj Saturation A (vph)	101	1523		101	1511		0	219		0	482		
Reference Time A (s)	40.3	13.8		24.9	36.5		0.0	152.0		0.0	39.1		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		40.3			36.5			152.0			39.1		
Adj Reference Time (s)		44.3			40.5			156.0			43.1		
Split Option													
Ref Time Combined (s)	2.7	13.8		1.7	36.5		0.0	21.2		0.0	11.9		
Ref Time Separate (s)	2.7	13.8		1.7	34.5		8.7	12.5		1.9	10.0		
Reference Time (s)	13.8	13.8		36.5	36.5		21.2	21.2		11.9	11.9		
Adj Reference Time (s)	17.8	17.8		40.5	40.5		25.2	25.2		15.9	15.9		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	48.5		NA										
Permitted Option (s)	44.3		156.0										
Split Option (s)	58.3		41.1										
Minimum (s)	44.3		41.1		85.3								
Right Turns													
	EBR	NBR	SBR										
Adj Reference Time (s)	10.5	8.0	10.1										
Cross Thru Ref Time (s)	15.9	17.8	40.5										
Oncoming Left Ref Time (s)	8.0	15.9	25.2										
Combined (s)	34.4	41.7	75.8										
Intersection Summary													
Intersection Capacity Utilization	71.1%		ICU Level of Service						C				
Reference Times and Phasing Options do not represent an optimized timing plan.													





















21: Maple Ave & Washington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	69	554	28	76	1508	79	39	38	24	56	72	89
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	69	582	0	76	1587	0	0	77	24	0	128	89
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.97	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	4327	0	1520	4326	0	0	1559	1360	0	1565	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	5.4	16.1	0.0	6.0	44.0	0.0			2.1			7.9
Adj Reference Time (s)	9.4	20.1	0.0	10.0	48.0	0.0			8.0			11.9
Permitted Option												
Adj Saturation A (vph)	101	1442		101	1442		0	176		0	201	
Reference Time A (s)	81.7	16.1		90.0	44.0		0.0	52.4		0.0	76.5	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		11.1	13.9		12.4	17.8	
Reference Time (s)		81.7			90.0			13.9			17.8	
Adj Reference Time (s)		85.7			94.0			17.9			21.8	
Split Option												
Ref Time Combined (s)	5.4	16.1		6.0	44.0		0.0	5.9		0.0	9.8	
Ref Time Separate (s)	5.4	15.4		6.0	41.8		3.1	2.9		4.4	5.4	
Reference Time (s)	16.1	16.1		44.0	44.0		5.9	5.9		9.8	9.8	
Adj Reference Time (s)	20.1	20.1		48.0	48.0		9.9	9.9		13.8	13.8	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	57.5		NA									
Permitted Option (s)	94.0		21.8									
Split Option (s)	68.2		23.7									
Minimum (s)	57.5		21.8		79.3							
Right Turns	NBR	SBR										
Adj Reference Time (s)	8.0	11.9										
Cross Thru Ref Time (s)	20.1	48.0										
Oncoming Left Ref Time (s)	13.8	9.9										
Combined (s)	42.0	69.8										

Intersection Summary

Intersection Capacity Utilization 66.1% ICU Level of Service C
Reference Times and Phasing Options do not represent an optimized timing plan.





















22: Taylor Ave & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	667	24	28	1091	33	64	100	20	36	66	31
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	21	691	0	28	1124	0	0	164	20	0	102	31
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3031	0	1520	3033	0	0	1569	1360	0	1572	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	1.7	27.4	0.0	2.2	44.5	0.0			1.8			2.7
Adj Reference Time (s)	8.0	31.4	0.0	8.0	48.5	0.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1515		101	1516		0	222		0	243	
Reference Time A (s)	24.9	27.4		33.2	44.5		0.0	88.6		0.0	50.4	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		13.1	20.5		10.8	15.8	
Reference Time (s)		27.4			44.5			20.5			15.8	
Adj Reference Time (s)		31.4			48.5			24.5			19.8	
Split Option												
Ref Time Combined (s)	1.7	27.4		2.2	44.5		0.0	12.5		0.0	7.8	
Ref Time Separate (s)	1.7	26.4		2.2	43.2		5.1	7.5		2.8	5.0	
Reference Time (s)	27.4	27.4		44.5	44.5		12.5	12.5		7.8	7.8	
Adj Reference Time (s)	31.4	31.4		48.5	48.5		16.5	16.5		11.8	11.8	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	56.5		NA									
Permitted Option (s)	48.5		24.5									
Split Option (s)	79.8		28.3									
Minimum (s)	48.5		24.5		73.0							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.0									
Cross Thru Ref Time (s)	31.4		48.5									
Oncoming Left Ref Time (s)	11.8		16.5									
Combined (s)	51.1		73.0									

Intersection Summary

Intersection Capacity Utilization 60.8% ICU Level of Service B
 Reference Times and Phasing Options do not represent an optimized timing plan.
























25: Greenwood Ave & Olympic Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	297	106	11	625	10	282	90	20	7	142	51
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	16	403	0	11	635	0	0	372	20	0	149	51
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	1.00	0.85	0.95	0.96	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	2926	0	1520	3039	0	0	1539	1360	0	1596	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	1.3	16.5	0.0	0.9	25.1	0.0			1.8			4.5
Adj Reference Time (s)	8.0	20.5	0.0	8.0	29.1	0.0			8.0			8.5
Permitted Option												
Adj Saturation A (vph)	101	1463		101	1520		0	125		0	953	
Reference Time A (s)	18.9	16.5		13.0	25.1		0.0	357.4		0.0	18.8	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		8.6	19.2	
Reference Time (s)		18.9			25.1			357.4			18.8	
Adj Reference Time (s)		22.9			29.1			361.4			22.8	
Split Option												
Ref Time Combined (s)	1.3	16.5		0.9	25.1		0.0	29.0		0.0	11.2	
Ref Time Separate (s)	1.3	12.2		0.9	24.7		22.3	6.8		0.6	10.7	
Reference Time (s)	16.5	16.5		25.1	25.1		29.0	29.0		11.2	11.2	
Adj Reference Time (s)	20.5	20.5		29.1	29.1		33.0	33.0		15.2	15.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	37.1		NA									
Permitted Option (s)	29.1		361.4									
Split Option (s)	49.6		48.2									
Minimum (s)	29.1		48.2		77.3							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.5									
Cross Thru Ref Time (s)	20.5		29.1									
Oncoming Left Ref Time (s)	15.2		33.0									
Combined (s)	43.7		70.6									






















Intersection Summary

Intersection Capacity Utilization 64.4% ICU Level of Service C
Reference Times and Phasing Options do not represent an optimized timing plan.



























27: Greenwood Ave & Mines Ave

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	67	80	88	39	142	67	85	635	27	26	637	125	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	67	168	0	39	142	67	85	662	0	26	762	0	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	0.92	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	1520	1474	0	1520	1600	1360	1520	3028	0	1520	2971	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes			Yes			Yes			Yes			
Reference Time (s)	5.3	13.7	0.0	3.1	10.7	5.9	6.7	26.2	0.0	2.1	30.8	0.0	
Adj Reference Time (s)	9.3	17.7	0.0	8.0	14.7	9.9	10.7	30.2	0.0	8.0	34.8	0.0	
Permitted Option													
Adj Saturation A (vph)	101	1474		101	1600		101	1514		101	1486		
Reference Time A (s)	79.3	13.7		46.2	10.7		100.7	26.2		30.8	30.8		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		79.3			46.2			100.7			30.8		
Adj Reference Time (s)		83.3			50.2			104.7			34.8		
Split Option													
Ref Time Combined (s)	5.3	13.7		3.1	10.7		6.7	26.2		2.1	30.8		
Ref Time Separate (s)	5.3	6.5		3.1	10.7		6.7	25.2		2.1	25.7		
Reference Time (s)	13.7	13.7		10.7	10.7		26.2	26.2		30.8	30.8		
Adj Reference Time (s)	17.7	17.7		14.7	14.7		30.2	30.2		34.8	34.8		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	25.7		45.5										
Permitted Option (s)	83.3		104.7										
Split Option (s)	32.3		65.0										
Minimum (s)	25.7		45.5		71.2								
Right Turns													
	WBR												
Adj Reference Time (s)	9.9												
Cross Thru Ref Time (s)	30.2												
Oncoming Left Ref Time (s)	9.3												
Combined (s)	49.4												
Intersection Summary													
Intersection Capacity Utilization	59.3%		ICU Level of Service						B				
Reference Times and Phasing Options do not represent an optimized timing plan.													




















28: Greenwood Ave & Beach St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	35	54	51	137	100	61	623	57	70	666	22
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	51	54	0	188	100	61	680	0	70	688	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.99	0.85	0.95	0.99	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1575	1360	0	1578	1360	1520	3008	0	1520	3032	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			4.8			8.8	4.8	27.1	0.0	5.5	27.2	0.0
Adj Reference Time (s)			8.8			12.8	8.8	31.1	0.0	9.5	31.2	0.0
Permitted Option												
Adj Saturation A (vph)	0	269		0	305		101	1504		101	1516	
Reference Time A (s)	0.0	22.8		0.0	74.0		72.2	27.1		82.9	27.2	
Adj Saturation B (vph)	NA	NA		0	0		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		12.0	22.3		NA	NA		NA	NA	
Reference Time (s)		22.8			22.3			72.2			82.9	
Adj Reference Time (s)		26.8			26.3			76.2			86.9	
Split Option												
Ref Time Combined (s)	0.0	3.9		0.0	14.3		4.8	27.1		5.5	27.2	
Ref Time Separate (s)	1.3	2.6		4.0	10.3		4.8	24.9		5.5	26.4	
Reference Time (s)	3.9	3.9		14.3	14.3		27.1	27.1		27.2	27.2	
Adj Reference Time (s)	8.0	8.0		18.3	18.3		31.1	31.1		31.2	31.2	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		40.7									
Permitted Option (s)	26.8		86.9									
Split Option (s)	26.3		62.4									
Minimum (s)	26.3		40.7		66.9							
Right Turns	EBR	WBR										
Adj Reference Time (s)	8.8	12.8										
Cross Thru Ref Time (s)	31.2	31.1										
Oncoming Left Ref Time (s)	18.3	8.0										
Combined (s)	58.3	52.0										
Intersection Summary												
Intersection Capacity Utilization			55.8%		ICU Level of Service					B		
Reference Times and Phasing Options do not represent an optimized timing plan.												
























29: Greenwood Ave & Washington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	79	473	75	134	1450	125	75	533	60	95	556	124
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	79	548	0	134	1575	0	75	533	60	95	680	0
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	4269	0	1520	4307	0	1520	3046	1360	1520	2963	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	6.2	15.4	0.0	10.6	43.9	0.0	5.9	21.0	5.3	7.5	27.5	0.0
Adj Reference Time (s)	10.2	19.4	0.0	14.6	47.9	0.0	9.9	25.0	9.3	11.5	31.5	0.0
Permitted Option												
Adj Saturation A (vph)	101	1423		101	1436		101	1523		101	1482	
Reference Time A (s)	93.6	15.4		158.7	43.9		88.8	21.0		112.5	27.5	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)	93.6				158.7				88.8		112.5	
Adj Reference Time (s)	97.6				162.7				92.8		116.5	
Split Option												
Ref Time Combined (s)	6.2	15.4		10.6	43.9		5.9	21.0		7.5	27.5	
Ref Time Separate (s)	6.2	13.3		10.6	40.4		5.9	21.0		7.5	22.5	
Reference Time (s)	15.4	15.4		43.9	43.9		21.0	21.0		27.5	27.5	
Adj Reference Time (s)	19.4	19.4		47.9	47.9		25.0	25.0		31.5	31.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	58.1		41.5									
Permitted Option (s)	162.7		116.5									
Split Option (s)	67.3		56.5									
Minimum (s)	58.1		41.5		99.6							
Right Turns												
	NBR											
Adj Reference Time (s)	9.3											
Cross Thru Ref Time (s)	19.4											
Oncoming Left Ref Time (s)	11.5											
Combined (s)	40.2											
Intersection Summary												
Intersection Capacity Utilization	83.0%		ICU Level of Service						E			
Reference Times and Phasing Options do not represent an optimized timing plan.												




























30: 10th St & Whittier Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	23	503	13	10	1241	42	13	13	9	21	15	47	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	23	516	0	10	1283	0	0	35	0	0	36	47	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.94	0.85	0.95	0.97	0.85	
Saturated Flow (vph)	1520	3035	0	1520	3031	0	0	1510	0	0	1553	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	1.8	20.4	0.0	0.8	50.8	0.0			0.0			4.1	
Adj Reference Time (s)	8.0	24.4	0.0	8.0	54.8	0.0			0.0			8.1	
Permitted Option													
Adj Saturation A (vph)	101	1517		101	1516		0	223		0	967		
Reference Time A (s)	27.2	20.4		11.8	50.8		0.0	18.8		0.0	4.5		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0		
Reference Time B (s)	NA	NA		NA	NA		9.0	10.8		9.7	10.8		
Reference Time (s)		27.2			50.8			10.8			4.5		
Adj Reference Time (s)		31.2			54.8			14.8			8.5		
Split Option													
Ref Time Combined (s)	1.8	20.4		0.8	50.8		0.0	2.8		0.0	2.8		
Ref Time Separate (s)	1.8	19.9		0.8	49.1		1.0	1.0		1.7	1.1		
Reference Time (s)	20.4	20.4		50.8	50.8		2.8	2.8		2.8	2.8		
Adj Reference Time (s)	24.4	24.4		54.8	54.8		8.0	8.0		8.0	8.0		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	62.8		NA										
Permitted Option (s)	54.8		14.8										
Split Option (s)	79.2		16.0										
Minimum (s)	54.8		14.8		69.6								
Right Turns													
	SBR												
Adj Reference Time (s)	8.1												
Cross Thru Ref Time (s)	54.8												
Oncoming Left Ref Time (s)	8.0												
Combined (s)	70.9												
Intersection Summary													
Intersection Capacity Utilization	59.1%		ICU Level of Service						B				
Reference Times and Phasing Options do not represent an optimized timing plan.													




















31: Montebello Blvd & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	97	414	56	113	1096	76	133	582	37	73	539	67
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	97	414	56	113	1172	0	133	582	37	73	539	67
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3017	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	7.7	16.3	4.9	8.9	46.6	0.0	10.5	22.9	3.3	5.8	21.2	5.9
Adj Reference Time (s)	11.7	20.3	8.9	12.9	50.6	0.0	14.5	26.9	8.0	9.8	25.2	9.9
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1508		101	1523		101	1523	
Reference Time A (s)	114.9	16.3		133.8	46.6		157.5	22.9		86.4	21.2	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		114.9			133.8			157.5			86.4	
Adj Reference Time (s)		118.9			137.8			161.5			90.4	
Split Option												
Ref Time Combined (s)	7.7	16.3		8.9	46.6		10.5	22.9		5.8	21.2	
Ref Time Separate (s)	7.7	16.3		8.9	43.6		10.5	22.9		5.8	21.2	
Reference Time (s)	16.3	16.3		46.6	46.6		22.9	22.9		21.2	21.2	
Adj Reference Time (s)	20.3	20.3		50.6	50.6		26.9	26.9		25.2	25.2	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	62.3		39.7									
Permitted Option (s)	137.8		161.5									
Split Option (s)	70.9		52.2									
Minimum (s)	62.3		39.7		102.0							
Right Turns	EBR		NBR		SBR							
Adj Reference Time (s)	8.9		8.0		9.9							
Cross Thru Ref Time (s)	25.2		20.3		50.6							
Oncoming Left Ref Time (s)	12.9		9.8		14.5							
Combined (s)	47.1		38.1		75.0							
Intersection Summary												
Intersection Capacity Utilization			85.0%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												






















33: Montebello Blvd & Olympic Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 			 		 	 	
Volume (vph)	74	181	69	111	364	9	138	647	35	4	556	140
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	324	0	0	475	9	138	647	35	4	556	140
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2915	0	0	3011	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			0.8	10.9	25.5	3.1	0.3	21.9	12.4
Adj Reference Time (s)			0.0			8.0	14.9	29.5	8.0	8.0	25.9	16.4
Permitted Option												
Adj Saturation A (vph)	0	97		0	100		101	1523		101	1523	
Reference Time A (s)	0.0	91.4		0.0	132.7		163.4	25.5		4.7	21.9	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		91.4			132.7			163.4			21.9	
Adj Reference Time (s)		95.4			136.7			167.4			25.9	
Split Option												
Ref Time Combined (s)	0.0	13.3		0.0	18.9		10.9	25.5		0.3	21.9	
Ref Time Separate (s)	5.8	7.4		8.8	14.3		10.9	25.5		0.3	21.9	
Reference Time (s)	13.3	13.3		18.9	18.9		25.5	25.5		21.9	21.9	
Adj Reference Time (s)	17.3	17.3		22.9	22.9		29.5	29.5		25.9	25.9	
Summary	EB WB	NB SB		Combined								
Protected Option (s)	NA	40.8										
Permitted Option (s)	136.7	167.4										
Split Option (s)	40.3	55.4										
Minimum (s)	40.3	40.8		81.1								
Right Turns	WBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	16.4									
Cross Thru Ref Time (s)	29.5	17.3	22.9									
Oncoming Left Ref Time (s)	17.3	8.0	14.9									
Combined (s)	54.8	33.3	54.2									
Intersection Summary												
Intersection Capacity Utilization	67.6%			ICU Level of Service					C			
Reference Times and Phasing Options do not represent an optimized timing plan.												



















35: Montebello Way/Montebello Blvd & Truck Way

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	0	5	0	0	310	0	399	7	111	549	13
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	5	0	310	0	0	399	7	111	549	13
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.85	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	0	1360	0	1360	0	0	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	0.0	0.4	0.0	27.4	0.0	0.0	15.7	0.6	8.8	21.6	1.1
Adj Reference Time (s)	0.0	0.0	8.0	0.0	31.4	0.0	0.0	19.7	8.0	12.8	25.6	8.0
Permitted Option												
Adj Saturation A (vph)	0	0		0	1360		0	1523		101	1523	
Reference Time A (s)	0.0	0.0		0.0	27.4		0.0	15.7		131.4	21.6	
Adj Saturation B (vph)	NA	NA		0	1360		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		0.0	27.4		NA	NA		NA	NA	
Reference Time (s)		0.0			27.4			15.7			131.4	
Adj Reference Time (s)		8.0			31.4			19.7			135.4	
Split Option												
Ref Time Combined (s)	0.0	0.0		0.0	27.4		0.0	15.7		8.8	21.6	
Ref Time Separate (s)	0.0	0.0		0.0	0.0		0.0	15.7		8.8	21.6	
Reference Time (s)	0.0	0.0		27.4	27.4		15.7	15.7		21.6	21.6	
Adj Reference Time (s)	0.0	0.0		31.4	31.4		19.7	19.7		25.6	25.6	
Summary												
	NW SE		NE SW		Combined							
Protected Option (s)	31.4		32.5									
Permitted Option (s)	31.4		135.4									
Split Option (s)	31.4		45.3									
Minimum (s)	31.4		32.5		63.8							
Right Turns												
	SER	NER	SWR									
Adj Reference Time (s)	8.0	8.0	8.0									
Cross Thru Ref Time (s)	25.6	0.0	31.4									
Oncoming Left Ref Time (s)	0.0	12.8	0.0									
Combined (s)	33.6	20.8	39.4									
Intersection Summary												
Intersection Capacity Utilization	53.2%		ICU Level of Service		A							
Reference Times and Phasing Options do not represent an optimized timing plan.												


















37: Montebello Blvd & Washington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	27	591	23	31	1620	55	60	129	27	61	89	53
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	27	591	23	31	1675	0	0	189	27	0	150	53
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3046	1360	1520	4337	0	0	1575	1360	0	1567	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	2.1	23.3	2.0	2.4	46.3	0.0			2.4			4.7
Adj Reference Time (s)	8.0	27.3	8.0	8.0	50.3	0.0			8.0			8.7
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1446		0	266		0	214	
Reference Time A (s)	32.0	23.3		36.7	46.3		0.0	85.2		0.0	84.1	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		12.7	22.4		NA	NA	
Reference Time (s)		32.0			46.3			22.4			84.1	
Adj Reference Time (s)		36.0			50.3			26.4			88.1	
Split Option												
Ref Time Combined (s)	2.1	23.3		2.4	46.3		0.0	14.4		0.0	11.5	
Ref Time Separate (s)	2.1	23.3		2.4	44.8		4.7	9.7		4.8	6.7	
Reference Time (s)	23.3	23.3		46.3	46.3		14.4	14.4		11.5	11.5	
Adj Reference Time (s)	27.3	27.3		50.3	50.3		18.4	18.4		15.5	15.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	58.3		NA									
Permitted Option (s)	50.3		88.1									
Split Option (s)	77.6		33.9									
Minimum (s)	50.3		33.9		84.2							
Right Turns												
	EBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	8.7									
Cross Thru Ref Time (s)	15.5	27.3	50.3									
Oncoming Left Ref Time (s)	8.0	15.5	18.4									
Combined (s)	31.5	50.8	77.4									
Intersection Summary												
Intersection Capacity Utilization	70.2%		ICU Level of Service						C			
Reference Times and Phasing Options do not represent an optimized timing plan.												























38: 5th St & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	496	6	27	1232	14	15	25	11	14	24	47
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	516	0	0	1273	0	0	40	11	0	38	47
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85
Saturated Flow (vph)	0	3037	0	0	3038	0	0	1570	1360	0	1571	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			1.0			4.1
Adj Reference Time (s)			0.0			0.0			8.0			8.1
Permitted Option												
Adj Saturation A (vph)	0	807		0	912		0	230		0	234	
Reference Time A (s)	0.0	34.2		0.0	76.7		0.0	20.9		0.0	19.5	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		9.2	11.1		9.1	10.9	
Reference Time (s)		34.2			76.7			11.1			10.9	
Adj Reference Time (s)		38.2			80.7			15.1			14.9	
Split Option												
Ref Time Combined (s)	0.0	20.4		0.0	50.3		0.0	3.1		0.0	2.9	
Ref Time Separate (s)	1.1	19.6		2.1	48.6		1.2	1.9		1.1	1.8	
Reference Time (s)	20.4	20.4		50.3	50.3		3.1	3.1		2.9	2.9	
Adj Reference Time (s)	24.4	24.4		54.3	54.3		8.0	8.0		8.0	8.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	80.7		15.1									
Split Option (s)	78.7		16.0									
Minimum (s)	78.7		15.1		93.7							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.1									
Cross Thru Ref Time (s)	24.4		54.3									
Oncoming Left Ref Time (s)	8.0		8.0									
Combined (s)	40.4		70.4									
Intersection Summary												
Intersection Capacity Utilization			78.1%		ICU Level of Service		D					
Reference Times and Phasing Options do not represent an optimized timing plan.												





















39: 4th St & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	474	26	80	1188	32	9	63	43	30	97	85
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	524	0	0	1300	0	0	115	0	0	127	85
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.94	0.85	0.95	0.99	0.85
Saturated Flow (vph)	0	3017	0	0	3026	0	0	1504	0	0	1581	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			7.5
Adj Reference Time (s)			0.0			0.0			0.0			11.5
Permitted Option												
Adj Saturation A (vph)	0	567		0	437		0	702		0	755	
Reference Time A (s)	0.0	45.3		0.0	134.4		0.0	19.7		0.0	20.2	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.7	17.2		10.4	17.6	
Reference Time (s)		45.3			134.4			17.2			17.6	
Adj Reference Time (s)		49.3			138.4			21.2			21.6	
Split Option												
Ref Time Combined (s)	0.0	20.8		0.0	51.6		0.0	9.2		0.0	9.6	
Ref Time Separate (s)	1.9	18.8		6.3	47.0		0.7	5.0		2.4	7.3	
Reference Time (s)	20.8	20.8		51.6	51.6		9.2	9.2		9.6	9.6	
Adj Reference Time (s)	24.8	24.8		55.6	55.6		13.2	13.2		13.6	13.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	138.4		21.6									
Split Option (s)	80.4		26.8									
Minimum (s)	80.4		21.6		102.0							
Right Turns												
	SBR											
Adj Reference Time (s)	11.5											
Cross Thru Ref Time (s)	55.6											
Oncoming Left Ref Time (s)	13.2											
Combined (s)	80.2											
Intersection Summary												
Intersection Capacity Utilization			85.0%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

41: 2nd St & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	490	8	7	1315	21	10	39	38	49	27	22
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	16	490	8	7	1315	21	0	49	38	0	76	22
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	1600	1360	1520	1600	1360	0	1584	1360	0	1548	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00				0.00		0.00			
Protected Option Allowed	Yes		Yes			No			No			
Reference Time (s)	1.3	36.8	0.7	0.6	98.6	1.9			3.4			1.9
Adj Reference Time (s)	8.0	40.8	8.0	8.0	102.6	8.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1600		101	1600		0	386		0	143	
Reference Time A (s)	18.9	36.8		8.3	98.6		0.0	15.2		0.0	63.8	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.8	11.7		11.9	13.9	
Reference Time (s)		36.8			98.6			11.7			13.9	
Adj Reference Time (s)		40.8			102.6			15.7			17.9	
Split Option												
Ref Time Combined (s)	1.3	36.8		0.6	98.6		0.0	3.7		0.0	5.9	
Ref Time Separate (s)	1.3	36.8		0.6	98.6		0.8	2.9		3.9	2.0	
Reference Time (s)	36.8	36.8		98.6	98.6		3.7	3.7		5.9	5.9	
Adj Reference Time (s)	40.8	40.8		102.6	102.6		8.0	8.0		9.9	9.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	110.6		NA									
Permitted Option (s)	102.6		17.9									
Split Option (s)	143.4		17.9									
Minimum (s)	102.6		17.9		120.5							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	8.0	8.0								
Cross Thru Ref Time (s)	9.9	8.0	40.8	102.6								
Oncoming Left Ref Time (s)	8.0	8.0	9.9	8.0								
Combined (s)	25.9	24.0	58.6	118.6								
Intersection Summary												
Intersection Capacity Utilization	100.4%		ICU Level of Service				G					
Reference Times and Phasing Options do not represent an optimized timing plan.												























42: Bluff Rd & Whittier Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	23	537	20	179	1241	42	28	132	112	43	196	70	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	23	557	0	179	1283	0	0	160	112	0	239	70	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	3030	0	1520	3031	0	0	1586	1360	0	1586	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	1.8	22.1	0.0	14.1	50.8	0.0			9.9			6.2	
Adj Reference Time (s)	8.0	26.1	0.0	18.1	54.8	0.0			13.9			10.2	
Permitted Option													
Adj Saturation A (vph)	101	1515		101	1516		0	435		0	426		
Reference Time A (s)	27.2	22.1		212.0	50.8		0.0	44.1		0.0	67.3		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		27.2			212.0			44.1			67.3		
Adj Reference Time (s)		31.2			216.0			48.1			71.3		
Split Option													
Ref Time Combined (s)	1.8	22.1		14.1	50.8		0.0	12.1		0.0	18.1		
Ref Time Separate (s)	1.8	21.3		14.1	49.1		2.2	9.9		3.4	14.7		
Reference Time (s)	22.1	22.1		50.8	50.8		12.1	12.1		18.1	18.1		
Adj Reference Time (s)	26.1	26.1		54.8	54.8		16.1	16.1		22.1	22.1		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	62.8		NA										
Permitted Option (s)	216.0		71.3										
Split Option (s)	80.8		38.2										
Minimum (s)	62.8		38.2		101.0								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	13.9		10.2										
Cross Thru Ref Time (s)	26.1		54.8										
Oncoming Left Ref Time (s)	22.1		16.1										
Combined (s)	62.0		81.1										

Intersection Summary

Intersection Capacity Utilization 84.2% ICU Level of Service E
 Reference Times and Phasing Options do not represent an optimized timing plan.





















47: Bluff Rd & Washington Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	15	656	14	41	1667	128	11	155	82	183	37	48	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	15	670	0	41	1667	128	11	237	0	0	220	48	
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.96	0.85	
Saturated Flow (vph)	1520	4345	0	1520	3046	1360	1520	1517	0	0	3067	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	1.2	18.5	0.0	3.2	65.7	11.3			0.0			4.2	
Adj Reference Time (s)	8.0	22.5	0.0	8.0	69.7	15.3			0.0			8.2	
Permitted Option													
Adj Saturation A (vph)	101	1448		101	1523		101	1517		0	232		
Reference Time A (s)	17.8	18.5		48.6	65.7		13.0	18.7		0.0	113.8		
Adj Saturation B (vph)	NA	NA		NA	NA		0	1517		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		8.9	18.7		NA	NA		
Reference Time (s)		18.5			65.7			18.7			113.8		
Adj Reference Time (s)		22.5			69.7			22.7			117.8		
Split Option													
Ref Time Combined (s)	1.2	18.5		3.2	65.7		0.9	18.7		0.0	8.6		
Ref Time Separate (s)	1.2	18.1		3.2	65.7		0.9	12.3		7.2	2.8		
Reference Time (s)	18.5	18.5		65.7	65.7		18.7	18.7		8.6	8.6		
Adj Reference Time (s)	22.5	22.5		69.7	69.7		22.7	22.7		12.6	12.6		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	77.7		NA										
Permitted Option (s)	69.7		117.8										
Split Option (s)	92.2		35.4										
Minimum (s)	69.7		35.4		105.0								
Right Turns													
	WBR		SBR										
Adj Reference Time (s)	15.3		8.2										
Cross Thru Ref Time (s)	22.7		69.7										
Oncoming Left Ref Time (s)	8.0		22.7										
Combined (s)	46.0		100.6										




















Intersection Summary

Intersection Capacity Utilization 87.5% ICU Level of Service E
Reference Times and Phasing Options do not represent an optimized timing plan.




















19: Maple Ave & Mines Ave

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Sign Control		Stop			Stop			Stop			Stop		
Volume (vph)	33	124	16	47	148	157	14	124	19	95	108	17	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	36	135	17	51	161	171	15	135	21	103	117	18	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	171	17	212	171	150	21	221	18					
Volume Left (vph)	36	0	51	0	15	0	103	0					
Volume Right (vph)	0	17	0	171	0	21	0	18					
Hadj (s)	0.14	-0.67	0.15	-0.67	0.08	-0.67	0.27	-0.67					
Departure Headway (s)	6.4	5.6	6.2	5.4	6.5	5.7	6.5	5.6					
Degree Utilization, x	0.30	0.03	0.36	0.25	0.27	0.03	0.40	0.03					
Capacity (veh/h)	528	596	556	636	520	578	521	596					
Control Delay (s)	11.0	7.6	11.5	9.0	10.7	7.7	12.7	7.6					
Approach Delay (s)	10.7		10.4		10.3		12.3						
Approach LOS	B		B		B		B						
Intersection Summary													
Delay			10.9										
Level of Service			B										
Intersection Capacity Utilization			57.2%	ICU Level of Service									B
Analysis Period (min)			15										





















20: Maple Ave & Beach St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	7	78	12	42	146	40	14	107	15	20	143	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	85	13	46	159	43	15	116	16	22	155	14
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total (vph)	92	13	248	132	16	191						
Volume Left (vph)	8	0	46	15	0	22						
Volume Right (vph)	0	13	43	0	16	14						
Hadj (s)	0.08	-0.67	-0.03	0.09	-0.67	0.01						
Departure Headway (s)	5.9	5.2	5.6	5.9	5.1	5.8						
Degree Utilization, x	0.15	0.02	0.39	0.22	0.02	0.31						
Capacity (veh/h)	561	636	607	571	647	585						
Control Delay (s)	8.8	7.1	12.1	9.3	7.1	11.3						
Approach Delay (s)	8.6		12.1	9.1		11.3						
Approach LOS	A		B	A		B						
Intersection Summary												
Delay			10.7									
Level of Service			B									
Intersection Capacity Utilization			46.0%	ICU Level of Service	A							
Analysis Period (min)			15									

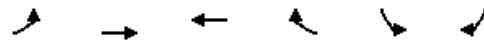
23: Greenwood Ave & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	591	109	97	1123	15	19	43	35	2	8	18
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	642	118	105	1221	16	21	47	38	2	9	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		674			325							
pX, platoon unblocked	0.64			0.92			0.69	0.69	0.92	0.69	0.69	0.64
vC, conflicting volume	1237			761			1605	2208	380	1881	2259	618
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	264			556			418	1296	140	820	1371	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			89			93	50	95	98	90	97
cM capacity (veh/h)	836			926			284	94	808	96	85	699
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	29	428	333	105	814	423	105	11	20			
Volume Left	29	0	0	105	0	0	21	2	0			
Volume Right	0	0	118	0	0	16	38	0	20			
cSH	836	1700	1700	926	1700	1700	171	87	699			
Volume to Capacity	0.04	0.25	0.20	0.11	0.48	0.25	0.61	0.12	0.03			
Queue Length 95th (ft)	3	0	0	10	0	0	85	10	2			
Control Delay (s)	9.5	0.0	0.0	9.4	0.0	0.0	54.7	52.2	10.3			
Lane LOS	A			A			F	F	B			
Approach Delay (s)	0.4			0.7			54.7	25.2				
Approach LOS							F	D				
Intersection Summary												
Average Delay			3.4									
Intersection Capacity Utilization			63.9%		ICU Level of Service				B			
Analysis Period (min)			15									

24: Greenwood Ave & Los Angeles Ave

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (veh/h)	4	8	18	11	21	11	30	75	7	10	181	8	
Sign Control		Stop			Stop			Free			Free		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	4	9	20	12	23	12	33	82	8	11	197	9	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type								None			None		
Median storage (veh)													
Upstream signal (ft)								694					
pX, platoon unblocked													
vC, conflicting volume	389	373	197	389	374	82	205			89			
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	389	373	197	389	374	82	205			89			
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1			
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2			
p0 queue free %	99	98	98	98	96	99	98			99			
cM capacity (veh/h)	532	540	844	537	540	978	1366			1506			
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	13	20	47	114	8	208	9						
Volume Left	4	0	12	33	0	11	0						
Volume Right	0	20	12	0	8	0	9						
cSH	538	844	609	1366	1700	1506	1700						
Volume to Capacity	0.02	0.02	0.08	0.02	0.00	0.01	0.01						
Queue Length 95th (ft)	2	2	6	2	0	1	0						
Control Delay (s)	11.9	9.4	11.4	2.3	0.0	0.4	0.0						
Lane LOS	B	A	B	A		A							
Approach Delay (s)	10.4		11.4	2.2		0.4							
Approach LOS	B		B										
Intersection Summary													
Average Delay			2.9										
Intersection Capacity Utilization			38.1%		ICU Level of Service					A			
Analysis Period (min)			15										

26: Greenwood Ave & Montebello Way

























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵	↕↕	↕↕	↵	↵	↵
Volume (veh/h)	376	404	549	10	0	252
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	409	439	597	11	0	274
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		311	1270			
pX, platoon unblocked						
vC, conflicting volume	608				1634	298
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	608				1634	298
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	58				100	61
cM capacity (veh/h)	967				53	698

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	409	220	220	298	298	11	0	274
Volume Left	409	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	11	0	274
cSH	967	1700	1700	1700	1700	1700	1700	698
Volume to Capacity	0.42	0.13	0.13	0.18	0.18	0.01	0.00	0.39
Queue Length 95th (ft)	53	0	0	0	0	0	0	47
Control Delay (s)	11.4	0.0	0.0	0.0	0.0	0.0	0.0	13.5
Lane LOS	B						A	B
Approach Delay (s)	5.5			0.0			13.5	
Approach LOS							B	

Intersection Summary		
Average Delay		4.8
Intersection Capacity Utilization	49.4%	ICU Level of Service A
Analysis Period (min)		15





















32: Montebello Blvd & Los Angeles Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	3	16	19	17	83	26	673	20	27	645	23
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	3	17	21	18	90	28	732	22	29	701	25
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								693			684	
pX, platoon unblocked	0.94	0.94	0.91	0.94	0.94	0.95	0.91			0.95		
vC, conflicting volume	1282	1570	351	1216	1573	366	726			753		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	918	1224	98	848	1228	219	509			628		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	98	98	91	88	88	97			97		
cM capacity (veh/h)	162	157	857	220	156	744	960			900		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	8	17	39	90	28	366	366	22	29	351	351	25
Volume Left	4	0	21	0	28	0	0	0	29	0	0	0
Volume Right	0	17	0	90	0	0	0	22	0	0	0	25
cSH	160	857	184	744	960	1700	1700	1700	900	1700	1700	1700
Volume to Capacity	0.05	0.02	0.21	0.12	0.03	0.22	0.22	0.01	0.03	0.21	0.21	0.01
Queue Length 95th (ft)	4	2	19	10	2	0	0	0	3	0	0	0
Control Delay (s)	28.6	9.3	29.7	10.5	8.9	0.0	0.0	0.0	9.1	0.0	0.0	0.0
Lane LOS	D	A	D	B	A				A			
Approach Delay (s)	15.2		16.3		0.3				0.4			
Approach LOS	C		C									
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			42.3%		ICU Level of Service				A			
Analysis Period (min)			15									

34: Montebello Blvd & Roosevelt Ave

	↑	↗	↘	↓	↖	↗		
Movement	NBT	NBR	SBL	SBT	NWL	NWR		
Lane Configurations	↑↑	↗	↘	↑↑	↗	↗		
Volume (veh/h)	678	25	62	639	33	196		
Sign Control	Free			Free	Stop			
Grade	0%			0%	0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	737	27	67	695	36	213		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None			None				
Median storage (veh)								
Upstream signal (ft)	234			344				
pX, platoon unblocked			0.91			0.95	0.91	
vC, conflicting volume			764			1219	368	
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol			555			721	123	
tC, single (s)			4.1			6.8	6.9	
tC, 2 stage (s)								
tF (s)			2.2			3.5	3.3	
p0 queue free %			93			89	74	
cM capacity (veh/h)			925			319	828	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	NW 1	NW 2
Volume Total	368	368	27	67	347	347	36	213
Volume Left	0	0	0	67	0	0	36	0
Volume Right	0	0	27	0	0	0	0	213
cSH	1700	1700	1700	925	1700	1700	319	828
Volume to Capacity	0.22	0.22	0.02	0.07	0.20	0.20	0.11	0.26
Queue Length 95th (ft)	0	0	0	6	0	0	9	26
Control Delay (s)	0.0	0.0	0.0	9.2	0.0	0.0	17.7	10.8
Lane LOS				A			C	B
Approach Delay (s)	0.0			0.8		11.8		
Approach LOS						B		
Intersection Summary								
Average Delay			2.0					
Intersection Capacity Utilization			43.3%		ICU Level of Service		A	
Analysis Period (min)			15					

36: Montebello Blvd & Mines Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	14	85	32	22	170	52	54	183	17	27	102	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	92	35	24	185	57	59	199	18	29	111	18
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	108	35	209	57	258	18	140	18				
Volume Left (vph)	15	0	24	0	59	0	29	0				
Volume Right (vph)	0	35	0	57	0	18	0	18				
Hadj (s)	0.10	-0.67	0.09	-0.67	0.15	-0.67	0.14	-0.67				
Departure Headway (s)	6.2	5.4	6.0	5.3	6.0	5.2	6.1	5.3				
Degree Utilization, x	0.19	0.05	0.35	0.08	0.43	0.03	0.24	0.03				
Capacity (veh/h)	539	609	567	640	577	654	550	625				
Control Delay (s)	9.4	7.5	11.0	7.5	12.2	7.1	9.9	7.3				
Approach Delay (s)	9.0		10.3		11.9		9.6					
Approach LOS	A		B		B		A					
Intersection Summary												
Delay			10.4									
Level of Service			B									
Intersection Capacity Utilization			52.5%	ICU Level of Service								A
Analysis Period (min)			15									

40: Roosevelt Ave & 4th St



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Volume (veh/h)	19	74	129	1	16	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	80	140	1	17	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	141				262	141
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	141				262	141
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	98
cM capacity (veh/h)	1442				716	907

Direction, Lane #	SE 1	NW 1	SW 1
Volume Total	101	141	38
Volume Left	21	0	17
Volume Right	0	1	21
cSH	1442	1700	809
Volume to Capacity	0.01	0.08	0.05
Queue Length 95th (ft)	1	0	4
Control Delay (s)	1.6	0.0	9.7
Lane LOS	A		A
Approach Delay (s)	1.6	0.0	9.7
Approach LOS			A

Intersection Summary			
Average Delay		1.9	
Intersection Capacity Utilization		27.3%	ICU Level of Service
Analysis Period (min)		15	A

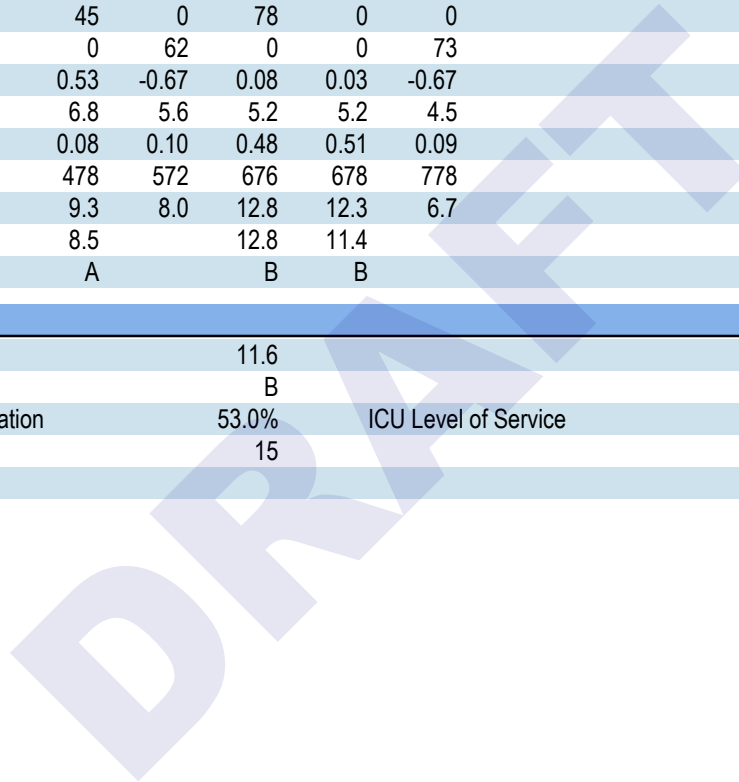
43: Bluff Rd & Los Angeles Ave














Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗		↑	↓	↘
Sign Control	Stop			Stop	Stop	
Volume (vph)	41	57	72	231	328	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	62	78	251	357	73

Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2
Volume Total (vph)	45	62	329	357	73
Volume Left (vph)	45	0	78	0	0
Volume Right (vph)	0	62	0	0	73
Hadj (s)	0.53	-0.67	0.08	0.03	-0.67
Departure Headway (s)	6.8	5.6	5.2	5.2	4.5
Degree Utilization, x	0.08	0.10	0.48	0.51	0.09
Capacity (veh/h)	478	572	676	678	778
Control Delay (s)	9.3	8.0	12.8	12.3	6.7
Approach Delay (s)	8.5		12.8	11.4	
Approach LOS	A		B	B	

Intersection Summary					
Delay			11.6		
Level of Service			B		
Intersection Capacity Utilization			53.0%	ICU Level of Service	A
Analysis Period (min)			15		



44: Bluff Rd & Roosevelt Ave

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	37	257	297	86	46	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	279	323	93	50	42
Direction, Lane #	NB 1	SB 1	SB 2	SE 1	SE 2	
Volume Total (vph)	320	323	93	50	42	
Volume Left (vph)	40	0	0	50	0	
Volume Right (vph)	0	0	93	0	42	
Hadj (s)	0.06	0.03	-0.67	0.53	-0.67	
Departure Headway (s)	5.1	5.1	4.4	6.7	5.5	
Degree Utilization, x	0.45	0.46	0.11	0.09	0.07	
Capacity (veh/h)	690	686	790	485	582	
Control Delay (s)	12.2	11.2	6.8	9.2	7.7	
Approach Delay (s)	12.2	10.2		8.5		
Approach LOS	B	B		A		
Intersection Summary						
Delay			10.8			
Level of Service			B			
Intersection Capacity Utilization			50.4%	ICU Level of Service	A	
Analysis Period (min)			15			

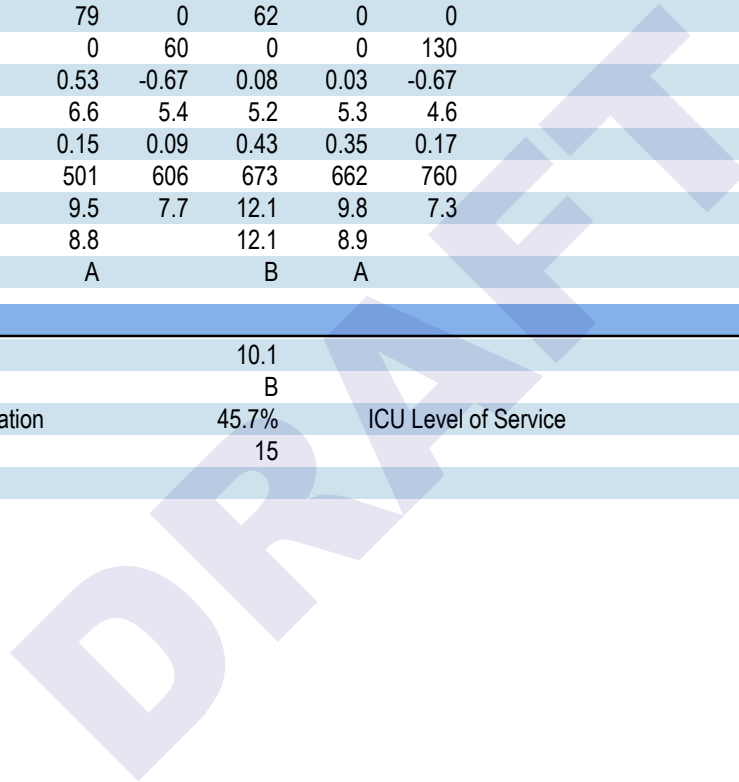
45: Bluff Rd & Mines Ave



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗		↕	↕	↗
Sign Control	Stop			Stop	Stop	
Volume (vph)	73	55	57	216	219	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	79	60	62	235	238	130

Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2
Volume Total (vph)	79	60	297	238	130
Volume Left (vph)	79	0	62	0	0
Volume Right (vph)	0	60	0	0	130
Hadj (s)	0.53	-0.67	0.08	0.03	-0.67
Departure Headway (s)	6.6	5.4	5.2	5.3	4.6
Degree Utilization, x	0.15	0.09	0.43	0.35	0.17
Capacity (veh/h)	501	606	673	662	760
Control Delay (s)	9.5	7.7	12.1	9.8	7.3
Approach Delay (s)	8.8		12.1	8.9	
Approach LOS	A		B	A	

Intersection Summary					
Delay			10.1		
Level of Service			B		
Intersection Capacity Utilization		45.7%		ICU Level of Service	A
Analysis Period (min)		15			



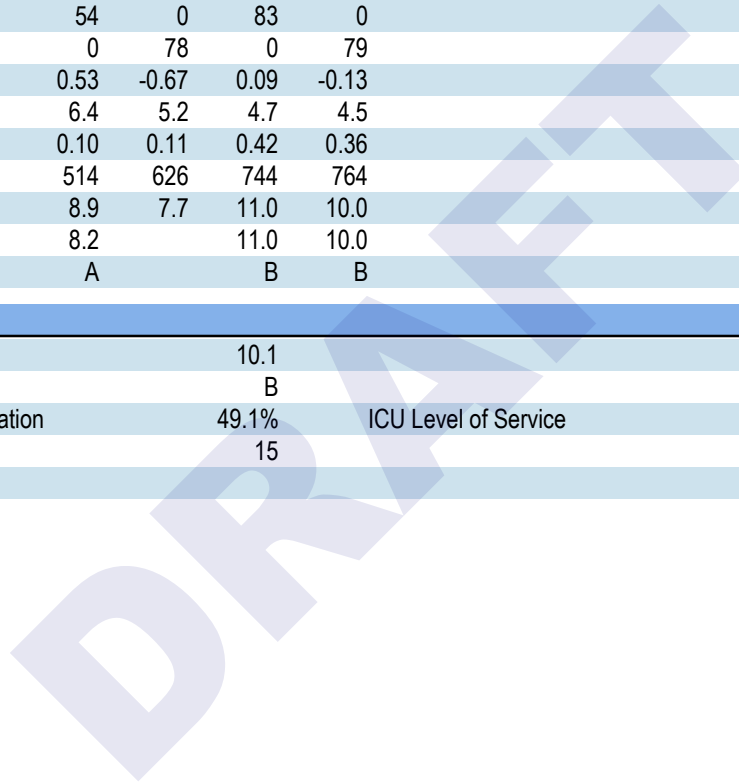
46: Bluff Rd & Beach St































Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	50	72	76	218	190	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	54	78	83	237	207	79

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total (vph)	54	78	320	286
Volume Left (vph)	54	0	83	0
Volume Right (vph)	0	78	0	79
Hadj (s)	0.53	-0.67	0.09	-0.13
Departure Headway (s)	6.4	5.2	4.7	4.5
Degree Utilization, x	0.10	0.11	0.42	0.36
Capacity (veh/h)	514	626	744	764
Control Delay (s)	8.9	7.7	11.0	10.0
Approach Delay (s)	8.2		11.0	10.0
Approach LOS	A		B	B

























Intersection Summary			
Delay		10.1	
Level of Service		B	
Intersection Capacity Utilization		49.1%	ICU Level of Service A
Analysis Period (min)		15	

























1: Garfield Ave & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	93	972	134	114	512	125	106	1119	177	80	879	41
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	93	972	134	114	512	125	106	1119	177	80	879	41
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	7.3	38.3	11.8	9.0	20.2	11.0	8.4	44.1	15.6	6.3	34.6	3.6
Adj Reference Time (s)	11.3	42.3	15.8	13.0	24.2	15.0	12.4	48.1	19.6	10.3	38.6	8.0
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		101	1523		101	1523	
Reference Time A (s)	110.1	38.3		135.0	20.2		125.5	44.1		94.7	34.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		110.1			135.0			125.5			94.7	
Adj Reference Time (s)		114.1			139.0			129.5			98.7	
Split Option												
Ref Time Combined (s)	7.3	38.3		9.0	20.2		8.4	44.1		6.3	34.6	
Ref Time Separate (s)	7.3	38.3		9.0	20.2		8.4	44.1		6.3	34.6	
Reference Time (s)	38.3	38.3		20.2	20.2		44.1	44.1		34.6	34.6	
Adj Reference Time (s)	42.3	42.3		24.2	24.2		48.1	48.1		38.6	38.6	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	55.3		58.4									
Permitted Option (s)	139.0		129.5									
Split Option (s)	66.5		86.7									
Minimum (s)	55.3		58.4		113.7							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	15.8	15.0	19.6	8.0								
Cross Thru Ref Time (s)	38.6	48.1	42.3	24.2								
Oncoming Left Ref Time (s)	13.0	11.3	10.3	12.4								
Combined (s)	67.4	74.4	72.2	44.5								
Intersection Summary												
Intersection Capacity Utilization			94.7%		ICU Level of Service				F			
Reference Times and Phasing Options do not represent an optimized timing plan.												





















2: Garfield Ave & Olympic Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	138	1142	233	56	439	96	86	1213	46	59	1021	44
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	138	1375	0	56	535	0	86	1259	0	59	1065	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.97	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	2969	0	1520	2964	0	1520	3030	0	1520	3028	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	10.9	55.6	0.0	4.4	21.7	0.0	6.8	49.9	0.0	4.7	42.2	0.0
Adj Reference Time (s)	14.9	59.6	0.0	8.4	25.7	0.0	10.8	53.9	0.0	8.7	46.2	0.0
Permitted Option												
Adj Saturation A (vph)	101	1484		101	1482		101	1515		101	1514	
Reference Time A (s)	163.4	55.6		66.3	21.7		101.8	49.9		69.9	42.2	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		163.4			66.3			101.8			69.9	
Adj Reference Time (s)		167.4			70.3			105.8			73.9	
Split Option												
Ref Time Combined (s)	10.9	55.6		4.4	21.7		6.8	49.9		4.7	42.2	
Ref Time Separate (s)	10.9	46.2		4.4	17.8		6.8	48.0		4.7	40.5	
Reference Time (s)	55.6	55.6		21.7	21.7		49.9	49.9		42.2	42.2	
Adj Reference Time (s)	59.6	59.6		25.7	25.7		53.9	53.9		46.2	46.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	68.0		62.5									
Permitted Option (s)	167.4		105.8									
Split Option (s)	85.2		100.1									
Minimum (s)	68.0		62.5		130.5							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	108.8%		ICU Level of Service		G							
Reference Times and Phasing Options do not represent an optimized timing plan.												

3: Garfield Ave & Ferguson Dr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	184	169	76	60	7	100	1335	144	22	1268	39
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	219	169	0	136	7	100	1335	144	22	1268	39
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1587	1360	0	1555	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			14.9			0.6	7.9	52.6	12.7	1.7	49.9	3.4
Adj Reference Time (s)			18.9			8.0	11.9	56.6	16.7	8.0	53.9	8.0
Permitted Option												
Adj Saturation A (vph)	0	466		0	162		101	1523		101	1523	
Reference Time A (s)	0.0	56.4		0.0	100.9		118.4	52.6		26.1	49.9	
Adj Saturation B (vph)	0	0		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	10.8	24.6		NA	NA		NA	NA		NA	NA	
Reference Time (s)		24.6			100.9			118.4			49.9	
Adj Reference Time (s)		28.6			104.9			122.4			53.9	
Split Option												
Ref Time Combined (s)	0.0	16.6		0.0	10.5		7.9	52.6		1.7	49.9	
Ref Time Separate (s)	2.8	13.8		6.0	4.5		7.9	52.6		1.7	49.9	
Reference Time (s)	16.6	16.6		10.5	10.5		52.6	52.6		49.9	49.9	
Adj Reference Time (s)	20.6	20.6		14.5	14.5		56.6	56.6		53.9	53.9	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		65.8									
Permitted Option (s)	104.9		122.4									
Split Option (s)	35.1		110.5									
Minimum (s)	35.1		65.8		100.9							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	18.9	8.0	16.7	8.0								
Cross Thru Ref Time (s)	53.9	56.6	20.6	14.5								
Oncoming Left Ref Time (s)	14.5	20.6	8.0	11.9								
Combined (s)	87.4	85.1	45.3	34.4								
Intersection Summary												
Intersection Capacity Utilization			84.1%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												



























4: Garfield Ave & Flotilla St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	270	178	14	28	19	198	10	1113	32	152	1218	145
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	462	0	0	245	0	10	1113	32	152	1218	145
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.87	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2944	0	0	2662	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			0.0	0.8	43.8	2.8	12.0	48.0	12.8
Adj Reference Time (s)			0.0			0.0	8.0	47.8	8.0	16.0	52.0	16.8
Permitted Option												
Adj Saturation A (vph)	0	98		0	176		101	1523		101	1523	
Reference Time A (s)	0.0	330.2		0.0	45.2		11.8	43.8		180.0	48.0	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		330.2			45.2			43.8			180.0	
Adj Reference Time (s)		334.2			49.2			47.8			184.0	
Split Option												
Ref Time Combined (s)	0.0	18.8		0.0	11.0		0.8	43.8		12.0	48.0	
Ref Time Separate (s)	21.3	7.1		2.2	0.9		0.8	43.8		12.0	48.0	
Reference Time (s)	21.3	21.3		11.0	11.0		43.8	43.8		48.0	48.0	
Adj Reference Time (s)	25.3	25.3		15.0	15.0		47.8	47.8		52.0	52.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		63.8									
Permitted Option (s)	334.2		184.0									
Split Option (s)	40.4		99.8									
Minimum (s)	40.4		63.8		104.2							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		16.8									
Cross Thru Ref Time (s)	25.3		15.0									
Oncoming Left Ref Time (s)	16.0		8.0									
Combined (s)	49.3		39.8									



























Intersection Summary

Intersection Capacity Utilization 86.8% ICU Level of Service E
 Reference Times and Phasing Options do not represent an optimized timing plan.

























5: Garfield Ave & Washington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	219	996	38	52	686	173	36	778	60	275	729	285
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	219	1034	0	52	859	0	36	778	60	275	729	285
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	4334	0	1520	4227	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	17.3	28.6	0.0	4.1	24.4	0.0	2.8	30.6	5.3	21.7	28.7	25.1
Adj Reference Time (s)	21.3	32.6	0.0	8.1	28.4	0.0	8.0	34.6	9.3	25.7	32.7	29.1
Permitted Option												
Adj Saturation A (vph)	101	1445		101	1409		101	1523		101	1523	
Reference Time A (s)	259.3	28.6		61.6	24.4		42.6	30.6		325.7	28.7	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		259.3			61.6			42.6			325.7	
Adj Reference Time (s)		263.3			65.6			46.6			329.7	
Split Option												
Ref Time Combined (s)	17.3	28.6		4.1	24.4		2.8	30.6		21.7	28.7	
Ref Time Separate (s)	17.3	27.6		4.1	19.5		2.8	30.6		21.7	28.7	
Reference Time (s)	28.6	28.6		24.4	24.4		30.6	30.6		28.7	28.7	
Adj Reference Time (s)	32.6	32.6		28.4	28.4		34.6	34.6		32.7	32.7	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	49.7		60.4									
Permitted Option (s)	263.3		329.7									
Split Option (s)	61.0		67.4									
Minimum (s)	49.7		60.4		110.0							
Right Turns	NBR	SBR										
Adj Reference Time (s)	9.3	29.1										
Cross Thru Ref Time (s)	32.6	28.4										
Oncoming Left Ref Time (s)	25.7	8.0										
Combined (s)	67.6	65.5										
Intersection Summary												
Intersection Capacity Utilization			91.7%		ICU Level of Service				F			
Reference Times and Phasing Options do not represent an optimized timing plan.												

























6: Concourse Ave & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	58	1142	53	120	681	23	84	175	138	122	177	30
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	58	1142	53	120	681	23	84	175	138	122	177	30
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	1600	1360	1520	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	4.6	45.0	4.7	9.5	26.8	2.0	6.6	13.1	12.2	9.6	13.3	2.6
Adj Reference Time (s)	8.6	49.0	8.7	13.5	30.8	8.0	10.6	17.1	16.2	13.6	17.3	8.0
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		101	1600		101	1600	
Reference Time A (s)	68.7	45.0		142.1	26.8		99.5	13.1		144.5	13.3	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		68.7			142.1			99.5			144.5	
Adj Reference Time (s)		72.7			146.1			103.5			148.5	
Split Option												
Ref Time Combined (s)	4.6	45.0		9.5	26.8		6.6	13.1		9.6	13.3	
Ref Time Seperate (s)	4.6	45.0		9.5	26.8		6.6	13.1		9.6	13.3	
Reference Time (s)	45.0	45.0		26.8	26.8		13.1	13.1		13.3	13.3	
Adj Reference Time (s)	49.0	49.0		30.8	30.8		17.1	17.1		17.3	17.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	62.5		30.8									
Permitted Option (s)	146.1		148.5									
Split Option (s)	79.8		34.4									
Minimum (s)	62.5		30.8		93.2							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.7	8.0	16.2	8.0								
Cross Thru Ref Time (s)	17.3	17.1	49.0	30.8								
Oncoming Left Ref Time (s)	13.5	8.6	13.6	10.6								
Combined (s)	39.4	33.7	78.8	49.5								
Intersection Summary												
Intersection Capacity Utilization	77.7%		ICU Level of Service				D					
Reference Times and Phasing Options do not represent an optimized timing plan.												

7: Concourse Ave & Olympic Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	145	1058	29	21	493	40	15	208	84	142	133	95
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	145	1058	29	21	493	40	0	223	84	0	275	95
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1595	1360	0	1559	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	11.4	41.7	2.6	1.7	19.4	3.5			7.4			8.4
Adj Reference Time (s)	15.4	45.7	8.0	8.0	23.4	8.0			11.4			12.4
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		0	806		0	173	
Reference Time A (s)	171.7	41.7		24.9	19.4		0.0	33.2		0.0	190.4	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		171.7			24.9			33.2			190.4	
Adj Reference Time (s)		175.7			28.9			37.2			194.4	
Split Option												
Ref Time Combined (s)	11.4	41.7		1.7	19.4		0.0	16.8		0.0	21.2	
Ref Time Separate (s)	11.4	41.7		1.7	19.4		1.2	15.6		11.2	10.0	
Reference Time (s)	41.7	41.7		19.4	19.4		16.8	16.8		21.2	21.2	
Adj Reference Time (s)	45.7	45.7		23.4	23.4		20.8	20.8		25.2	25.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	53.7		NA									
Permitted Option (s)	175.7		194.4									
Split Option (s)	69.1		46.0									
Minimum (s)	53.7		46.0		99.6							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	11.4	12.4								
Cross Thru Ref Time (s)	25.2	20.8	45.7	23.4								
Oncoming Left Ref Time (s)	8.0	15.4	25.2	20.8								
Combined (s)	41.2	44.2	82.3	56.6								
Intersection Summary												
Intersection Capacity Utilization			83.0%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

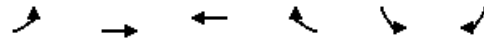
8: Yates Ave & Washington Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 								
Volume (vph)	33	1275	20	70	740	12	97	120	265	46	75	77	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	33	1295	0	70	752	0	97	120	265	46	75	77	
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	1520	4348	0	1520	4348	0	1520	1600	1360	1520	1600	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes			Yes			Yes			Yes			
Reference Time (s)	2.6	35.7	0.0	5.5	20.8	0.0	7.7	9.0	23.4	3.6	5.6	6.8	
Adj Reference Time (s)	8.0	39.7	0.0	9.5	24.8	0.0	11.7	13.0	27.4	8.0	9.6	10.8	
Permitted Option													
Adj Saturation A (vph)	101	1449		101	1449		101	1600		101	1600		
Reference Time A (s)	39.1	35.7		82.9	20.8		114.9	9.0		54.5	5.6		
Adj Saturation B (vph)	NA	NA		NA	NA		0	1600		0	1600		
Reference Time B (s)	NA	NA		NA	NA		15.7	9.0		11.6	5.6		
Reference Time (s)		39.1			82.9			15.7			11.6		
Adj Reference Time (s)		43.1			86.9			19.7			15.6		
Split Option													
Ref Time Combined (s)	2.6	35.7		5.5	20.8		7.7	9.0		3.6	5.6		
Ref Time Separate (s)	2.6	35.2		5.5	20.4		7.7	9.0		3.6	5.6		
Reference Time (s)	35.7	35.7		20.8	20.8		9.0	9.0		5.6	5.6		
Adj Reference Time (s)	39.7	39.7		24.8	24.8		13.0	13.0		9.6	9.6		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	49.3		21.3										
Permitted Option (s)	86.9		19.7										
Split Option (s)	64.5		22.6										
Minimum (s)	49.3		19.7		68.9								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	27.4		10.8										
Cross Thru Ref Time (s)	39.7		24.8										
Oncoming Left Ref Time (s)	8.0		11.7										
Combined (s)	75.1		47.2										

Intersection Summary

Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Reference Times and Phasing Options do not represent an optimized timing plan.			

9: Whittier Blvd & Wilcox Ave
























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↕↕	↕↕	↗	↖	↗
Volume (vph)	264	1165	601	161	219	190
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	264	1165	601	161	219	190
Lane Utilization Factor	1.00	0.95	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1368	2742	2742	1224	1368	1224
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	23.2	51.0	26.3	15.8		18.6
Adj Reference Time (s)	27.2	55.0	30.3	19.8		22.6
Permitted Option						
Adj Saturation A (vph)	91	1371	1371		91	
Reference Time A (s)	347.4	51.0	26.3		288.2	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		347.4	26.3			
Adj Reference Time (s)		351.4	30.3			
Split Option						
Ref Time Combined (s)	23.2	51.0	26.3		19.2	
Ref Time Seperate (s)	23.2	51.0	26.3		19.2	
Reference Time (s)	51.0	51.0	26.3		19.2	
Adj Reference Time (s)	55.0	55.0	30.3		23.2	
Summary	EB WB		SB		Combined	
Protected Option (s)	57.5		NA			
Permitted Option (s)	351.4		Err			
Split Option (s)	85.3		23.2			
Minimum (s)	57.5		23.2		80.7	
Right Turns	WBR	SBR				
Adj Reference Time (s)	19.8	22.6				
Cross Thru Ref Time (s)	0.0	30.3				
Oncoming Left Ref Time (s)	27.2	0.0				
Combined (s)	46.9	52.9				

Intersection Summary

Intersection Capacity Utilization 67.2% ICU Level of Service C
 Reference Times and Phasing Options do not represent an optimized timing plan.





















10: 21st St & Whittier Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	70	1278	14	13	732	26	17	0	4	50	1	55	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	70	1278	14	13	732	26	0	21	0	0	51	55	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.93	0.85	0.95	0.95	0.85	
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1491	0	0	1522	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	5.5	50.3	1.2	1.0	28.8	2.3			0.0			4.9	
Adj Reference Time (s)	9.5	54.3	8.0	8.0	32.8	8.0			0.0			8.9	
Permitted Option													
Adj Saturation A (vph)	101	1523		101	1523		0	115		0	1341		
Reference Time A (s)	82.9	50.3		15.4	28.8		0.0	21.9		0.0	4.6		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0		
Reference Time B (s)	NA	NA		NA	NA		9.3	9.7		11.9	12.0		
Reference Time (s)		82.9			28.8			9.7			4.6		
Adj Reference Time (s)		86.9			32.8			13.7			8.6		
Split Option													
Ref Time Combined (s)	5.5	50.3		1.0	28.8		0.0	1.7		0.0	4.0		
Ref Time Separate (s)	5.5	50.3		1.0	28.8		1.3	0.0		3.9	0.1		
Reference Time (s)	50.3	50.3		28.8	28.8		1.7	1.7		4.0	4.0		
Adj Reference Time (s)	54.3	54.3		32.8	32.8		8.0	8.0		8.0	8.0		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	62.3		NA										
Permitted Option (s)	86.9		13.7										
Split Option (s)	87.2		16.0										
Minimum (s)	62.3		13.7		76.0								
Right Turns													
Adj Reference Time (s)	EBR	WBR	SBR										
	8.0	8.0	8.9										
Cross Thru Ref Time (s)	8.0	8.0	32.8										
Oncoming Left Ref Time (s)	8.0	9.5	8.0										
Combined (s)	24.0	25.5	49.7										

Intersection Summary

Intersection Capacity Utilization 63.4% ICU Level of Service B
 Reference Times and Phasing Options do not represent an optimized timing plan.





















11: Vail Ave & Whittier Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	63	1138	107	27	660	67	99	312	68	33	136	53	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	63	1245	0	27	727	0	0	411	68	0	169	53	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	3007	0	1520	3004	0	0	1581	1360	0	1584	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	5.0	49.7	0.0	2.1	29.0	0.0			6.0			4.7	
Adj Reference Time (s)	9.0	53.7	0.0	8.0	33.0	0.0			10.0			8.7	
Permitted Option													
Adj Saturation A (vph)	101	1504		101	1502		0	337		0	400		
Reference Time A (s)	74.6	49.7		32.0	29.0		0.0	146.4		0.0	50.7		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		74.6			32.0			146.4			50.7		
Adj Reference Time (s)		78.6			36.0			150.4			54.7		
Split Option													
Ref Time Combined (s)	5.0	49.7		2.1	29.0		0.0	31.2		0.0	12.8		
Ref Time Separate (s)	5.0	45.4		2.1	26.4		7.8	23.4		2.6	10.2		
Reference Time (s)	49.7	49.7		29.0	29.0		31.2	31.2		12.8	12.8		
Adj Reference Time (s)	53.7	53.7		33.0	33.0		35.2	35.2		16.8	16.8		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	61.7		NA										
Permitted Option (s)	78.6		150.4										
Split Option (s)	86.7		52.0										
Minimum (s)	61.7		52.0		113.7								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	10.0		8.7										
Cross Thru Ref Time (s)	53.7		33.0										
Oncoming Left Ref Time (s)	16.8		35.2										
Combined (s)	80.5		76.9										




















Intersection Summary

Intersection Capacity Utilization 94.7% ICU Level of Service F
 Reference Times and Phasing Options do not represent an optimized timing plan.




















12: Vail Ave & Olympic Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	83	1108	116	43	445	54	109	393	128	46	198	30	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	83	1224	0	43	499	0	0	502	128	0	244	30	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.99	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	3003	0	1520	2997	0	0	1583	1360	0	1585	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	6.6	48.9	0.0	3.4	20.0	0.0			11.3			2.6	
Adj Reference Time (s)	10.6	52.9	0.0	8.0	24.0	0.0			15.3			8.0	
Permitted Option													
Adj Saturation A (vph)	101	1502		101	1498		0	367		0	411		
Reference Time A (s)	98.3	48.9		50.9	20.0		0.0	164.2		0.0	71.3		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		98.3			50.9			164.2			71.3		
Adj Reference Time (s)		102.3			54.9			168.2			75.3		
Split Option													
Ref Time Combined (s)	6.6	48.9		3.4	20.0		0.0	38.1		0.0	18.5		
Ref Time Separate (s)	6.6	44.3		3.4	17.8		8.6	29.5		3.6	14.8		
Reference Time (s)	48.9	48.9		20.0	20.0		38.1	38.1		18.5	18.5		
Adj Reference Time (s)	52.9	52.9		24.0	24.0		42.1	42.1		22.5	22.5		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	60.9		NA										
Permitted Option (s)	102.3		168.2										
Split Option (s)	76.9		64.5										
Minimum (s)	60.9		64.5		125.4								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	15.3		8.0										
Cross Thru Ref Time (s)	52.9		24.0										
Oncoming Left Ref Time (s)	22.5		42.1										
Combined (s)	90.7		74.0										
Intersection Summary													
Intersection Capacity Utilization			104.5%		ICU Level of Service				G				
Reference Times and Phasing Options do not represent an optimized timing plan.													

13: Vail Ave & Flotilla St

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	226	0	144	1	0	0	56	400	0	3	308	34	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	226	144	0	0	1	0	56	400	0	3	342	0	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.85	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	1360	0	0	1520	0	1520	1600	0	1520	1576	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		No			No			Yes			Yes		
Reference Time (s)			0.0			0.0	4.4	30.0	0.0	0.2	26.0	0.0	
Adj Reference Time (s)			0.0			0.0	8.4	34.0	0.0	8.0	30.0	0.0	
Permitted Option													
Adj Saturation A (vph)	1621	1360		0	101		101	1600		101	1576		
Reference Time A (s)	16.7	12.7		0.0	1.2		66.3	30.0		3.6	26.0		
Adj Saturation B (vph)	0	1360		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	25.8	12.7		NA	NA		NA	NA		NA	NA		
Reference Time (s)		16.7			1.2			66.3			26.0		
Adj Reference Time (s)		20.7			8.0			70.3			30.0		
Split Option													
Ref Time Combined (s)	17.8	12.7		0.0	0.1		4.4	30.0		0.2	26.0		
Ref Time Separate (s)	17.8	0.0		0.1	0.0		4.4	30.0		0.2	23.4		
Reference Time (s)	17.8	17.8		0.1	0.1		30.0	30.0		26.0	26.0		
Adj Reference Time (s)	21.8	21.8		8.0	8.0		34.0	34.0		30.0	30.0		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	NA		42.0										
Permitted Option (s)	20.7		70.3										
Split Option (s)	29.8		64.0										
Minimum (s)	20.7		42.0		62.7								
Right Turns													
Adj Reference Time (s)													
Cross Thru Ref Time (s)													
Oncoming Left Ref Time (s)													
Combined (s)													
Intersection Summary													
Intersection Capacity Utilization			52.3%		ICU Level of Service				A				
Reference Times and Phasing Options do not represent an optimized timing plan.													

14: Vail Ave & Washington Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	117	1505	69	30	704	110	73	200	67	172	165	88	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	117	1505	69	30	814	0	0	340	0	0	425	0	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.96	0.85	0.95	0.95	0.85	
Saturated Flow (vph)	1520	3046	1360	1520	4270	0	0	2925	0	0	2892	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	9.2	59.3	6.1	2.4	22.9	0.0			0.0			0.0	
Adj Reference Time (s)	13.2	63.3	10.1	8.0	26.9	0.0			0.0			0.0	
Permitted Option													
Adj Saturation A (vph)	101	1523		101	1423		0	97		0	96		
Reference Time A (s)	138.6	59.3		35.5	22.9		0.0	89.9		0.0	214.1		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		138.6			35.5			89.9			214.1		
Adj Reference Time (s)		142.6			39.5			93.9			218.1		
Split Option													
Ref Time Combined (s)	9.2	59.3		2.4	22.9		0.0	14.0		0.0	17.6		
Ref Time Separate (s)	9.2	59.3		2.4	19.8		5.8	8.2		13.6	6.9		
Reference Time (s)	59.3	59.3		22.9	22.9		14.0	14.0		17.6	17.6		
Adj Reference Time (s)	63.3	63.3		26.9	26.9		18.0	18.0		21.6	21.6		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	71.3		NA										
Permitted Option (s)	142.6		218.1										
Split Option (s)	90.2		39.6										
Minimum (s)	71.3		39.6		110.9								
Right Turns													
	EBR												
Adj Reference Time (s)	10.1												
Cross Thru Ref Time (s)	21.6												
Oncoming Left Ref Time (s)	8.0												
Combined (s)	39.7												
Intersection Summary													
Intersection Capacity Utilization			92.4%		ICU Level of Service				F				
Reference Times and Phasing Options do not represent an optimized timing plan.													

15: California Ave & Whittier Blvd

























Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Volume (vph)	1197	35	18	747	24	18
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	1232	0	18	747	24	18
Lane Utilization Factor	0.95	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	1.00	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	3033	0	1520	3046	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	48.7	0.0	1.4	29.4		1.6
Adj Reference Time (s)	52.7	0.0	8.0	33.4		8.0
Permitted Option						
Adj Saturation A (vph)	1517		101	1523	101	
Reference Time A (s)	48.7		21.3	29.4	28.4	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	48.7			29.4		
Adj Reference Time (s)	52.7			33.4		
Split Option						
Ref Time Combined (s)	48.7		1.4	29.4	1.9	
Ref Time Separate (s)	47.4		1.4	29.4	1.9	
Reference Time (s)	48.7		29.4	29.4	1.9	
Adj Reference Time (s)	52.7		33.4	33.4	8.0	
Summary						
	EB WB		NB		Combined	
Protected Option (s)	60.7		NA			
Permitted Option (s)	52.7		Err			
Split Option (s)	86.2		8.0			
Minimum (s)	52.7		8.0		60.7	
Right Turns						
	NBR					
Adj Reference Time (s)	8.0					
Cross Thru Ref Time (s)	52.7					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	60.7					





















Intersection Summary

Intersection Capacity Utilization 50.6% ICU Level of Service A
 Reference Times and Phasing Options do not represent an optimized timing plan.






















16: Maple Ave & Beverly Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Volume (vph)	77	1720	100	79	772	34	61	179	80	39	87	30
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	77	1820	0	79	806	0	0	240	80	0	156	0
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1520	4322	0	1520	4331	0	0	1580	1360	0	1534	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	6.1	50.5	0.0	6.2	22.3	0.0			7.1			0.0
Adj Reference Time (s)	10.1	54.5	0.0	10.2	26.3	0.0			11.1			0.0
Permitted Option												
Adj Saturation A (vph)	101	1441		101	1444		0	1177		0	317	
Reference Time A (s)	91.2	50.5		93.6	22.3		0.0	24.5		0.0	59.0	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		12.8	26.2		NA	NA	
Reference Time (s)		91.2			93.6			24.5			59.0	
Adj Reference Time (s)		95.2			97.6			28.5			63.0	
Split Option												
Ref Time Combined (s)	6.1	50.5		6.2	22.3		0.0	18.2		0.0	12.2	
Ref Time Separate (s)	6.1	47.8		6.2	21.4		4.8	13.4		3.1	6.8	
Reference Time (s)	50.5	50.5		22.3	22.3		18.2	18.2		12.2	12.2	
Adj Reference Time (s)	54.5	54.5		26.3	26.3		22.2	22.2		16.2	16.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	64.8		NA									
Permitted Option (s)	97.6		63.0									
Split Option (s)	80.9		38.4									
Minimum (s)	64.8		38.4		103.2							
Right Turns												
	NBR											
Adj Reference Time (s)	11.1											
Cross Thru Ref Time (s)	54.5											
Oncoming Left Ref Time (s)	16.2											
Combined (s)	81.8											
Intersection Summary												
Intersection Capacity Utilization			86.0%		ICU Level of Service		E					
Reference Times and Phasing Options do not represent an optimized timing plan.												

17: Maple Ave & Whittier Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	59	1114	49	33	671	32	54	168	36	47	119	43	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	59	1163	0	33	703	0	54	204	0	47	162	0	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.97	0.85	0.95	0.96	0.85	
Saturated Flow (vph)	1520	3027	0	1520	3026	0	1520	1558	0	1520	1536	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes		
Reference Time (s)	4.7	46.1	0.0	2.6	27.9	0.0	4.3	15.7	0.0	3.7	12.7	0.0	
Adj Reference Time (s)	8.7	50.1	0.0	8.0	31.9	0.0	8.3	19.7	0.0	8.0	16.7	0.0	
Permitted Option													
Adj Saturation A (vph)	101	1514		101	1513		101	1558		101	1536		
Reference Time A (s)	69.9	46.1		39.1	27.9		63.9	15.7		55.7	12.7		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		69.9			39.1			63.9			55.7		
Adj Reference Time (s)		73.9			43.1			67.9			59.7		
Split Option													
Ref Time Combined (s)	4.7	46.1		2.6	27.9		4.3	15.7		3.7	12.7		
Ref Time Separate (s)	4.7	44.2		2.6	26.6		4.3	12.9		3.7	9.3		
Reference Time (s)	46.1	46.1		27.9	27.9		15.7	15.7		12.7	12.7		
Adj Reference Time (s)	50.1	50.1		31.9	31.9		19.7	19.7		16.7	16.7		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	58.1		27.7										
Permitted Option (s)	73.9		67.9										
Split Option (s)	82.0		36.4										
Minimum (s)	58.1		27.7		85.8								
Right Turns													
Adj Reference Time (s)													
Cross Thru Ref Time (s)													
Oncoming Left Ref Time (s)													
Combined (s)													
Intersection Summary													
Intersection Capacity Utilization	71.5%		ICU Level of Service						C				
Reference Times and Phasing Options do not represent an optimized timing plan.													























18: Maple Ave & Olympic Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	72	1063	103	34	405	36	83	144	48	43	119	42
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	72	1063	103	34	441	0	0	227	48	0	162	42
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3009	0	0	1571	1360	0	1579	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	5.7	41.9	9.1	2.7	17.6	0.0			4.2			3.7
Adj Reference Time (s)	9.7	45.9	13.1	8.0	21.6	0.0			8.2			8.0
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1505		0	235		0	311	
Reference Time A (s)	85.3	41.9		40.3	17.6		0.0	115.8		0.0	62.6	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		14.6	25.3		NA	NA	
Reference Time (s)		85.3			40.3			25.3			62.6	
Adj Reference Time (s)		89.3			44.3			29.3			66.6	
Split Option												
Ref Time Combined (s)	5.7	41.9		2.7	17.6		0.0	17.3		0.0	12.3	
Ref Time Separate (s)	5.7	41.9		2.7	16.2		6.6	10.8		3.4	8.9	
Reference Time (s)	41.9	41.9		17.6	17.6		17.3	17.3		12.3	12.3	
Adj Reference Time (s)	45.9	45.9		21.6	21.6		21.3	21.3		16.3	16.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	53.9		NA									
Permitted Option (s)	89.3		66.6									
Split Option (s)	67.5		37.7									
Minimum (s)	53.9		37.7		91.5							
Right Turns												
	EBR	NBR	SBR									
Adj Reference Time (s)	13.1	8.2	8.0									
Cross Thru Ref Time (s)	16.3	45.9	21.6									
Oncoming Left Ref Time (s)	8.0	16.3	21.3									
Combined (s)	37.4	70.4	50.9									





















Intersection Summary

Intersection Capacity Utilization 76.3% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

21: Maple Ave & Washington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	80	1576	44	42	664	77	43	76	57	65	69	79
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	80	1620	0	42	741	0	0	119	57	0	134	79
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	4341	0	1520	4290	0	0	1571	1360	0	1561	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	6.3	44.8	0.0	3.3	20.7	0.0			5.0			7.0
Adj Reference Time (s)	10.3	48.8	0.0	8.0	24.7	0.0			9.0			11.0
Permitted Option												
Adj Saturation A (vph)	101	1447		101	1430		0	238		0	183	
Reference Time A (s)	94.7	44.8		49.7	20.7		0.0	60.1		0.0	87.8	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		11.4	17.1		13.1	18.3	
Reference Time (s)		94.7			49.7			17.1			18.3	
Adj Reference Time (s)		98.7			53.7			21.1			22.3	
Split Option												
Ref Time Combined (s)	6.3	44.8		3.3	20.7		0.0	9.1		0.0	10.3	
Ref Time Separate (s)	6.3	43.6		3.3	18.6		3.4	5.7		5.1	5.2	
Reference Time (s)	44.8	44.8		20.7	20.7		9.1	9.1		10.3	10.3	
Adj Reference Time (s)	48.8	48.8		24.7	24.7		13.1	13.1		14.3	14.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	56.8		NA									
Permitted Option (s)	98.7		22.3									
Split Option (s)	73.5		27.4									
Minimum (s)	56.8		22.3		79.1							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	9.0		11.0									
Cross Thru Ref Time (s)	48.8		24.7									
Oncoming Left Ref Time (s)	14.3		13.1									
Combined (s)	72.1		48.8									
Intersection Summary												
Intersection Capacity Utilization	65.9%		ICU Level of Service		C							
Reference Times and Phasing Options do not represent an optimized timing plan.												





















22: Taylor Ave & Whittier Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	12	1149	42	22	662	16	74	58	28	23	51	13	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	12	1191	0	22	678	0	0	132	28	0	74	13	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	1520	3030	0	1520	3036	0	0	1555	1360	0	1575	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	0.9	47.2	0.0	1.7	26.8	0.0			2.5			1.1	
Adj Reference Time (s)	8.0	51.2	0.0	8.0	30.8	0.0			8.0			8.0	
Permitted Option													
Adj Saturation A (vph)	101	1515		101	1518		0	161		0	271		
Reference Time A (s)	14.2	47.2		26.1	26.8		0.0	98.2		0.0	32.7		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0		
Reference Time B (s)	NA	NA		NA	NA		13.8	18.2		9.8	13.6		
Reference Time (s)		47.2			26.8			18.2			13.6		
Adj Reference Time (s)		51.2			30.8			22.2			17.6		
Split Option													
Ref Time Combined (s)	0.9	47.2		1.7	26.8		0.0	10.2		0.0	5.6		
Ref Time Separate (s)	0.9	45.5		1.7	26.2		5.8	4.3		1.8	3.8		
Reference Time (s)	47.2	47.2		26.8	26.8		10.2	10.2		5.6	5.6		
Adj Reference Time (s)	51.2	51.2		30.8	30.8		14.2	14.2		9.6	9.6		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	59.2		NA										
Permitted Option (s)	51.2		22.2										
Split Option (s)	82.0		23.8										
Minimum (s)	51.2		22.2		73.3								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	8.0		8.0										
Cross Thru Ref Time (s)	51.2		30.8										
Oncoming Left Ref Time (s)	9.6		14.2										
Combined (s)	68.8		53.0										

Intersection Summary

Intersection Capacity Utilization 61.1% ICU Level of Service B
 Reference Times and Phasing Options do not represent an optimized timing plan.
























25: Greenwood Ave & Olympic Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	39	832	306	15	271	29	193	90	26	21	157	27	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	39	1138	0	15	300	0	0	283	26	0	178	27	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.99	0.85	0.95	0.97	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	2924	0	1520	3002	0	0	1545	1360	0	1591	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	3.1	46.7	0.0	1.2	12.0	0.0			2.3			2.4	
Adj Reference Time (s)	8.0	50.7	0.0	8.0	16.0	0.0			8.0			8.0	
Permitted Option													
Adj Saturation A (vph)	101	1462		101	1501		0	136		0	578		
Reference Time A (s)	46.2	46.7		17.8	12.0		0.0	249.2		0.0	36.9		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		9.7	21.4		
Reference Time (s)		46.7			17.8			249.2			21.4		
Adj Reference Time (s)		50.7			21.8			253.2			25.4		
Split Option													
Ref Time Combined (s)	3.1	46.7		1.2	12.0		0.0	22.0		0.0	13.4		
Ref Time Separate (s)	3.1	34.2		1.2	10.8		15.2	6.8		1.7	11.8		
Reference Time (s)	46.7	46.7		12.0	12.0		22.0	22.0		13.4	13.4		
Adj Reference Time (s)	50.7	50.7		16.0	16.0		26.0	26.0		17.4	17.4		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	58.7		NA										
Permitted Option (s)	50.7		253.2										
Split Option (s)	66.7		43.4										
Minimum (s)	50.7		43.4		94.1								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	8.0		8.0										
Cross Thru Ref Time (s)	50.7		16.0										
Oncoming Left Ref Time (s)	17.4		26.0										
Combined (s)	76.1		50.0										























Intersection Summary

Intersection Capacity Utilization 78.4% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.



























27: Greenwood Ave & Mines Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	92	169	97	28	52	40	40	783	43	79	808	50
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	92	266	0	28	52	40	40	826	0	79	858	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	1512	0	1520	1600	1360	1520	3023	0	1520	3020	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	7.3	21.1	0.0	2.2	3.9	3.5	3.2	32.8	0.0	6.2	34.1	0.0
Adj Reference Time (s)	11.3	25.1	0.0	8.0	8.0	8.0	8.0	36.8	0.0	10.2	38.1	0.0
Permitted Option												
Adj Saturation A (vph)	101	1512		101	1600		101	1511		101	1510	
Reference Time A (s)	108.9	21.1		33.2	3.9		47.4	32.8		93.6	34.1	
Adj Saturation B (vph)	0	1512		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	15.3	21.1		NA	NA		NA	NA		NA	NA	
Reference Time (s)		21.1			33.2			47.4			93.6	
Adj Reference Time (s)		25.1			37.2			51.4			97.6	
Split Option												
Ref Time Combined (s)	7.3	21.1		2.2	3.9		3.2	32.8		6.2	34.1	
Ref Time Separate (s)	7.3	13.4		2.2	3.9		3.2	31.1		6.2	32.1	
Reference Time (s)	21.1	21.1		3.9	3.9		32.8	32.8		34.1	34.1	
Adj Reference Time (s)	25.1	25.1		8.0	8.0		36.8	36.8		38.1	38.1	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	33.1		47.0									
Permitted Option (s)	37.2		97.6									
Split Option (s)	33.1		74.9									
Minimum (s)	33.1		47.0		80.1							
Right Turns												
	WBR											
Adj Reference Time (s)	8.0											
Cross Thru Ref Time (s)	36.8											
Oncoming Left Ref Time (s)	11.3											
Combined (s)	56.1											
Intersection Summary												
Intersection Capacity Utilization			66.8%		ICU Level of Service				C			
Reference Times and Phasing Options do not represent an optimized timing plan.												




















28: Greenwood Ave & Beach St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	99	54	21	38	39	42	790	51	73	785	25
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	131	54	0	59	39	42	841	0	73	810	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.99	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1580	1360	0	1572	1360	1520	3019	0	1520	3032	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			4.8			3.4	3.3	33.4	0.0	5.8	32.1	0.0
Adj Reference Time (s)			8.8			8.0	8.0	37.4	0.0	9.8	36.1	0.0
Permitted Option												
Adj Saturation A (vph)	0	333		0	241		101	1509		101	1516	
Reference Time A (s)	0.0	47.2		0.0	29.4		49.7	33.4		86.4	32.1	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	10.5	17.9		9.7	12.5		NA	NA		NA	NA	
Reference Time (s)		17.9			12.5			49.7			86.4	
Adj Reference Time (s)		21.9			16.5			53.7			90.4	
Split Option												
Ref Time Combined (s)	0.0	9.9		0.0	4.5		3.3	33.4		5.8	32.1	
Ref Time Separate (s)	2.5	7.4		1.7	2.9		3.3	31.4		5.8	31.1	
Reference Time (s)	9.9	9.9		4.5	4.5		33.4	33.4		32.1	32.1	
Adj Reference Time (s)	13.9	13.9		8.5	8.5		37.4	37.4		36.1	36.1	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		47.2									
Permitted Option (s)	21.9		90.4									
Split Option (s)	22.5		73.5									
Minimum (s)	21.9		47.2		69.1							
Right Turns	EBR	WBR										
Adj Reference Time (s)	8.8	8.0										
Cross Thru Ref Time (s)	36.1	37.4										
Oncoming Left Ref Time (s)	8.5	13.9										
Combined (s)	53.3	59.4										
Intersection Summary												
Intersection Capacity Utilization			57.6%		ICU Level of Service					B		
Reference Times and Phasing Options do not represent an optimized timing plan.												
























29: Greenwood Ave & Washington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	226	1287	214	85	611	81	70	583	100	126	638	99
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	226	1501	0	85	692	0	70	583	100	126	737	0
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	4265	0	1520	4282	0	1520	3046	1360	1520	2985	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	17.8	42.2	0.0	6.7	19.4	0.0	5.5	23.0	8.8	9.9	29.6	0.0
Adj Reference Time (s)	21.8	46.2	0.0	10.7	23.4	0.0	9.5	27.0	12.8	13.9	33.6	0.0
Permitted Option												
Adj Saturation A (vph)	101	1422		101	1427		101	1523		101	1493	
Reference Time A (s)	267.6	42.2		100.7	19.4		82.9	23.0		149.2	29.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		267.6			100.7			82.9			149.2	
Adj Reference Time (s)		271.6			104.7			86.9			153.2	
Split Option												
Ref Time Combined (s)	17.8	42.2		6.7	19.4		5.5	23.0		9.9	29.6	
Ref Time Seperate (s)	17.8	36.2		6.7	17.1		5.5	23.0		9.9	25.6	
Reference Time (s)	42.2	42.2		19.4	19.4		23.0	23.0		29.6	29.6	
Adj Reference Time (s)	46.2	46.2		23.4	23.4		27.0	27.0		33.6	33.6	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	56.9		43.2									
Permitted Option (s)	271.6		153.2									
Split Option (s)	69.6		60.6									
Minimum (s)	56.9		43.2		100.1							
Right Turns	NBR											
Adj Reference Time (s)	12.8											
Cross Thru Ref Time (s)	46.2											
Oncoming Left Ref Time (s)	13.9											
Combined (s)	73.0											
Intersection Summary												
Intersection Capacity Utilization	83.4%				ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												























30: 10th St & Whittier Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	36	1055	13	11	710	12	24	16	10	27	30	29	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	36	1068	0	11	722	0	0	50	0	0	57	29	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	1520	3041	0	1520	3039	0	0	1515	0	0	1562	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	2.8	42.1	0.0	0.9	28.5	0.0			0.0			2.6	
Adj Reference Time (s)	8.0	46.1	0.0	8.0	32.5	0.0			0.0			8.0	
Permitted Option													
Adj Saturation A (vph)	101	1520		101	1519		0	179		0	1247		
Reference Time A (s)	42.6	42.1		13.0	28.5		0.0	33.5		0.0	5.5		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0		
Reference Time B (s)	NA	NA		NA	NA		9.9	12.0		10.1	12.4		
Reference Time (s)		42.6			28.5			12.0			5.5		
Adj Reference Time (s)		46.6			32.5			16.0			9.5		
Split Option													
Ref Time Combined (s)	2.8	42.1		0.9	28.5		0.0	4.0		0.0	4.4		
Ref Time Separate (s)	2.8	41.6		0.9	28.0		1.9	1.3		2.1	2.3		
Reference Time (s)	42.1	42.1		28.5	28.5		4.0	4.0		4.4	4.4		
Adj Reference Time (s)	46.1	46.1		32.5	32.5		8.0	8.0		8.4	8.4		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	54.1		NA										
Permitted Option (s)	46.6		16.0										
Split Option (s)	78.7		16.4										
Minimum (s)	46.6		16.0		62.6								
Right Turns													
	SBR												
Adj Reference Time (s)	8.0												
Cross Thru Ref Time (s)	32.5												
Oncoming Left Ref Time (s)	8.0												
Combined (s)	48.5												
Intersection Summary													
Intersection Capacity Utilization	52.2%		ICU Level of Service						A				
Reference Times and Phasing Options do not represent an optimized timing plan.													





















31: Montebello Blvd & Whittier Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	177	804	55	89	560	73	81	769	106	159	686	83	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	177	804	55	89	633	0	81	769	106	159	686	83	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	1520	3046	1360	1520	2994	0	1520	3046	1360	1520	3046	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			Yes			Yes		
Reference Time (s)	14.0	31.7	4.9	7.0	25.4	0.0	6.4	30.3	9.4	12.6	27.0	7.3	
Adj Reference Time (s)	18.0	35.7	8.9	11.0	29.4	0.0	10.4	34.3	13.4	16.6	31.0	11.3	
Permitted Option													
Adj Saturation A (vph)	101	1523		101	1497		101	1523		101	1523		
Reference Time A (s)	209.6	31.7		105.4	25.4		95.9	30.3		188.3	27.0		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		209.6			105.4			95.9			188.3		
Adj Reference Time (s)		213.6			109.4			99.9			192.3		
Split Option													
Ref Time Combined (s)	14.0	31.7		7.0	25.4		6.4	30.3		12.6	27.0		
Ref Time Separate (s)	14.0	31.7		7.0	22.4		6.4	30.3		12.6	27.0		
Reference Time (s)	31.7	31.7		25.4	25.4		30.3	30.3		27.0	27.0		
Adj Reference Time (s)	35.7	35.7		29.4	29.4		34.3	34.3		31.0	31.0		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	47.3		50.8										
Permitted Option (s)	213.6		192.3										
Split Option (s)	65.0		65.3										
Minimum (s)	47.3		50.8		98.2								
Right Turns													
	EBR	NBR	SBR										
Adj Reference Time (s)	8.9	13.4	11.3										
Cross Thru Ref Time (s)	31.0	35.7	29.4										
Oncoming Left Ref Time (s)	11.0	16.6	10.4										
Combined (s)	50.9	65.6	51.1										
Intersection Summary													
Intersection Capacity Utilization	81.8%		ICU Level of Service						D				
Reference Times and Phasing Options do not represent an optimized timing plan.													






















33: Montebello Blvd & Olympic Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	194	512	171	74	122	15	92	716	82	11	701	100
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	877	0	0	196	15	92	716	82	11	701	100
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2925	0	0	2989	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			1.3	7.3	28.2	7.2	0.9	27.6	8.8
Adj Reference Time (s)			0.0			8.0	11.3	32.2	11.2	8.0	31.6	12.8
Permitted Option												
Adj Saturation A (vph)	0	97		0	100		101	1523		101	1523	
Reference Time A (s)	0.0	238.8		0.0	89.1		108.9	28.2		13.0	27.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		238.8			89.1			108.9			27.6	
Adj Reference Time (s)		242.8			93.1			112.9			31.6	
Split Option												
Ref Time Combined (s)	0.0	36.0		0.0	7.9		7.3	28.2		0.9	27.6	
Ref Time Separate (s)	15.3	21.0		5.8	4.8		7.3	28.2		0.9	27.6	
Reference Time (s)	36.0	36.0		7.9	7.9		28.2	28.2		27.6	27.6	
Adj Reference Time (s)	40.0	40.0		11.9	11.9		32.2	32.2		31.6	31.6	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		42.9									
Permitted Option (s)	242.8		112.9									
Split Option (s)	51.9		63.8									
Minimum (s)	51.9		42.9		94.7							
Right Turns	WBR	NBR	SBR									
Adj Reference Time (s)	8.0	11.2	12.8									
Cross Thru Ref Time (s)	32.2	40.0	11.9									
Oncoming Left Ref Time (s)	40.0	8.0	11.3									
Combined (s)	80.2	59.2	36.0									
Intersection Summary												
Intersection Capacity Utilization		78.9%		ICU Level of Service					D			
Reference Times and Phasing Options do not represent an optimized timing plan.												



















35: Montebello Way/Montebello Blvd & Truck Way

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Volume (vph)	0	0	10	0	0	176	0	657	10	246	584	6	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	0	0	10	0	176	0	0	657	10	246	584	6	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.85	0.85	0.95	1.00	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	0	0	1360	0	1360	0	0	3046	1360	1520	3046	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			Yes			Yes		
Reference Time (s)	0.0	0.0	0.9	0.0	15.5	0.0	0.0	25.9	0.9	19.4	23.0	0.5	
Adj Reference Time (s)	0.0	0.0	8.0	0.0	19.5	0.0	0.0	29.9	8.0	23.4	27.0	8.0	
Permitted Option													
Adj Saturation A (vph)	0	0		0	1360		0	1523		101	1523		
Reference Time A (s)	0.0	0.0		0.0	15.5		0.0	25.9		291.3	23.0		
Adj Saturation B (vph)	NA	NA		0	1360		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		0.0	15.5		NA	NA		NA	NA		
Reference Time (s)		0.0			15.5			25.9			291.3		
Adj Reference Time (s)		8.0			19.5			29.9			295.3		
Split Option													
Ref Time Combined (s)	0.0	0.0		0.0	15.5		0.0	25.9		19.4	23.0		
Ref Time Separate (s)	0.0	0.0		0.0	0.0		0.0	25.9		19.4	23.0		
Reference Time (s)	0.0	0.0		15.5	15.5		25.9	25.9		23.0	23.0		
Adj Reference Time (s)	0.0	0.0		19.5	19.5		29.9	29.9		27.0	27.0		
Summary	NW SE		NE SW		Combined								
Protected Option (s)	19.5		53.3										
Permitted Option (s)	19.5		295.3										
Split Option (s)	19.5		56.9										
Minimum (s)	19.5		53.3		72.8								
Right Turns	SER	NER	SWR										
Adj Reference Time (s)	8.0	8.0	8.0										
Cross Thru Ref Time (s)	27.0	0.0	19.5										
Oncoming Left Ref Time (s)	0.0	23.4	0.0										
Combined (s)	35.0	31.4	27.5										
Intersection Summary													
Intersection Capacity Utilization	60.7%		ICU Level of Service						B				
Reference Times and Phasing Options do not represent an optimized timing plan.													


















37: Montebello Blvd & Washington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	1443	41	31	682	60	36	42	20	56	56	51
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	39	1443	41	31	742	0	0	78	20	0	112	51
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	3046	1360	1520	4306	0	0	1563	1360	0	1560	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	3.1	56.8	3.6	2.4	20.7	0.0			1.8			4.5
Adj Reference Time (s)	8.0	60.8	8.0	8.0	24.7	0.0			8.0			8.5
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1435		0	191		0		178
Reference Time A (s)	46.2	56.8		36.7	20.7		0.0	48.9		0.0		75.4
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0		0
Reference Time B (s)	NA	NA		NA	NA		10.8	14.0		12.4		16.6
Reference Time (s)		56.8			36.7			14.0				16.6
Adj Reference Time (s)		60.8			40.7			18.0				20.6
Split Option												
Ref Time Combined (s)	3.1	56.8		2.4	20.7		0.0	6.0		0.0		8.6
Ref Time Separate (s)	3.1	56.8		2.4	19.0		2.8	3.1		4.4		4.2
Reference Time (s)	56.8	56.8		20.7	20.7		6.0	6.0		8.6		8.6
Adj Reference Time (s)	60.8	60.8		24.7	24.7		10.0	10.0		12.6		12.6
Summary	EB WB		NB SB		Combined							
Protected Option (s)	68.8		NA									
Permitted Option (s)	60.8		20.6									
Split Option (s)	85.5		22.6									
Minimum (s)	60.8		20.6		81.5							
Right Turns	EBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	8.5									
Cross Thru Ref Time (s)	12.6	60.8	24.7									
Oncoming Left Ref Time (s)	8.0	12.6	10.0									
Combined (s)	28.6	81.5	43.2									
Intersection Summary												
Intersection Capacity Utilization			67.9%		ICU Level of Service					C		
Reference Times and Phasing Options do not represent an optimized timing plan.												























38: 5th St & Whittier Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	24	1028	14	9	604	20	24	44	26	58	47	39	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	0	1066	0	0	633	0	0	68	26	0	105	39	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.97	0.85	
Saturated Flow (vph)	0	3037	0	0	3030	0	0	1572	1360	0	1556	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		No			No			No			No		
Reference Time (s)			0.0			0.0			2.3			3.4	
Adj Reference Time (s)			0.0			0.0			8.0			8.0	
Permitted Option													
Adj Saturation A (vph)	0	887		0	1060		0	243		0	163		
Reference Time A (s)	0.0	65.6		0.0	33.8		0.0	33.6		0.0	77.1		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0		
Reference Time B (s)	NA	NA		NA	NA		9.9	13.2		12.6	16.1		
Reference Time (s)		65.6			33.8			13.2			16.1		
Adj Reference Time (s)		69.6			37.8			17.2			20.1		
Split Option													
Ref Time Combined (s)	0.0	42.1		0.0	25.1		0.0	5.2		0.0	8.1		
Ref Time Separate (s)	1.9	40.6		0.7	23.9		1.9	3.3		4.6	3.5		
Reference Time (s)	42.1	42.1		25.1	25.1		5.2	5.2		8.1	8.1		
Adj Reference Time (s)	46.1	46.1		29.1	29.1		9.2	9.2		12.1	12.1		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	NA		NA										
Permitted Option (s)	69.6		20.1										
Split Option (s)	75.2		21.3										
Minimum (s)	69.6		20.1		89.7								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	8.0		8.0										
Cross Thru Ref Time (s)	46.1		29.1										
Oncoming Left Ref Time (s)	12.1		9.2										
Combined (s)	66.2		46.3										
Intersection Summary													
Intersection Capacity Utilization			74.8%		ICU Level of Service				D				
Reference Times and Phasing Options do not represent an optimized timing plan.													





















39: 4th St & Whittier Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	27	1054	20	36	591	21	13	78	117	23	38	26	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	0	1101	0	0	648	0	0	208	0	0	61	26	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.91	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	0	3034	0	0	3023	0	0	1460	0	0	1570	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		No			No			No			No		
Reference Time (s)			0.0			0.0			0.0			2.3	
Adj Reference Time (s)			0.0			0.0			0.0			8.0	
Permitted Option													
Adj Saturation A (vph)	0	850		0	482		0	766		0	481		
Reference Time A (s)	0.0	70.1		0.0	62.8		0.0	32.6		0.0	15.2		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		9.0	25.1		NA	NA		
Reference Time (s)		70.1			62.8			25.1			15.2		
Adj Reference Time (s)		74.1			66.8			29.1			19.2		
Split Option													
Ref Time Combined (s)	0.0	43.5		0.0	25.7		0.0	17.1		0.0	4.7		
Ref Time Separate (s)	2.1	41.6		2.8	23.4		1.0	6.4		1.8	2.9		
Reference Time (s)	43.5	43.5		25.7	25.7		17.1	17.1		4.7	4.7		
Adj Reference Time (s)	47.5	47.5		29.7	29.7		21.1	21.1		8.7	8.7		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	NA		NA										
Permitted Option (s)	74.1		29.1										
Split Option (s)	77.3		29.8										
Minimum (s)	74.1		29.1		103.2								
Right Turns													
	SBR												
Adj Reference Time (s)	8.0												
Cross Thru Ref Time (s)	29.7												
Oncoming Left Ref Time (s)	21.1												
Combined (s)	58.8												
Intersection Summary													
Intersection Capacity Utilization	86.0%		ICU Level of Service						E				
Reference Times and Phasing Options do not represent an optimized timing plan.													

41: 2nd St & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	1100	9	5	677	22	11	48	46	58	25	20
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	18	1100	9	5	677	22	0	59	46	0	83	20
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	1600	1360	1520	1600	1360	0	1585	1360	0	1544	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	1.4	82.5	0.8	0.4	50.8	1.9			4.1			1.8
Adj Reference Time (s)	8.0	86.5	8.0	8.0	54.8	8.0			8.1			8.0
Permitted Option												
Adj Saturation A (vph)	101	1600		101	1600		0	414		0	134	
Reference Time A (s)	21.3	82.5		5.9	50.8		0.0	17.1		0.0	74.6	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.9	12.5		12.6	14.5	
Reference Time (s)		82.5			50.8			12.5			14.5	
Adj Reference Time (s)		86.5			54.8			16.5			18.5	
Split Option												
Ref Time Combined (s)	1.4	82.5		0.4	50.8		0.0	4.5		0.0	6.5	
Ref Time Separate (s)	1.4	82.5		0.4	50.8		0.9	3.6		4.6	1.9	
Reference Time (s)	82.5	82.5		50.8	50.8		4.5	4.5		6.5	6.5	
Adj Reference Time (s)	86.5	86.5		54.8	54.8		8.5	8.5		10.5	10.5	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	94.5		NA									
Permitted Option (s)	86.5		18.5									
Split Option (s)	141.3		18.9									
Minimum (s)	86.5		18.5		105.0							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	8.1	8.0								
Cross Thru Ref Time (s)	10.5	8.5	86.5	54.8								
Oncoming Left Ref Time (s)	8.0	8.0	10.5	8.5								
Combined (s)	26.5	24.5	105.0	71.2								
Intersection Summary												
Intersection Capacity Utilization			87.5%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												


























42: Bluff Rd & Whittier Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	18	1176	9	125	653	48	27	130	470	72	84	25	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	18	1185	0	125	701	0	0	157	470	0	156	25	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	1520	3043	0	1520	3015	0	0	1586	1360	0	1563	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	1.4	46.7	0.0	9.9	27.9	0.0			41.5			2.2	
Adj Reference Time (s)	8.0	50.7	0.0	13.9	31.9	0.0			45.5			8.0	
Permitted Option													
Adj Saturation A (vph)	101	1521		101	1508		0	441		0	191		
Reference Time A (s)	21.3	46.7		148.0	27.9		0.0	42.7		0.0	97.8		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		10.1	19.9		NA	NA		
Reference Time (s)		46.7			148.0			19.9			97.8		
Adj Reference Time (s)		50.7			152.0			23.9			101.8		
Split Option													
Ref Time Combined (s)	1.4	46.7		9.9	27.9		0.0	11.9		0.0	12.0		
Ref Time Separate (s)	1.4	46.4		9.9	26.0		2.1	9.8		5.7	6.3		
Reference Time (s)	46.7	46.7		27.9	27.9		11.9	11.9		12.0	12.0		
Adj Reference Time (s)	50.7	50.7		31.9	31.9		15.9	15.9		16.0	16.0		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	64.6		NA										
Permitted Option (s)	152.0		101.8										
Split Option (s)	82.6		31.9										
Minimum (s)	64.6		31.9		96.5								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	45.5		8.0										
Cross Thru Ref Time (s)	50.7		31.9										
Oncoming Left Ref Time (s)	16.0		15.9										
Combined (s)	112.2		55.8										





















Intersection Summary

Intersection Capacity Utilization 93.5% ICU Level of Service F
Reference Times and Phasing Options do not represent an optimized timing plan.




















47: Bluff Rd & Washington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Volume (vph)	70	1454	6	49	730	160	18	115	75	280	39	30
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	70	1460	0	49	730	160	18	190	0	0	319	30
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.94	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1520	4356	0	1520	3046	1360	1520	1505	0	0	3060	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	5.5	40.2	0.0	3.9	28.8	14.1			0.0			2.6
Adj Reference Time (s)	9.5	44.2	0.0	8.0	32.8	18.1			0.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1452		101	1523		101	1505		0	223	
Reference Time A (s)	82.9	40.2		58.0	28.8		21.3	15.1		0.0	171.9	
Adj Saturation B (vph)	NA	NA		NA	NA		0	1505		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		9.4	15.1		NA	NA	
Reference Time (s)		82.9			58.0			15.1			171.9	
Adj Reference Time (s)		86.9			62.0			19.1			175.9	
Split Option												
Ref Time Combined (s)	5.5	40.2		3.9	28.8		1.4	15.1		0.0	12.5	
Ref Time Separate (s)	5.5	40.1		3.9	28.8		1.4	9.2		11.1	2.9	
Reference Time (s)	40.2	40.2		28.8	28.8		15.1	15.1		12.5	12.5	
Adj Reference Time (s)	44.2	44.2		32.8	32.8		19.1	19.1		16.5	16.5	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	52.2		NA									
Permitted Option (s)	86.9		175.9									
Split Option (s)	77.0		35.7									
Minimum (s)	52.2		35.7		87.9							
Right Turns	WBR	SBR										
Adj Reference Time (s)	18.1	8.0										
Cross Thru Ref Time (s)	19.1	32.8										
Oncoming Left Ref Time (s)	9.5	19.1										
Combined (s)	46.8	59.9										
Intersection Summary												
Intersection Capacity Utilization			73.2%		ICU Level of Service					D		
Reference Times and Phasing Options do not represent an optimized timing plan.												




















19: Maple Ave & Mines Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	22	217	9	26	53	64	7	185	37	103	146	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	236	10	28	58	70	8	201	40	112	159	11
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	260	10	86	70	209	40	271	11				
Volume Left (vph)	24	0	28	0	8	0	112	0				
Volume Right (vph)	0	10	0	70	0	40	0	11				
Hadj (s)	0.08	-0.67	0.20	-0.67	0.05	-0.67	0.24	-0.67				
Departure Headway (s)	6.3	5.6	6.7	5.8	6.2	5.5	6.4	5.5				
Degree Utilization, x	0.46	0.02	0.16	0.11	0.36	0.06	0.48	0.02				
Capacity (veh/h)	537	597	497	565	536	605	539	616				
Control Delay (s)	13.4	7.5	9.7	8.4	11.6	7.7	13.9	7.4				
Approach Delay (s)	13.2		9.1		10.9		13.6					
Approach LOS	B		A		B		B					
Intersection Summary												
Delay			12.1									
Level of Service			B									
Intersection Capacity Utilization			61.3%	ICU Level of Service								B
Analysis Period (min)			15									




















20: Maple Ave & Beach St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	6	133	27	18	44	29	11	177	27	33	144	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	145	29	20	48	32	12	192	29	36	157	1
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total (vph)	151	29	99	204	29	193						
Volume Left (vph)	7	0	20	12	0	36						
Volume Right (vph)	0	29	32	0	29	1						
Hadj (s)	0.06	-0.67	-0.12	0.06	-0.67	0.07						
Departure Headway (s)	5.9	5.2	5.9	5.6	4.9	5.7						
Degree Utilization, x	0.25	0.04	0.16	0.32	0.04	0.31						
Capacity (veh/h)	568	642	560	610	691	595						
Control Delay (s)	9.6	7.2	10.0	10.1	6.9	11.3						
Approach Delay (s)	9.2		10.0	9.7		11.3						
Approach LOS	A		B	A		B						
Intersection Summary												
Delay			10.0									
Level of Service			B									
Intersection Capacity Utilization			51.1%	ICU Level of Service								A
Analysis Period (min)			15									

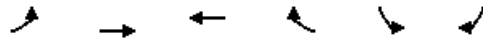
23: Greenwood Ave & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	1056	107	93	653	13	21	92	35	2	7	18
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	1148	116	101	710	14	23	100	38	2	8	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		674			325							
pX, platoon unblocked	0.86			0.68			0.76	0.76	0.68	0.76	0.76	0.86
vC, conflicting volume	724			1264			1845	2191	632	1640	2242	362
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	346			463			623	1081	0	351	1148	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			87			90	27	95	99	94	98
cM capacity (veh/h)	1037			749			230	137	742	152	125	930
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	29	765	499	101	473	251	161	10	20			
Volume Left	29	0	0	101	0	0	23	2	0			
Volume Right	0	0	116	0	0	14	38	0	20			
cSH	1037	1700	1700	749	1700	1700	183	130	930			
Volume to Capacity	0.03	0.45	0.29	0.13	0.28	0.15	0.88	0.08	0.02			
Queue Length 95th (ft)	2	0	0	12	0	0	162	6	2			
Control Delay (s)	8.6	0.0	0.0	10.6	0.0	0.0	89.5	34.9	9.0			
Lane LOS	A			B			F	D	A			
Approach Delay (s)	0.2			1.3			89.5	17.6				
Approach LOS							F	C				
Intersection Summary												
Average Delay			7.0									
Intersection Capacity Utilization			71.2%		ICU Level of Service				C			
Analysis Period (min)			15									

24: Greenwood Ave & Los Angeles Ave























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	8	18	10	10	16	22	121	4	14	164	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	9	20	11	11	17	24	132	4	15	178	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								694				
pX, platoon unblocked												
vC, conflicting volume	411	392	178	412	396	132	186			136		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	411	392	178	412	396	132	186			136		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	98	98	98	98	98			99		
cM capacity (veh/h)	521	529	865	520	526	918	1389			1448		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2					
Volume Total	18	20	39	155	4	193	8					
Volume Left	10	0	11	24	0	15	0					
Volume Right	0	20	17	0	4	0	8					
cSH	525	865	647	1389	1700	1448	1700					
Volume to Capacity	0.04	0.02	0.06	0.02	0.00	0.01	0.00					
Queue Length 95th (ft)	3	2	5	1	0	1	0					
Control Delay (s)	12.1	9.3	10.9	1.3	0.0	0.7	0.0					
Lane LOS	B	A	B	A		A						
Approach Delay (s)	10.6		10.9	1.3		0.6						
Approach LOS	B		B									
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			39.3%		ICU Level of Service					A		
Analysis Period (min)			15									

26: Greenwood Ave & Montebello Way



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↗	↕↕	↕↕	↗	↗	↗		
Volume (veh/h)	275	661	586	13	0	376		
Sign Control		Free	Free		Stop			
Grade		0%	0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	299	718	637	14	0	409		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type		None	None					
Median storage (veh)								
Upstream signal (ft)		311	1270					
pX, platoon unblocked								
vC, conflicting volume	651				1594	318		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	651				1594	318		
tC, single (s)	4.1				6.8	6.9		
tC, 2 stage (s)								
tF (s)	2.2				3.5	3.3		
p0 queue free %	68				100	40		
cM capacity (veh/h)	931				66	677		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	299	359	359	318	318	14	0	409
Volume Left	299	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	14	0	409
cSH	931	1700	1700	1700	1700	1700	1700	677
Volume to Capacity	0.32	0.21	0.21	0.19	0.19	0.01	0.00	0.60
Queue Length 95th (ft)	35	0	0	0	0	0	0	102
Control Delay (s)	10.7	0.0	0.0	0.0	0.0	0.0	0.0	18.1
Lane LOS	B						A	C
Approach Delay (s)	3.1		0.0				18.1	
Approach LOS							C	
Intersection Summary								
Average Delay			5.1					
Intersection Capacity Utilization			53.5%		ICU Level of Service		A	
Analysis Period (min)			15					





















32: Montebello Blvd & Los Angeles Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	8	31	15	9	54	6	880	30	51	763	18
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	9	34	16	10	59	7	957	33	55	829	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								693			684	
pX, platoon unblocked	0.89	0.89	0.84	0.89	0.89	0.90	0.84			0.90		
vC, conflicting volume	1495	1942	415	1533	1929	478	849			989		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	784	1287	0	827	1273	188	431			757		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	93	96	92	93	92	99			93		
cM capacity (veh/h)	206	133	908	202	136	738	942			762		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	23	34	26	59	7	478	478	33	55	415	415	20
Volume Left	14	0	16	0	7	0	0	0	55	0	0	0
Volume Right	0	34	0	59	0	0	0	33	0	0	0	20
cSH	171	908	171	738	942	1700	1700	1700	762	1700	1700	1700
Volume to Capacity	0.13	0.04	0.15	0.08	0.01	0.28	0.28	0.02	0.07	0.24	0.24	0.01
Queue Length 95th (ft)	11	3	13	6	1	0	0	0	6	0	0	0
Control Delay (s)	29.3	9.1	29.8	10.3	8.8	0.0	0.0	0.0	10.1	0.0	0.0	0.0
Lane LOS	D	A	D	B	A				B			
Approach Delay (s)	17.3		16.3		0.1				0.6			
Approach LOS	C		C									
Intersection Summary												
Average Delay			1.5									
Intersection Capacity Utilization			50.5%		ICU Level of Service				A			
Analysis Period (min)			15									

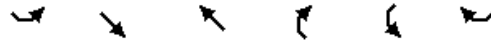
34: Montebello Blvd & Roosevelt Ave

	↑	↗	↘	↓	↖	↗			
Movement	NBT	NBR	SBL	SBT	NWL	NWR			
Lane Configurations	↑↑	↗	↘	↑↑	↗	↗			
Volume (veh/h)	795	33	147	812	15	90			
Sign Control	Free			Free	Stop				
Grade	0%			0%	0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	864	36	160	883	16	98			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	None			None					
Median storage (veh)									
Upstream signal (ft)	234			344					
pX, platoon unblocked			0.81		0.89	0.81			
vC, conflicting volume			900		1625	432			
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol			422		722	0			
tC, single (s)			4.1		6.8	6.9			
tC, 2 stage (s)									
tF (s)			2.2		3.5	3.3			
p0 queue free %			83		94	89			
cM capacity (veh/h)			923		265	883			
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	NW 1	NW 2	
Volume Total	432	432	36	160	441	441	16	98	
Volume Left	0	0	0	160	0	0	16	0	
Volume Right	0	0	36	0	0	0	0	98	
cSH	1700	1700	1700	923	1700	1700	265	883	
Volume to Capacity	0.25	0.25	0.02	0.17	0.26	0.26	0.06	0.11	
Queue Length 95th (ft)	0	0	0	16	0	0	5	9	
Control Delay (s)	0.0	0.0	0.0	9.7	0.0	0.0	19.5	9.6	
Lane LOS				A				C	A
Approach Delay (s)	0.0			1.5			11.0		
Approach LOS							B		
Intersection Summary									
Average Delay			1.4						
Intersection Capacity Utilization			49.1%		ICU Level of Service		A		
Analysis Period (min)			15						

36: Montebello Blvd & Mines Ave












												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	24	222	49	14	75	40	22	119	27	50	154	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	241	53	15	82	43	24	129	29	54	167	25
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	267	53	97	43	153	29	222	25				
Volume Left (vph)	26	0	15	0	24	0	54	0				
Volume Right (vph)	0	53	0	43	0	29	0	25				
Hadj (s)	0.08	-0.67	0.11	-0.67	0.11	-0.67	0.16	-0.67				
Departure Headway (s)	6.0	5.3	6.3	5.5	6.2	5.5	6.2	5.4				
Degree Utilization, x	0.45	0.08	0.17	0.07	0.27	0.04	0.38	0.04				
Capacity (veh/h)	572	645	532	601	543	609	551	625				
Control Delay (s)	12.6	7.5	9.4	7.7	10.3	7.5	11.8	7.4				
Approach Delay (s)	11.7		8.9		9.8		11.3					
Approach LOS	B		A		A		B					
Intersection Summary												
Delay			10.8									
Level of Service			B									
Intersection Capacity Utilization			53.9%		ICU Level of Service				A			
Analysis Period (min)			15									

40: Roosevelt Ave & 4th St














Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Volume (veh/h)	15	115	75	3	5	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	125	82	3	5	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	85				241	83
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	85				241	83
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1512				739	976
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	141	85	17			
Volume Left	16	0	5			
Volume Right	0	3	12			
cSH	1512	1700	887			
Volume to Capacity	0.01	0.05	0.02			
Queue Length 95th (ft)	1	0	1			
Control Delay (s)	0.9	0.0	9.1			
Lane LOS	A		A			
Approach Delay (s)	0.9	0.0	9.1			
Approach LOS			A			
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			24.8%		ICU Level of Service	A
Analysis Period (min)			15			












43: Bluff Rd & Los Angeles Ave

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	190	113	65	443	175	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	207	123	71	482	190	43
Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2	
Volume Total (vph)	207	123	552	190	43	
Volume Left (vph)	207	0	71	0	0	
Volume Right (vph)	0	123	0	0	43	
Hadj (s)	0.53	-0.67	0.06	0.03	-0.67	
Departure Headway (s)	7.2	6.0	5.8	6.4	5.7	
Degree Utilization, x	0.41	0.21	0.89	0.34	0.07	
Capacity (veh/h)	477	569	615	541	594	
Control Delay (s)	14.1	9.4	38.0	11.5	7.9	
Approach Delay (s)	12.3		38.0	10.8		
Approach LOS	B		E	B		
Intersection Summary						
Delay			24.7			
Level of Service			C			
Intersection Capacity Utilization			65.4%	ICU Level of Service		C
Analysis Period (min)			15			











44: Bluff Rd & Roosevelt Ave

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	24	435	231	54	71	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	473	251	59	77	53
Direction, Lane #	NB 1	SB 1	SB 2	SE 1	SE 2	
Volume Total (vph)	499	251	59	77	53	
Volume Left (vph)	26	0	0	77	0	
Volume Right (vph)	0	0	59	0	53	
Hadj (s)	0.04	0.03	-0.67	0.53	-0.67	
Departure Headway (s)	5.2	5.5	4.8	7.0	5.8	
Degree Utilization, x	0.72	0.38	0.08	0.15	0.09	
Capacity (veh/h)	681	637	725	466	555	
Control Delay (s)	20.0	10.6	7.0	10.1	8.2	
Approach Delay (s)	20.0	9.9		9.3		
Approach LOS	C	A		A		
Intersection Summary						
Delay			15.2			
Level of Service			C			
Intersection Capacity Utilization			57.9%	ICU Level of Service	B	
Analysis Period (min)			15			

45: Bluff Rd & Mines Ave

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	136	82	41	326	215	63
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	148	89	45	354	234	68
Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2	
Volume Total (vph)	148	89	399	234	68	
Volume Left (vph)	148	0	45	0	0	
Volume Right (vph)	0	89	0	0	68	
Hadj (s)	0.53	-0.67	0.06	0.03	-0.67	
Departure Headway (s)	6.9	5.7	5.5	5.8	5.1	
Degree Utilization, x	0.28	0.14	0.61	0.38	0.10	
Capacity (veh/h)	489	586	630	598	674	
Control Delay (s)	11.3	8.4	16.8	11.0	7.4	
Approach Delay (s)	10.2		16.8	10.2		
Approach LOS	B		C	B		
Intersection Summary						
Delay			13.0			
Level of Service			B			
Intersection Capacity Utilization			55.5%	ICU Level of Service		B
Analysis Period (min)			15			

























46: Bluff Rd & Beach St

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	75	86	40	292	258	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	82	93	43	317	280	36
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total (vph)	82	93	361	316		
Volume Left (vph)	82	0	43	0		
Volume Right (vph)	0	93	0	36		
Hadj (s)	0.53	-0.67	0.06	-0.03		
Departure Headway (s)	6.7	5.4	4.9	4.8		
Degree Utilization, x	0.15	0.14	0.49	0.42		
Capacity (veh/h)	496	599	716	714		
Control Delay (s)	9.6	8.1	12.4	11.4		
Approach Delay (s)	8.8		12.4	11.4		
Approach LOS	A		B	B		
Intersection Summary						
Delay			11.3			
Level of Service			B			
Intersection Capacity Utilization			54.3%	ICU Level of Service	A	
Analysis Period (min)			15			





















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APPENDIX F
YEAR 2020 TRAFFIC CONDITIONS
LOS ANALYSIS WORKSHEETS

1: Garfield Ave & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	67	503	133	243	832	158	103	640	124	93	944	70
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	67	503	133	243	832	158	103	640	124	93	944	70
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	5.3	19.8	11.7	19.2	32.8	13.9	8.1	25.2	10.9	7.3	37.2	6.2
Adj Reference Time (s)	9.3	23.8	15.7	23.2	36.8	17.9	12.1	29.2	14.9	11.3	41.2	10.2
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		101	1523		101	1523	
Reference Time A (s)	79.3	19.8		287.8	32.8		122.0	25.2		110.1	37.2	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		79.3			287.8			122.0			110.1	
Adj Reference Time (s)		83.3			291.8			126.0			114.1	
Split Option												
Ref Time Combined (s)	5.3	19.8		19.2	32.8		8.1	25.2		7.3	37.2	
Ref Time Seperate (s)	5.3	19.8		19.2	32.8		8.1	25.2		7.3	37.2	
Reference Time (s)	19.8	19.8		32.8	32.8		25.2	25.2		37.2	37.2	
Adj Reference Time (s)	23.8	23.8		36.8	36.8		29.2	29.2		41.2	41.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	47.0		53.3									
Permitted Option (s)	291.8		126.0									
Split Option (s)	60.6		70.4									
Minimum (s)	47.0		53.3		100.3							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	15.7	17.9	14.9	10.2								
Cross Thru Ref Time (s)	41.2	29.2	23.8	36.8								
Oncoming Left Ref Time (s)	23.2	9.3	11.3	12.1								
Combined (s)	80.1	56.4	50.1	59.1								
Intersection Summary												
Intersection Capacity Utilization	83.6%		ICU Level of Service				E					
Reference Times and Phasing Options do not represent an optimized timing plan.												





















2: Garfield Ave & Olympic Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	93	440	131	144	848	108	82	670	34	59	1146	93	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	93	571	0	144	956	0	82	704	0	59	1239	0	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.98	0.85	0.95	0.99	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	2942	0	1520	2995	0	1520	3024	0	1520	3012	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			Yes			Yes		
Reference Time (s)	7.3	23.3	0.0	11.4	38.3	0.0	6.5	27.9	0.0	4.7	49.4	0.0	
Adj Reference Time (s)	11.3	27.3	0.0	15.4	42.3	0.0	10.5	31.9	0.0	8.7	53.4	0.0	
Permitted Option													
Adj Saturation A (vph)	101	1471		101	1497		101	1512		101	1506		
Reference Time A (s)	110.1	23.3		170.5	38.3		97.1	27.9		69.9	49.4		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		110.1			170.5			97.1			69.9		
Adj Reference Time (s)		114.1			174.5			101.1			73.9		
Split Option													
Ref Time Combined (s)	7.3	23.3		11.4	38.3		6.5	27.9		4.7	49.4		
Ref Time Seperate (s)	7.3	17.9		11.4	34.0		6.5	26.6		4.7	45.7		
Reference Time (s)	23.3	23.3		38.3	38.3		27.9	27.9		49.4	49.4		
Adj Reference Time (s)	27.3	27.3		42.3	42.3		31.9	31.9		53.4	53.4		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	53.6		63.8										
Permitted Option (s)	174.5		101.1										
Split Option (s)	69.6		85.3										
Minimum (s)	53.6		63.8		117.5								
Right Turns													
Adj Reference Time (s)													
Cross Thru Ref Time (s)													
Oncoming Left Ref Time (s)													
Combined (s)													
Intersection Summary													
Intersection Capacity Utilization			97.9%		ICU Level of Service				F				
Reference Times and Phasing Options do not represent an optimized timing plan.													

3: Garfield Ave & Ferguson Dr

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	80	90	116	92	11	105	761	26	8	1356	42
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	106	90	0	208	11	105	761	26	8	1356	42
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1580	1360	0	1555	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			7.9			1.0	8.3	30.0	2.3	0.6	53.4	3.7
Adj Reference Time (s)			11.9			8.0	12.3	34.0	8.0	8.0	57.4	8.0
Permitted Option												
Adj Saturation A (vph)	0	332		0	162		101	1523		101	1523	
Reference Time A (s)	0.0	38.3		0.0	154.1		124.3	30.0		9.5	53.4	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	10.1	16.0		17.2	24.0		NA	NA		NA	NA	
Reference Time (s)		16.0			24.0			124.3			53.4	
Adj Reference Time (s)		20.0			28.0			128.3			57.4	
Split Option												
Ref Time Combined (s)	0.0	8.0		0.0	16.0		8.3	30.0		0.6	53.4	
Ref Time Separate (s)	2.1	6.0		9.2	6.9		8.3	30.0		0.6	53.4	
Reference Time (s)	8.0	8.0		16.0	16.0		30.0	30.0		53.4	53.4	
Adj Reference Time (s)	12.0	12.0		20.0	20.0		34.0	34.0		57.4	57.4	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		69.7									
Permitted Option (s)	28.0		128.3									
Split Option (s)	32.1		91.4									
Minimum (s)	28.0		69.7		97.8							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	11.9	8.0	8.0	8.0								
Cross Thru Ref Time (s)	57.4	34.0	12.0	20.0								
Oncoming Left Ref Time (s)	20.0	12.0	8.0	12.3								
Combined (s)	89.4	54.0	28.0	40.3								
Intersection Summary												
Intersection Capacity Utilization			81.5%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

4: Garfield Ave & Flotilla St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	19	17	47	118	140	20	697	44	171	1178	221
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	105	0	0	305	0	20	697	44	171	1178	221
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.95	0.92	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2875	0	0	2815	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			0.0	1.6	27.5	3.9	13.5	46.4	19.5
Adj Reference Time (s)			0.0			0.0	8.0	31.5	8.0	17.5	50.4	23.5
Permitted Option												
Adj Saturation A (vph)	0	96		0	109		101	1523		101	1523	
Reference Time A (s)	0.0	86.4		0.0	64.3		23.7	27.5		202.5	46.4	
Adj Saturation B (vph)	NA	NA		0	1399		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		11.7	17.0		NA	NA		NA	NA	
Reference Time (s)		86.4			17.0			27.5			202.5	
Adj Reference Time (s)		90.4			21.0			31.5			206.5	
Split Option												
Ref Time Combined (s)	0.0	4.4		0.0	13.0		1.6	27.5		13.5	46.4	
Ref Time Separate (s)	5.4	0.8		3.7	5.1		1.6	27.5		13.5	46.4	
Reference Time (s)	5.4	5.4		13.0	13.0		27.5	27.5		46.4	46.4	
Adj Reference Time (s)	9.4	9.4		17.0	17.0		31.5	31.5		50.4	50.4	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		58.4									
Permitted Option (s)	90.4		206.5									
Split Option (s)	26.5		81.9									
Minimum (s)	26.5		58.4		84.9							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		23.5									
Cross Thru Ref Time (s)	9.4		17.0									
Oncoming Left Ref Time (s)	17.5		8.0									
Combined (s)	34.9		48.5									
Intersection Summary												
Intersection Capacity Utilization			70.7%		ICU Level of Service		C					
Reference Times and Phasing Options do not represent an optimized timing plan.												

5: Garfield Ave & Washington Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	122	573	65	52	1072	124	68	531	22	216	728	280
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	122	638	0	52	1196	0	68	531	22	216	728	280
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	4292	0	1520	4291	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes				Yes				Yes		Yes	
Reference Time (s)	9.6	17.8	0.0	4.1	33.4	0.0	5.4	20.9	1.9	17.1	28.7	24.7
Adj Reference Time (s)	13.6	21.8	0.0	8.1	37.4	0.0	9.4	24.9	8.0	21.1	32.7	28.7
Permitted Option												
Adj Saturation A (vph)	101	1431		101	1430		101	1523		101	1523	
Reference Time A (s)	144.5	17.8		61.6	33.4		80.5	20.9		255.8	28.7	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		144.5			61.6			80.5			255.8	
Adj Reference Time (s)		148.5			65.6			84.5			259.8	
Split Option												
Ref Time Combined (s)	9.6	17.8		4.1	33.4		5.4	20.9		17.1	28.7	
Ref Time Seperate (s)	9.6	16.0		4.1	30.0		5.4	20.9		17.1	28.7	
Reference Time (s)	17.8	17.8		33.4	33.4		20.9	20.9		28.7	28.7	
Adj Reference Time (s)	21.8	21.8		37.4	37.4		24.9	24.9		32.7	32.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	51.1		46.0									
Permitted Option (s)	148.5		259.8									
Split Option (s)	59.3		57.6									
Minimum (s)	51.1		46.0		97.1							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		28.7									
Cross Thru Ref Time (s)	21.8		37.4									
Oncoming Left Ref Time (s)	21.1		9.4									
Combined (s)	50.9		75.5									























Intersection Summary

Intersection Capacity Utilization 80.9% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

























6: Concourse Ave & Whittier Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	650	17	129	1131	36	57	154	143	58	168	50
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	60	650	17	129	1131	36	57	154	143	58	168	50
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	1600	1360	1520	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	4.7	25.6	1.5	10.2	44.6	3.2	4.5	11.6	12.6	4.6	12.6	4.4
Adj Reference Time (s)	8.7	29.6	8.0	14.2	48.6	8.0	8.5	15.6	16.6	8.6	16.6	8.4
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		101	1600		101	1600	
Reference Time A (s)	71.1	25.6		152.8	44.6		67.5	11.6		68.7	12.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		71.1			152.8			67.5			68.7	
Adj Reference Time (s)		75.1			156.8			71.5			72.7	
Split Option												
Ref Time Combined (s)	4.7	25.6		10.2	44.6		4.5	11.6		4.6	12.6	
Ref Time Seperate (s)	4.7	25.6		10.2	44.6		4.5	11.6		4.6	12.6	
Reference Time (s)	25.6	25.6		44.6	44.6		11.6	11.6		12.6	12.6	
Adj Reference Time (s)	29.6	29.6		48.6	48.6		15.6	15.6		16.6	16.6	
Summary												
	EB WB			NB SB			Combined					
Protected Option (s)	57.3			25.1								
Permitted Option (s)	156.8			72.7								
Split Option (s)	78.2			32.2								
Minimum (s)	57.3			25.1			82.4					
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	16.6	8.4								
Cross Thru Ref Time (s)	16.6	15.6	29.6	48.6								
Oncoming Left Ref Time (s)	14.2	8.7	8.6	8.5								
Combined (s)	38.8	32.3	54.8	65.5								
Intersection Summary												
Intersection Capacity Utilization	68.7%			ICU Level of Service			C					
Reference Times and Phasing Options do not represent an optimized timing plan.												

7: Concourse Ave & Olympic Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	118	398	12	35	966	52	19	133	41	70	98	173
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	118	398	12	35	966	52	0	152	41	0	168	173
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1590	1360	0	1567	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	9.3	15.7	1.1	2.8	38.1	4.6			3.6			15.3
Adj Reference Time (s)	13.3	19.7	8.0	8.0	42.1	8.6			8.0			19.3
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		0	556		0	210	
Reference Time A (s)	139.7	15.7		41.4	38.1		0.0	32.8		0.0	96.2	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		9.5	19.5		NA	NA	
Reference Time (s)		139.7			41.4			19.5			96.2	
Adj Reference Time (s)		143.7			45.4			23.5			100.2	
Split Option												
Ref Time Combined (s)	9.3	15.7		2.8	38.1		0.0	11.5		0.0	12.9	
Ref Time Seperate (s)	9.3	15.7		2.8	38.1		1.5	10.0		5.5	7.3	
Reference Time (s)	15.7	15.7		38.1	38.1		11.5	11.5		12.9	12.9	
Adj Reference Time (s)	19.7	19.7		42.1	42.1		15.5	15.5		16.9	16.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	55.4		NA									
Permitted Option (s)	143.7		100.2									
Split Option (s)	61.7		32.3									
Minimum (s)	55.4		32.3		87.7							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.6	8.0	19.3								
Cross Thru Ref Time (s)	16.9	15.5	19.7	42.1								
Oncoming Left Ref Time (s)	8.0	13.3	16.9	15.5								
Combined (s)	32.9	37.4	44.5	76.8								
Intersection Summary												
Intersection Capacity Utilization			73.1%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

8: Yates Ave & Washington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	92	636	58	283	1258	10	9	82	121	16	50	16
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	92	694	0	283	1268	0	9	82	121	16	50	16
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	4304	0	1520	4353	0	1520	1600	1360	1520	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	7.3	19.4	0.0	22.3	35.0	0.0	0.7	6.2	10.7	1.3	3.8	1.4
Adj Reference Time (s)	11.3	23.4	0.0	26.3	39.0	0.0	8.0	10.2	14.7	8.0	8.0	8.0
Permitted Option												
Adj Saturation A (vph)	101	1435		101	1451		101	1600		101	1600	
Reference Time A (s)	108.9	19.4		335.1	35.0		10.7	6.2		18.9	3.8	
Adj Saturation B (vph)	NA	NA		NA	NA		0	1600		0	1600	
Reference Time B (s)	NA	NA		NA	NA		8.7	6.2		9.3	3.8	
Reference Time (s)	108.9		335.1		8.7		8.7		9.3		9.3	
Adj Reference Time (s)	112.9		339.1		12.7		12.7		13.3		13.3	
Split Option												
Ref Time Combined (s)	7.3	19.4		22.3	35.0		0.7	6.2		1.3	3.8	
Ref Time Separate (s)	7.3	17.7		22.3	34.7		0.7	6.2		1.3	3.8	
Reference Time (s)	19.4	19.4		35.0	35.0		6.2	6.2		3.8	3.8	
Adj Reference Time (s)	23.4	23.4		39.0	39.0		10.2	10.2		8.0	8.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	50.2		18.1									
Permitted Option (s)	339.1		13.3									
Split Option (s)	62.3		18.1									
Minimum (s)	50.2		13.3		63.5							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	14.7		8.0									
Cross Thru Ref Time (s)	23.4		39.0									
Oncoming Left Ref Time (s)	8.0		8.0									
Combined (s)	46.0		55.0									

Intersection Summary

Intersection Capacity Utilization 52.9% ICU Level of Service A
 Reference Times and Phasing Options do not represent an optimized timing plan.

9: Whittier Blvd & Wilcox Ave



























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↕	↕	↗	↘	↗
Volume (vph)	187	606	1135	287	174	258
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	187	606	1135	287	174	258
Lane Utilization Factor	1.00	0.95	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1368	2742	2742	1224	1368	1224
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	16.4	26.5	49.7	28.1		25.3
Adj Reference Time (s)	20.4	30.5	53.7	32.1		29.3
Permitted Option						
Adj Saturation A (vph)	91	1371	1371		91	
Reference Time A (s)	246.1	26.5	49.7		228.9	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		246.1	49.7			
Adj Reference Time (s)		250.1	53.7			
Split Option						
Ref Time Combined (s)	16.4	26.5	49.7		15.3	
Ref Time Seperate (s)	16.4	26.5	49.7		15.3	
Reference Time (s)	26.5	26.5	49.7		15.3	
Adj Reference Time (s)	30.5	30.5	53.7		19.3	
Summary	EB WB		SB		Combined	
Protected Option (s)	74.1		NA			
Permitted Option (s)	250.1		Err			
Split Option (s)	84.2		19.3			
Minimum (s)	74.1		19.3		93.3	
Right Turns	WBR	SBR				
Adj Reference Time (s)	32.1	29.3				
Cross Thru Ref Time (s)	0.0	53.7				
Oncoming Left Ref Time (s)	20.4	0.0				
Combined (s)	52.5	83.0				

Intersection Summary

Intersection Capacity Utilization 77.8% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

10: 21st St & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Volume (vph)	81	712	13	4	1274	90	6	4	0	157	2	124
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	81	712	13	4	1274	90	0	10	0	0	159	124
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1552	0	0	1521	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes				Yes				No		No	
Reference Time (s)	6.4	28.0	1.1	0.3	50.2	7.9			0.0			10.9
Adj Reference Time (s)	10.4	32.0	8.0	8.0	54.2	11.9			0.0			14.9
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		0	152		0	1020	
Reference Time A (s)	95.9	28.0		4.7	50.2		0.0	7.9		0.0	18.7	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.5	8.8		20.4	20.5	
Reference Time (s)		95.9			50.2			7.9			18.7	
Adj Reference Time (s)		99.9			54.2			11.9			22.7	
Split Option												
Ref Time Combined (s)	6.4	28.0		0.3	50.2		0.0	0.8		0.0	12.5	
Ref Time Separate (s)	6.4	28.0		0.3	50.2		0.5	0.3		12.4	0.1	
Reference Time (s)	28.0	28.0		50.2	50.2		0.8	0.8		12.5	12.5	
Adj Reference Time (s)	32.0	32.0		54.2	54.2		8.0	8.0		16.5	16.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	64.6		NA									
Permitted Option (s)	99.9		22.7									
Split Option (s)	86.2		24.5									
Minimum (s)	64.6		22.7		87.3							
Right Turns												
	EBR	WBR	SBR									
Adj Reference Time (s)	8.0	11.9	14.9									
Cross Thru Ref Time (s)	16.5	8.0	54.2									
Oncoming Left Ref Time (s)	8.0	10.4	8.0									
Combined (s)	32.5	30.3	77.1									

Intersection Summary

Intersection Capacity Utilization 72.7% ICU Level of Service C
 Reference Times and Phasing Options do not represent an optimized timing plan.





















11: Vail Ave & Whittier Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	60	697	116	108	1184	99	97	199	39	79	180	61	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	60	813	0	108	1283	0	0	296	39	0	259	61	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	1520	2981	0	1520	3011	0	0	1574	1360	0	1576	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	4.7	32.7	0.0	8.5	51.1	0.0			3.4			5.4	
Adj Reference Time (s)	8.7	36.7	0.0	12.5	55.1	0.0			8.0			9.4	
Permitted Option													
Adj Saturation A (vph)	101	1491		101	1506		0	259		0	276		
Reference Time A (s)	71.1	32.7		127.9	51.1		0.0	137.2		0.0	112.8		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		71.1			127.9			137.2			112.8		
Adj Reference Time (s)		75.1			131.9			141.2			116.8		
Split Option													
Ref Time Combined (s)	4.7	32.7		8.5	51.1		0.0	22.6		0.0	19.7		
Ref Time Seperate (s)	4.7	28.1		8.5	47.2		7.7	14.9		6.2	13.5		
Reference Time (s)	32.7	32.7		51.1	51.1		22.6	22.6		19.7	19.7		
Adj Reference Time (s)	36.7	36.7		55.1	55.1		26.6	26.6		23.7	23.7		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	63.9		NA										
Permitted Option (s)	131.9		141.2										
Split Option (s)	91.9		50.3										
Minimum (s)	63.9		50.3		114.2								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	8.0		9.4										
Cross Thru Ref Time (s)	36.7		55.1										
Oncoming Left Ref Time (s)	23.7		26.6										
Combined (s)	68.5		91.1										

Intersection Summary

Intersection Capacity Utilization 95.1% ICU Level of Service F
 Reference Times and Phasing Options do not represent an optimized timing plan.




















12: Vail Ave & Olympic Blvd

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Volume (vph)	45	389	94	103	892	113	117	191	51	48	308	63		
Pedestrians														
Ped Button														
Pedestrian Timing (s)														
Free Right	No			No			No			No				
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120		
Volume Combined (vph)	45	483	0	103	1005	0	0	308	51	0	356	63		
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.98	0.85	0.95	0.98	0.85	0.95	0.99	0.85		
Saturated Flow (vph)	1520	2957	0	1520	2995	0	0	1570	1360	0	1589	1360		
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00			
Protected Option Allowed	Yes			Yes			No			No				
Reference Time (s)	3.6	19.6	0.0	8.1	40.3	0.0			4.5			5.6		
Adj Reference Time (s)	8.0	23.6	0.0	12.1	44.3	0.0			8.5			9.6		
Permitted Option														
Adj Saturation A (vph)	101	1479			101	1498			0	227			0	528
Reference Time A (s)	53.3	19.6			122.0	40.3			0.0	162.5			0.0	81.0
Adj Saturation B (vph)	NA	NA			NA	NA			NA	NA			NA	NA
Reference Time B (s)	NA	NA			NA	NA			NA	NA			NA	NA
Reference Time (s)	53.3				122.0				162.5				81.0	
Adj Reference Time (s)	57.3				126.0				166.5				85.0	
Split Option														
Ref Time Combined (s)	3.6	19.6			8.1	40.3			0.0	23.5			0.0	26.9
Ref Time Separate (s)	3.6	15.8			8.1	35.7			9.2	14.3			3.8	23.1
Reference Time (s)	19.6	19.6			40.3	40.3			23.5	23.5			26.9	26.9
Adj Reference Time (s)	23.6	23.6			44.3	44.3			27.5	27.5			30.9	30.9
Summary														
	EB WB		NB SB		Combined									
Protected Option (s)	52.3		NA											
Permitted Option (s)	126.0		166.5											
Split Option (s)	67.9		58.4											
Minimum (s)	52.3		58.4		110.7									
Right Turns														
	NBR		SBR											
Adj Reference Time (s)	8.5		9.6											
Cross Thru Ref Time (s)	23.6		44.3											
Oncoming Left Ref Time (s)	30.9		27.5											
Combined (s)	63.0		81.4											




















Intersection Summary

Intersection Capacity Utilization 92.2% ICU Level of Service F
 Reference Times and Phasing Options do not represent an optimized timing plan.

13: Vail Ave & Flotilla St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	2	75	1	0	2	168	286	6	0	342	152
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	66	77	0	0	3	0	168	292	0	0	494	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.85	0.95	0.89	0.85	0.95	1.00	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1520	1366	0	0	1416	0	1520	1595	0	1520	1526	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	No			No			Yes			Yes		
Reference Time (s)	0.0			0.0			13.3	22.0	0.0	0.0	38.8	0.0
Adj Reference Time (s)	0.0			0.0			17.3	26.0	0.0	8.0	42.8	0.0
Permitted Option												
Adj Saturation A (vph)	608	1366	0	230	101	1595	101	1526	0	0	0	0
Reference Time A (s)	13.0	6.8	0.0	1.6	198.9	22.0	0.0	38.8	0	0	0	0
Adj Saturation B (vph)	0	1366	0	0	NA	NA	NA	NA	0	0	0	0
Reference Time B (s)	13.2	6.8	8.1	8.3	NA	NA	NA	NA	0	0	0	0
Reference Time (s)	13.0		1.6		198.9		38.8		0			0
Adj Reference Time (s)	17.0		8.0		202.9		42.8		0			0
Split Option												
Ref Time Combined (s)	5.2	6.8	0.0	0.3	13.3	22.0	0.0	38.8	0.0	0.0	0.0	0.0
Ref Time Seperate (s)	5.2	0.2	0.1	0.0	13.3	21.5	0.0	26.9	0.0	0.0	0.0	0.0
Reference Time (s)	6.8	6.8	0.3	0.3	22.0	22.0	38.8	38.8	0.0	0.0	0.0	0.0
Adj Reference Time (s)	10.8	10.8	8.0	8.0	26.0	26.0	42.8	42.8	0.0	0.0	0.0	0.0
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		60.1									
Permitted Option (s)	17.0		202.9									
Split Option (s)	18.8		68.8									
Minimum (s)	17.0		60.1		77.1							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	64.3%		ICU Level of Service		C							
Reference Times and Phasing Options do not represent an optimized timing plan.												




















14: Vail Ave & Washington Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	116	585	98	86	1522	172	38	144	50	118	199	101	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	116	585	98	86	1694	0	0	232	0	0	418	0	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.96	0.85	0.95	0.95	0.85	
Saturated Flow (vph)	1520	3046	1360	1520	4292	0	0	2924	0	0	2895	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	9.2	23.0	8.6	6.8	47.4	0.0			0.0			0.0	
Adj Reference Time (s)	13.2	27.0	12.6	10.8	51.4	0.0			0.0			0.0	
Permitted Option													
Adj Saturation A (vph)	101	1523		101	1431		0	101		0	96		
Reference Time A (s)	137.4	23.0		101.8	47.4		0.0	47.6		0.0	146.8		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		137.4		101.8				47.6			146.8		
Adj Reference Time (s)		141.4		105.8				51.6			150.8		
Split Option													
Ref Time Combined (s)	9.2	23.0		6.8	47.4		0.0	9.5		0.0	17.3		
Ref Time Separate (s)	9.2	23.0		6.8	42.6		3.0	5.9		9.3	8.3		
Reference Time (s)	23.0	23.0		47.4	47.4		9.5	9.5		17.3	17.3		
Adj Reference Time (s)	27.0	27.0		51.4	51.4		13.5	13.5		21.3	21.3		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	64.5		NA										
Permitted Option (s)	141.4		150.8										
Split Option (s)	78.4		34.9										
Minimum (s)	64.5		34.9		99.4								
Right Turns													
	EBR												
Adj Reference Time (s)	12.6												
Cross Thru Ref Time (s)	21.3												
Oncoming Left Ref Time (s)	10.8												
Combined (s)	44.8												
Intersection Summary													
Intersection Capacity Utilization			82.8%		ICU Level of Service				E				
Reference Times and Phasing Options do not represent an optimized timing plan.													























15: California Ave & Whittier Blvd

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Volume (vph)	756	65	18	1339	47	9
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	821	0	18	1339	47	9
Lane Utilization Factor	0.95	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	0.99	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	3010	0	1520	3046	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	32.7	0.0	1.4	52.7		0.8
Adj Reference Time (s)	36.7	0.0	8.0	56.7		8.0
Permitted Option						
Adj Saturation A (vph)	1505		101	1523	101	
Reference Time A (s)	32.7		21.3	52.7	55.7	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	32.7			52.7		
Adj Reference Time (s)	36.7			56.7		
Split Option						
Ref Time Combined (s)	32.7		1.4	52.7	3.7	
Ref Time Seperate (s)	30.1		1.4	52.7	3.7	
Reference Time (s)	32.7		52.7	52.7	3.7	
Adj Reference Time (s)	36.7		56.7	56.7	8.0	
Summary						
	EB	WB	NB	Combined		
Protected Option (s)	56.7		NA			
Permitted Option (s)	56.7		Err			
Split Option (s)	93.5		8.0			
Minimum (s)	56.7		8.0	64.7		
Right Turns						
	NBR					
Adj Reference Time (s)	8.0					
Cross Thru Ref Time (s)	36.7					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	44.7					
Intersection Summary						
Intersection Capacity Utilization			54.0%	ICU Level of Service	A	
Reference Times and Phasing Options do not represent an optimized timing plan.						

16: Maple Ave & Beverly Blvd






















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	645	105	68	1500	38	141	117	43	24	166	49
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	20	750	0	68	1538	0	0	258	43	0	239	0
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1520	4267	0	1520	4342	0	0	1556	1360	0	1543	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	1.6	21.1	0.0	5.4	42.5	0.0			3.8			0.0
Adj Reference Time (s)	8.0	25.1	0.0	9.4	46.5	0.0			8.0			0.0
Permitted Option												
Adj Saturation A (vph)	101	1422		101	1447		0	444		0	622	
Reference Time A (s)	23.7	21.1		80.5	42.5		0.0	69.7		0.0	46.1	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		9.9	26.6	
Reference Time (s)		23.7			80.5			69.7			26.6	
Adj Reference Time (s)		27.7			84.5			73.7			30.6	
Split Option												
Ref Time Combined (s)	1.6	21.1		5.4	42.5		0.0	19.9		0.0	18.6	
Ref Time Seperate (s)	1.6	18.1		5.4	41.5		11.1	8.8		1.9	12.9	
Reference Time (s)	21.1	21.1		42.5	42.5		19.9	19.9		18.6	18.6	
Adj Reference Time (s)	25.1	25.1		46.5	46.5		23.9	23.9		22.6	22.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	54.5		NA									
Permitted Option (s)	84.5		73.7									
Split Option (s)	71.6		46.5									
Minimum (s)	54.5		46.5		101.0							
Right Turns												
	NBR											
Adj Reference Time (s)	8.0											
Cross Thru Ref Time (s)	25.1											
Oncoming Left Ref Time (s)	22.6											
Combined (s)	55.7											
Intersection Summary												
Intersection Capacity Utilization			84.2%		ICU Level of Service		E					
Reference Times and Phasing Options do not represent an optimized timing plan.												

17: Maple Ave & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	66	652	47	27	1174	40	92	182	22	73	150	91
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	66	699	0	27	1214	0	92	204	0	73	241	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.94	0.85
Saturated Flow (vph)	1520	3016	0	1520	3031	0	1520	1574	0	1520	1509	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes	
Reference Time (s)	5.2	27.8	0.0	2.1	48.1	0.0	7.3	15.6	0.0	5.8	19.2	0.0
Adj Reference Time (s)	9.2	31.8	0.0	8.0	52.1	0.0	11.3	19.6	0.0	9.8	23.2	0.0
Permitted Option												
Adj Saturation A (vph)	101	1508		101	1516		101	1574		101	1509	
Reference Time A (s)	78.2	27.8		32.0	48.1		108.9	15.6		86.4	19.2	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		78.2			48.1			108.9			86.4	
Adj Reference Time (s)		82.2			52.1			112.9			90.4	
Split Option												
Ref Time Combined (s)	5.2	27.8		2.1	48.1		7.3	15.6		5.8	19.2	
Ref Time Seperate (s)	5.2	25.9		2.1	46.5		7.3	13.9		5.8	11.9	
Reference Time (s)	27.8	27.8		48.1	48.1		15.6	15.6		19.2	19.2	
Adj Reference Time (s)	31.8	31.8		52.1	52.1		19.6	19.6		23.2	23.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	61.3		34.4									
Permitted Option (s)	82.2		112.9									
Split Option (s)	83.9		42.7									
Minimum (s)	61.3		34.4		95.7							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	79.7%		ICU Level of Service						D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

18: Maple Ave & Olympic Blvd























AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	362	77	22	899	53	114	173	44	25	138	71
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	35	362	77	22	952	0	0	287	44	0	163	71
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3021	0	0	1568	1360	0	1588	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	2.8	14.3	6.8	1.7	37.8	0.0			3.9			6.3
Adj Reference Time (s)	8.0	18.3	10.8	8.0	41.8	0.0			8.0			10.3
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1510		0	219		0	481	
Reference Time A (s)	41.4	14.3		26.1	37.8		0.0	157.5		0.0	40.7	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		41.4			37.8			157.5			40.7	
Adj Reference Time (s)		45.4			41.8			161.5			44.7	
Split Option												
Ref Time Combined (s)	2.8	14.3		1.7	37.8		0.0	22.0		0.0	12.3	
Ref Time Separate (s)	2.8	14.3		1.7	35.7		9.0	13.0		2.0	10.3	
Reference Time (s)	14.3	14.3		37.8	37.8		22.0	22.0		12.3	12.3	
Adj Reference Time (s)	18.3	18.3		41.8	41.8		26.0	26.0		16.3	16.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	49.8		NA									
Permitted Option (s)	45.4		161.5									
Split Option (s)	60.1		42.3									
Minimum (s)	45.4		42.3		87.7							
Right Turns												
	EBR	NBR	SBR									
Adj Reference Time (s)	10.8	8.0	10.3									
Cross Thru Ref Time (s)	16.3	18.3	41.8									
Oncoming Left Ref Time (s)	8.0	16.3	26.0									
Combined (s)	35.1	42.6	78.0									

Intersection Summary

Intersection Capacity Utilization 73.1% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.





















21: Maple Ave & Washington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	71	573	29	79	1559	82	40	39	25	58	74	92
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	71	602	0	79	1641	0	0	79	25	0	132	92
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.97	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	4327	0	1520	4326	0	0	1559	1360	0	1565	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	5.6	16.7	0.0	6.2	45.5	0.0			2.2			8.1
Adj Reference Time (s)	9.6	20.7	0.0	10.2	49.5	0.0			8.0			12.1
Permitted Option												
Adj Saturation A (vph)	101	1442		101	1442		0	176		0	200	
Reference Time A (s)	84.1	16.7		93.6	45.5		0.0	53.8		0.0	79.2	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		11.2	14.1		12.6	18.1	
Reference Time (s)		84.1			93.6			14.1			18.1	
Adj Reference Time (s)		88.1			97.6			18.1			22.1	
Split Option												
Ref Time Combined (s)	5.6	16.7		6.2	45.5		0.0	6.1		0.0	10.1	
Ref Time Seperate (s)	5.6	15.9		6.2	43.2		3.2	2.9		4.6	5.5	
Reference Time (s)	16.7	16.7		45.5	45.5		6.1	6.1		10.1	10.1	
Adj Reference Time (s)	20.7	20.7		49.5	49.5		10.1	10.1		14.1	14.1	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	59.1		NA									
Permitted Option (s)	97.6		22.1									
Split Option (s)	70.2		24.2									
Minimum (s)	59.1		22.1		81.3							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		12.1									
Cross Thru Ref Time (s)	20.7		49.5									
Oncoming Left Ref Time (s)	14.1		10.1									
Combined (s)	42.8		71.7									

Intersection Summary

Intersection Capacity Utilization 67.7% ICU Level of Service C
 Reference Times and Phasing Options do not represent an optimized timing plan.





















22: Taylor Ave & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	690	25	29	1128	34	66	103	21	37	68	32
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	22	715	0	29	1162	0	0	169	21	0	105	32
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3030	0	1520	3033	0	0	1569	1360	0	1572	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	1.7	28.3	0.0	2.3	46.0	0.0			1.9			2.8
Adj Reference Time (s)	8.0	32.3	0.0	8.0	50.0	0.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1515		101	1517		0	222		0	243	
Reference Time A (s)	26.1	28.3		34.3	46.0		0.0	91.4		0.0	51.9	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		13.2	20.9		10.9	16.0	
Reference Time (s)		28.3			46.0			20.9			16.0	
Adj Reference Time (s)		32.3			50.0			24.9			20.0	
Split Option												
Ref Time Combined (s)	1.7	28.3		2.3	46.0		0.0	12.9		0.0	8.0	
Ref Time Seperate (s)	1.7	27.3		2.3	44.6		5.2	7.7		2.9	5.1	
Reference Time (s)	28.3	28.3		46.0	46.0		12.9	12.9		8.0	8.0	
Adj Reference Time (s)	32.3	32.3		50.0	50.0		16.9	16.9		12.0	12.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	58.0		NA									
Permitted Option (s)	50.0		24.9									
Split Option (s)	82.3		28.9									
Minimum (s)	50.0		24.9		74.9							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.0									
Cross Thru Ref Time (s)	32.3		50.0									
Oncoming Left Ref Time (s)	12.0		16.9									
Combined (s)	52.3		74.9									
























Intersection Summary

Intersection Capacity Utilization 62.4% ICU Level of Service B
 Reference Times and Phasing Options do not represent an optimized timing plan.

25: Greenwood Ave & Olympic Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	307	110	11	646	10	292	93	21	7	147	53
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	17	417	0	11	656	0	0	385	21	0	154	53
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	1.00	0.85	0.95	0.96	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	2926	0	1520	3039	0	0	1539	1360	0	1596	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	1.3	17.1	0.0	0.9	25.9	0.0			1.9			4.7
Adj Reference Time (s)	8.0	21.1	0.0	8.0	29.9	0.0			8.0			8.7
Permitted Option												
Adj Saturation A (vph)	101	1463		101	1520		0	125		0	966	
Reference Time A (s)	20.1	17.1		13.0	25.9		0.0	370.0		0.0	19.1	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		8.6	19.6	
Reference Time (s)		20.1			25.9			370.0			19.1	
Adj Reference Time (s)		24.1			29.9			374.0			23.1	
Split Option												
Ref Time Combined (s)	1.3	17.1		0.9	25.9		0.0	30.0		0.0	11.6	
Ref Time Separate (s)	1.3	12.6		0.9	25.5		23.1	7.0		0.6	11.0	
Reference Time (s)	17.1	17.1		25.9	25.9		30.0	30.0		11.6	11.6	
Adj Reference Time (s)	21.1	21.1		29.9	29.9		34.0	34.0		15.6	15.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	37.9		NA									
Permitted Option (s)	29.9		374.0									
Split Option (s)	51.0		49.6									
Minimum (s)	29.9		49.6		79.5							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.7									
Cross Thru Ref Time (s)	21.1		29.9									
Oncoming Left Ref Time (s)	15.6		34.0									
Combined (s)	44.7		72.6									
Intersection Summary												
Intersection Capacity Utilization			66.2%		ICU Level of Service		C					
Reference Times and Phasing Options do not represent an optimized timing plan.												

27: Greenwood Ave & Mines Ave



























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	83	91	40	147	69	88	657	28	27	659	129
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	69	174	0	40	147	69	88	685	0	27	788	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.92	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	1474	0	1520	1600	1360	1520	3028	0	1520	2972	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	5.4	14.2	0.0	3.2	11.0	6.1	6.9	27.1	0.0	2.1	31.8	0.0
Adj Reference Time (s)	9.4	18.2	0.0	8.0	15.0	10.1	10.9	31.1	0.0	8.0	35.8	0.0
Permitted Option												
Adj Saturation A (vph)	101	1474		101	1600		101	1514		101	1486	
Reference Time A (s)	81.7	14.2		47.4	11.0		104.2	27.1		32.0	31.8	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		81.7			47.4			104.2			32.0	
Adj Reference Time (s)		85.7			51.4			108.2			36.0	
Split Option												
Ref Time Combined (s)	5.4	14.2		3.2	11.0		6.9	27.1		2.1	31.8	
Ref Time Separate (s)	5.4	6.8		3.2	11.0		6.9	26.0		2.1	26.6	
Reference Time (s)	14.2	14.2		11.0	11.0		27.1	27.1		31.8	31.8	
Adj Reference Time (s)	18.2	18.2		15.0	15.0		31.1	31.1		35.8	35.8	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	26.2		46.8									
Permitted Option (s)	85.7		108.2									
Split Option (s)	33.2		67.0									
Minimum (s)	26.2		46.8		72.9							
Right Turns												
	WBR											
Adj Reference Time (s)	10.1											
Cross Thru Ref Time (s)	31.1											
Oncoming Left Ref Time (s)	9.4											
Combined (s)	50.7											
Intersection Summary												
Intersection Capacity Utilization	60.8%		ICU Level of Service						B			
Reference Times and Phasing Options do not represent an optimized timing plan.												

28: Greenwood Ave & Beach St




















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	36	56	53	142	103	63	644	59	72	689	23
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	53	56	0	195	103	63	703	0	72	712	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.99	0.85	0.95	0.99	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1574	1360	0	1578	1360	1520	3008	0	1520	3032	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00			0.00			0.00		
Protected Option Allowed	No			No			Yes			Yes		
Reference Time (s)	4.9			9.1			5.0			28.0		
Adj Reference Time (s)	8.9			13.1			9.0			32.0		
Permitted Option												
Adj Saturation A (vph)	0	264	0	304	101	1504	101	1516	0	0	0	0
Reference Time A (s)	0.0	24.1	0.0	76.9	74.6	28.0	85.3	28.2	0.0	0.0	0.0	0.0
Adj Saturation B (vph)	NA	NA	0	0	NA	NA	NA	NA	NA	NA	NA	NA
Reference Time B (s)	NA	NA	12.2	22.8	NA	NA	NA	NA	NA	NA	NA	NA
Reference Time (s)	24.1		22.8		74.6		85.3		0.0		0.0	
Adj Reference Time (s)	28.1		26.8		78.6		89.3		0.0		0.0	
Split Option												
Ref Time Combined (s)	0.0	4.0	0.0	14.8	5.0	28.0	5.7	28.2	1.3	2.7	4.2	10.7
Ref Time Seperate (s)	1.3	2.7	4.2	10.7	5.0	25.7	5.7	27.3	4.0	4.0	14.8	14.8
Reference Time (s)	4.0	4.0	14.8	14.8	28.0	28.0	28.2	28.2	8.0	8.0	18.8	18.8
Adj Reference Time (s)	8.0	8.0	18.8	18.8	32.0	32.0	32.2	32.2	26.9	26.9	41.7	41.7
Summary												
Protected Option (s)	NA		41.7		28.1		89.3		26.9		64.2	
Permitted Option (s)	28.1		89.3		26.9		64.2		26.9		41.7	
Split Option (s)	26.9		64.2		26.9		64.2		26.9		41.7	
Minimum (s)	26.9		41.7		26.9		64.2		26.9		41.7	
Right Turns												
Adj Reference Time (s)	EBR	WBR										
Cross Thru Ref Time (s)	8.9	13.1										
Oncoming Left Ref Time (s)	32.2	32.0										
Combined (s)	18.8	8.0										
Combined (s)	60.0	53.2										
Intersection Summary												
Intersection Capacity Utilization	57.2%			ICU Level of Service			B					
Reference Times and Phasing Options do not represent an optimized timing plan.												

29: Greenwood Ave & Washington Blvd
























AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	82	489	78	139	1499	129	78	551	62	98	575	128
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	82	567	0	139	1628	0	78	551	62	98	703	0
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	4268	0	1520	4307	0	1520	3046	1360	1520	2963	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	6.5	15.9	0.0	11.0	45.4	0.0	6.2	21.7	5.5	7.7	28.5	0.0
Adj Reference Time (s)	10.5	19.9	0.0	15.0	49.4	0.0	10.2	25.7	9.5	11.7	32.5	0.0
Permitted Option												
Adj Saturation A (vph)	101	1423		101	1436		101	1523		101	1482	
Reference Time A (s)	97.1	15.9		164.6	45.4		92.4	21.7		116.1	28.5	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		97.1			164.6			92.4			116.1	
Adj Reference Time (s)		101.1			168.6			96.4			120.1	
Split Option												
Ref Time Combined (s)	6.5	15.9		11.0	45.4		6.2	21.7		7.7	28.5	
Ref Time Seperate (s)	6.5	13.7		11.0	41.8		6.2	21.7		7.7	23.3	
Reference Time (s)	15.9	15.9		45.4	45.4		21.7	21.7		28.5	28.5	
Adj Reference Time (s)	19.9	19.9		49.4	49.4		25.7	25.7		32.5	32.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	59.8		42.6									
Permitted Option (s)	168.6		120.1									
Split Option (s)	69.3		58.2									
Minimum (s)	59.8		42.6		102.5							
Right Turns												
	NBR											
Adj Reference Time (s)	9.5											
Cross Thru Ref Time (s)	19.9											
Oncoming Left Ref Time (s)	11.7											
Combined (s)	41.1											
Intersection Summary												
Intersection Capacity Utilization	85.4%		ICU Level of Service				E					
Reference Times and Phasing Options do not represent an optimized timing plan.												

30: 10th St & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	520	13	10	1283	43	13	13	9	22	16	49
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	24	533	0	10	1326	0	0	35	0	0	38	49
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.94	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	3035	0	1520	3032	0	0	1510	0	0	1554	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	1.9	21.1	0.0	0.8	52.5	0.0			0.0			4.3
Adj Reference Time (s)	8.0	25.1	0.0	8.0	56.5	0.0			0.0			8.3
Permitted Option												
Adj Saturation A (vph)	101	1518		101	1516		0	223		0	972	
Reference Time A (s)	28.4	21.1		11.8	52.5		0.0	18.8		0.0	4.7	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		9.0	10.8		9.7	10.9	
Reference Time (s)		28.4			52.5			10.8			4.7	
Adj Reference Time (s)		32.4			56.5			14.8			8.7	
Split Option												
Ref Time Combined (s)	1.9	21.1		0.8	52.5		0.0	2.8		0.0	2.9	
Ref Time Seperate (s)	1.9	20.6		0.8	50.8		1.0	1.0		1.7	1.2	
Reference Time (s)	21.1	21.1		52.5	52.5		2.8	2.8		2.9	2.9	
Adj Reference Time (s)	25.1	25.1		56.5	56.5		8.0	8.0		8.0	8.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	64.5		NA									
Permitted Option (s)	56.5		14.8									
Split Option (s)	81.6		16.0									
Minimum (s)	56.5		14.8		71.3							
Right Turns												
	SBR											
Adj Reference Time (s)	8.3											
Cross Thru Ref Time (s)	56.5											
Oncoming Left Ref Time (s)	8.0											
Combined (s)	72.8											
Intersection Summary												
Intersection Capacity Utilization	60.7%		ICU Level of Service						B			
Reference Times and Phasing Options do not represent an optimized timing plan.												

31: Montebello Blvd & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	428	58	117	1133	79	138	602	38	75	557	69
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	100	428	58	117	1212	0	138	602	38	75	557	69
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3017	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	7.9	16.9	5.1	9.2	48.2	0.0	10.9	23.7	3.4	5.9	21.9	6.1
Adj Reference Time (s)	11.9	20.9	9.1	13.2	52.2	0.0	14.9	27.7	8.0	9.9	25.9	10.1
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1508		101	1523		101	1523	
Reference Time A (s)	118.4	16.9		138.6	48.2		163.4	23.7		88.8	21.9	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		118.4			138.6			163.4			88.8	
Adj Reference Time (s)		122.4			142.6			167.4			92.8	
Split Option												
Ref Time Combined (s)	7.9	16.9		9.2	48.2		10.9	23.7		5.9	21.9	
Ref Time Seperate (s)	7.9	16.9		9.2	45.1		10.9	23.7		5.9	21.9	
Reference Time (s)	16.9	16.9		48.2	48.2		23.7	23.7		21.9	21.9	
Adj Reference Time (s)	20.9	20.9		52.2	52.2		27.7	27.7		25.9	25.9	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	64.1		40.8									
Permitted Option (s)	142.6		167.4									
Split Option (s)	73.1		53.7									
Minimum (s)	64.1		40.8		104.9							
Right Turns	EBR	NBR	SBR									
Adj Reference Time (s)	9.1	8.0	10.1									
Cross Thru Ref Time (s)	25.9	20.9	52.2									
Oncoming Left Ref Time (s)	13.2	9.9	14.9									
Combined (s)	48.3	38.8	77.2									






















Intersection Summary
 Intersection Capacity Utilization 87.5% ICU Level of Service E
 Reference Times and Phasing Options do not represent an optimized timing plan.

33: Montebello Blvd & Olympic Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	77	187	71	115	376	9	143	669	36	4	575	145
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	335	0	0	491	9	143	669	36	4	575	145
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2916	0	0	3011	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			0.8	11.3	26.4	3.2	0.3	22.6	12.8
Adj Reference Time (s)			0.0			8.0	15.3	30.4	8.0	8.0	26.6	16.8
Permitted Option												
Adj Saturation A (vph)	0	97		0	100		101	1523		101	1523	
Reference Time A (s)	0.0	95.1		0.0	137.5		169.3	26.4		4.7	22.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		95.1			137.5			169.3			22.6	
Adj Reference Time (s)		99.1			141.5			173.3			26.6	
Split Option												
Ref Time Combined (s)	0.0	13.8		0.0	19.6		11.3	26.4		0.3	22.6	
Ref Time Separate (s)	6.1	7.7		9.1	14.8		11.3	26.4		0.3	22.6	
Reference Time (s)	13.8	13.8		19.6	19.6		26.4	26.4		22.6	22.6	
Adj Reference Time (s)	17.8	17.8		23.6	23.6		30.4	30.4		26.6	26.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		41.9									
Permitted Option (s)	141.5		173.3									
Split Option (s)	41.4		57.0									
Minimum (s)	41.4		41.9		83.3							
Right Turns												
	WBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	16.8									
Cross Thru Ref Time (s)	30.4	17.8	23.6									
Oncoming Left Ref Time (s)	17.8	8.0	15.3									
Combined (s)	56.1	33.8	55.7									
Intersection Summary												
Intersection Capacity Utilization	69.4%		ICU Level of Service		C							
Reference Times and Phasing Options do not represent an optimized timing plan.												

35: Montebello Way/Montebello Blvd & Truck Way

AM Peak Hour



















												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations								 			 	
Volume (vph)	0	0	5	0	0	321	0	413	7	115	568	13
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	5	0	321	0	0	413	7	115	568	13
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.85	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	0	1360	0	1360	0	0	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes	
Reference Time (s)	0.0	0.0	0.4	0.0	28.3	0.0	0.0	16.3	0.6	9.1	22.4	1.1
Adj Reference Time (s)	0.0	0.0	8.0	0.0	32.3	0.0	0.0	20.3	8.0	13.1	26.4	8.0
Permitted Option												
Adj Saturation A (vph)	0	0		0	1360		0	1523		101	1523	
Reference Time A (s)	0.0	0.0		0.0	28.3		0.0	16.3		136.2	22.4	
Adj Saturation B (vph)	NA	NA		0	1360		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		0.0	28.3		NA	NA		NA	NA	
Reference Time (s)		0.0			28.3			16.3			136.2	
Adj Reference Time (s)		8.0			32.3			20.3			140.2	
Split Option												
Ref Time Combined (s)	0.0	0.0		0.0	28.3		0.0	16.3		9.1	22.4	
Ref Time Seperate (s)	0.0	0.0		0.0	0.0		0.0	16.3		9.1	22.4	
Reference Time (s)	0.0	0.0		28.3	28.3		16.3	16.3		22.4	22.4	
Adj Reference Time (s)	0.0	0.0		32.3	32.3		20.3	20.3		26.4	26.4	
Summary	NW SE		NE SW		Combined							
Protected Option (s)	32.3		33.3									
Permitted Option (s)	32.3		140.2									
Split Option (s)	32.3		46.6									
Minimum (s)	32.3		33.3		65.7							
Right Turns	SER	NER	SWR									
Adj Reference Time (s)	8.0	8.0	8.0									
Cross Thru Ref Time (s)	26.4	0.0	32.3									
Oncoming Left Ref Time (s)	0.0	13.1	0.0									
Combined (s)	34.4	21.1	40.3									
Intersection Summary												
Intersection Capacity Utilization	54.7%		ICU Level of Service		A							
Reference Times and Phasing Options do not represent an optimized timing plan.												

37: Montebello Blvd & Washington Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	611	24	32	1675	57	62	133	28	63	92	55
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	28	611	24	32	1732	0	0	195	28	0	155	55
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3046	1360	1520	4337	0	0	1575	1360	0	1567	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	2.2	24.1	2.1	2.5	47.9	0.0			2.5			4.9
Adj Reference Time (s)	8.0	28.1	8.0	8.0	51.9	0.0			8.0			8.9
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1446		0	266		0	214	
Reference Time A (s)	33.2	24.1		37.9	47.9		0.0	88.0		0.0	86.8	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		12.9	22.9		NA	NA	
Reference Time (s)		33.2			47.9			22.9			86.8	
Adj Reference Time (s)		37.2			51.9			26.9			90.8	
Split Option												
Ref Time Combined (s)	2.2	24.1		2.5	47.9		0.0	14.9		0.0	11.9	
Ref Time Separate (s)	2.2	24.1		2.5	46.3		4.9	10.0		5.0	6.9	
Reference Time (s)	24.1	24.1		47.9	47.9		14.9	14.9		11.9	11.9	
Adj Reference Time (s)	28.1	28.1		51.9	51.9		18.9	18.9		15.9	15.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	59.9		NA									
Permitted Option (s)	51.9		90.8									
Split Option (s)	80.0		34.7									
Minimum (s)	51.9		34.7		86.7							
Right Turns												
	EBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	8.9									
Cross Thru Ref Time (s)	15.9	28.1	51.9									
Oncoming Left Ref Time (s)	8.0	15.9	18.9									
Combined (s)	31.9	51.9	79.6									

Intersection Summary
 Intersection Capacity Utilization 72.2% ICU Level of Service C
 Reference Times and Phasing Options do not represent an optimized timing plan.


















38: 5th St & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	513	6	28	1274	14	16	26	11	14	25	49
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	533	0	0	1316	0	0	42	11	0	39	49
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85
Saturated Flow (vph)	0	3037	0	0	3038	0	0	1570	1360	0	1571	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			1.0			4.3
Adj Reference Time (s)			0.0			0.0			8.0			8.3
Permitted Option												
Adj Saturation A (vph)	0	821		0	910		0	227		0	239	
Reference Time A (s)	0.0	34.9		0.0	79.4		0.0	22.2		0.0	19.6	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		9.3	11.2		9.1	11.0	
Reference Time (s)		34.9			79.4			11.2			11.0	
Adj Reference Time (s)		38.9			83.4			15.2			15.0	
Split Option												
Ref Time Combined (s)	0.0	21.1		0.0	52.0		0.0	3.2		0.0	3.0	
Ref Time Separate (s)	1.1	20.2		2.2	50.3		1.3	1.9		1.1	1.9	
Reference Time (s)	21.1	21.1		52.0	52.0		3.2	3.2		3.0	3.0	
Adj Reference Time (s)	25.1	25.1		56.0	56.0		8.0	8.0		8.0	8.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	83.4		15.2									
Split Option (s)	81.0		16.0									
Minimum (s)	81.0		15.2		96.2							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.3									
Cross Thru Ref Time (s)	25.1		56.0									
Oncoming Left Ref Time (s)	8.0		8.0									
Combined (s)	41.1		72.3									























Intersection Summary

Intersection Capacity Utilization 80.2% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

39: 4th St & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	490	27	83	1228	33	9	65	44	31	100	88
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	542	0	0	1344	0	0	118	0	0	131	88
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.94	0.85	0.95	0.99	0.85
Saturated Flow (vph)	0	3017	0	0	3026	0	0	1505	0	0	1581	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			7.8
Adj Reference Time (s)			0.0			0.0			0.0			11.8
Permitted Option												
Adj Saturation A (vph)	0	564		0	436		0	712		0	747	
Reference Time A (s)	0.0	47.0		0.0	139.3		0.0	19.9		0.0	21.1	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.7	17.4		10.4	17.9	
Reference Time (s)		47.0			139.3			17.4			17.9	
Adj Reference Time (s)		51.0			143.3			21.4			21.9	
Split Option												
Ref Time Combined (s)	0.0	21.6		0.0	53.3		0.0	9.4		0.0	9.9	
Ref Time Separate (s)	2.0	19.5		6.6	48.6		0.7	5.2		2.4	7.5	
Reference Time (s)	21.6	21.6		53.3	53.3		9.4	9.4		9.9	9.9	
Adj Reference Time (s)	25.6	25.6		57.3	57.3		13.4	13.4		13.9	13.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	143.3		21.9									
Split Option (s)	82.9		27.4									
Minimum (s)	82.9		21.9		104.8							
Right Turns												
	SBR											
Adj Reference Time (s)	11.8											
Cross Thru Ref Time (s)	57.3											
Oncoming Left Ref Time (s)	13.4											
Combined (s)	82.5											
Intersection Summary												
Intersection Capacity Utilization			87.3%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												





















41: 2nd St & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	507	8	7	1360	22	10	40	39	51	28	23
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	17	507	8	7	1360	22	0	50	39	0	79	23
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	1600	1360	1520	1600	1360	0	1584	1360	0	1548	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00			0.00			
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	1.3	38.0	0.7	0.6	102.0	1.9			3.4			2.0
Adj Reference Time (s)	8.0	42.0	8.0	8.0	106.0	8.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1600		101	1600		0	392		0	143	
Reference Time A (s)	20.1	38.0		8.3	102.0		0.0	15.3		0.0	66.4	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.8	11.8		12.0	14.1	
Reference Time (s)		38.0			102.0			11.8			14.1	
Adj Reference Time (s)		42.0			106.0			15.8			18.1	
Split Option												
Ref Time Combined (s)	1.3	38.0		0.6	102.0		0.0	3.8		0.0	6.1	
Ref Time Separate (s)	1.3	38.0		0.6	102.0		0.8	3.0		4.0	2.1	
Reference Time (s)	38.0	38.0		102.0	102.0		3.8	3.8		6.1	6.1	
Adj Reference Time (s)	42.0	42.0		106.0	106.0		8.0	8.0		10.1	10.1	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	114.0		NA									
Permitted Option (s)	106.0		18.1									
Split Option (s)	148.0		18.1									
Minimum (s)	106.0		18.1		124.1							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	8.0	8.0								
Cross Thru Ref Time (s)	10.1	8.0	42.0	106.0								
Oncoming Left Ref Time (s)	8.0	8.0	10.1	8.0								
Combined (s)	26.1	24.0	60.1	122.0								
Intersection Summary												
Intersection Capacity Utilization			103.4%		ICU Level of Service				G			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 Traffic Conditions (No Project)

AM Peak Hour

42: Bluff Rd & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	555	21	185	1283	43	29	136	116	44	203	72
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	24	576	0	185	1326	0	0	165	116	0	247	72
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	3030	0	1520	3032	0	0	1586	1360	0	1586	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	1.9	22.8	0.0	14.6	52.5	0.0			10.2			6.4
Adj Reference Time (s)	8.0	26.8	0.0	18.6	56.5	0.0			14.2			10.4
Permitted Option												
Adj Saturation A (vph)	101	1515		101	1516		0	434		0	429	
Reference Time A (s)	28.4	22.8		219.1	52.5		0.0	45.6		0.0	69.0	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		28.4			219.1			45.6			69.0	
Adj Reference Time (s)		32.4			223.1			49.6			73.0	
Split Option												
Ref Time Combined (s)	1.9	22.8		14.6	52.5		0.0	12.5		0.0	18.7	
Ref Time Seperate (s)	1.9	22.0		14.6	50.8		2.3	10.2		3.5	15.2	
Reference Time (s)	22.8	22.8		52.5	52.5		12.5	12.5		18.7	18.7	
Adj Reference Time (s)	26.8	26.8		56.5	56.5		16.5	16.5		22.7	22.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	64.5		NA									
Permitted Option (s)	223.1		73.0									
Split Option (s)	83.3		39.2									
Minimum (s)	64.5		39.2		103.7							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	14.2		10.4									
Cross Thru Ref Time (s)	26.8		56.5									
Oncoming Left Ref Time (s)	22.7		16.5									
Combined (s)	63.7		83.3									

Intersection Summary





















Intersection Capacity Utilization 86.4% ICU Level of Service E
 Reference Times and Phasing Options do not represent an optimized timing plan.

47: Bluff Rd & Washington Blvd




















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	678	14	42	1724	132	11	160	85	189	38	50
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	16	692	0	42	1724	132	11	245	0	0	227	50
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1520	4345	0	1520	3046	1360	1520	1517	0	0	3067	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	1.3	19.1	0.0	3.3	67.9	11.6				0.0	4.4	
Adj Reference Time (s)	8.0	23.1	0.0	8.0	71.9	15.6				0.0	8.4	
Permitted Option												
Adj Saturation A (vph)	101	1448			101	1523	101	1517			0	232
Reference Time A (s)	18.9	19.1			49.7	67.9	13.0	19.4			0.0	117.5
Adj Saturation B (vph)	NA	NA			NA	NA	0	1517			NA	NA
Reference Time B (s)	NA	NA			NA	NA	8.9	19.4			NA	NA
Reference Time (s)	19.1				67.9		19.4				117.5	
Adj Reference Time (s)	23.1				71.9		23.4				121.5	
Split Option												
Ref Time Combined (s)	1.3	19.1			3.3	67.9	0.9	19.4			0.0	8.9
Ref Time Separate (s)	1.3	18.7			3.3	67.9	0.9	12.7			7.5	2.9
Reference Time (s)	19.1	19.1			67.9	67.9	19.4	19.4			8.9	8.9
Adj Reference Time (s)	23.1	23.1			71.9	71.9	23.4	23.4			12.9	12.9
Summary	EB WB		NB SB		Combined							
Protected Option (s)	79.9		NA									
Permitted Option (s)	71.9		121.5									
Split Option (s)	95.0		36.3									
Minimum (s)	71.9		36.3		108.2							
Right Turns	WBR		SBR									
Adj Reference Time (s)	15.6		8.4									
Cross Thru Ref Time (s)	23.4		71.9									
Oncoming Left Ref Time (s)	8.0		23.4									
Combined (s)	47.0		103.7									

Intersection Summary
 Intersection Capacity Utilization 90.1% ICU Level of Service E
 Reference Times and Phasing Options do not represent an optimized timing plan.

19: Maple Ave & Mines Ave























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	34	128	17	49	153	162	14	128	20	98	112	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	139	18	53	166	176	15	139	22	107	122	20
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	176	18	220	176	154	22	228	20				
Volume Left (vph)	37	0	53	0	15	0	107	0				
Volume Right (vph)	0	18	0	176	0	22	0	20				
Hadj (s)	0.14	-0.67	0.16	-0.67	0.08	-0.67	0.27	-0.67				
Departure Headway (s)	6.5	5.7	6.3	5.4	6.6	5.8	6.6	5.7				
Degree Utilization, x	0.32	0.03	0.38	0.27	0.28	0.04	0.42	0.03				
Capacity (veh/h)	521	587	549	628	514	569	515	588				
Control Delay (s)	11.3	7.7	11.9	9.2	10.9	7.8	13.1	7.7				
Approach Delay (s)	10.9		10.7		10.5		12.7					
Approach LOS	B		B		B		B					
Intersection Summary												
Delay			11.2									
Level of Service			B									
Intersection Capacity Utilization			58.7%	ICU Level of Service								B
Analysis Period (min)			15									

20: Maple Ave & Beach St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	7	81	12	43	151	41	14	111	16	21	148	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	88	13	47	164	45	15	121	17	23	161	14
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total (vph)	96	13	255	136	17	198						
Volume Left (vph)	8	0	47	15	0	23						
Volume Right (vph)	0	13	45	0	17	14						
Hadj (s)	0.07	-0.67	-0.03	0.09	-0.67	0.01						
Departure Headway (s)	6.0	5.2	5.7	5.9	5.2	5.8						
Degree Utilization, x	0.16	0.02	0.40	0.22	0.03	0.32						
Capacity (veh/h)	554	627	602	565	639	579						
Control Delay (s)	8.9	7.1	12.5	9.5	7.1	11.6						
Approach Delay (s)	8.7		12.5	9.2		11.6						
Approach LOS	A		B	A		B						
Intersection Summary												
Delay			10.9									
Level of Service			B									
Intersection Capacity Utilization			46.8%	ICU Level of Service	A							
Analysis Period (min)			15									





















23: Greenwood Ave & Whittier Blvd

AM Peak Hour

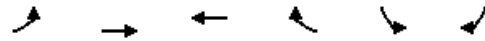
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Volume (veh/h)	28	611	113	100	1161	16	20	44	36	2	8	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	664	123	109	1262	17	22	48	39	2	9	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		674			325							
pX, platoon unblocked	0.64			0.90			0.69	0.69	0.90	0.69	0.69	0.64
vC, conflicting volume	1279			787			1660	2283	393	1944	2336	640
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	326			551			436	1337	116	847	1413	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			88			92	46	95	97	89	97
cM capacity (veh/h)	792			917			275	89	827	87	80	698
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	30	443	344	109	841	438	109	11	21			
Volume Left	30	0	0	109	0	0	22	2	0			
Volume Right	0	0	123	0	0	17	39	0	21			
cSH	792	1700	1700	917	1700	1700	164	81	698			
Volume to Capacity	0.04	0.26	0.20	0.12	0.49	0.26	0.66	0.13	0.03			
Queue Length 95th (ft)	3	0	0	10	0	0	95	11	2			
Control Delay (s)	9.7	0.0	0.0	9.5	0.0	0.0	62.1	55.9	10.3			
Lane LOS	A			A			F	F	B			
Approach Delay (s)	0.4			0.7			62.1	26.1				
Approach LOS							F	D				
Intersection Summary												
Average Delay			3.8									
Intersection Capacity Utilization			65.4%		ICU Level of Service				C			
Analysis Period (min)			15									

24: Greenwood Ave & Los Angeles Ave

AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (veh/h)	4	8	19	11	22	11	31	78	7	10	187	8	
Sign Control		Stop			Stop			Free			Free		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	4	9	21	12	24	12	34	85	8	11	203	9	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type								None			None		
Median storage (veh)													
Upstream signal (ft)								694					
pX, platoon unblocked													
vC, conflicting volume	401	385	203	402	386	85	212			92			
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	401	385	203	402	386	85	212			92			
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1			
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2			
p0 queue free %	99	98	98	98	95	99	98			99			
cM capacity (veh/h)	521	531	837	525	531	974	1358			1502			
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	13	21	48	118	8	214	9						
Volume Left	4	0	12	34	0	11	0						
Volume Right	0	21	12	0	8	0	9						
cSH	528	837	597	1358	1700	1502	1700						
Volume to Capacity	0.02	0.02	0.08	0.02	0.00	0.01	0.01						
Queue Length 95th (ft)	2	2	7	2	0	1	0						
Control Delay (s)	12.0	9.4	11.6	2.3	0.0	0.4	0.0						
Lane LOS	B	A	B	A		A							
Approach Delay (s)	10.4		11.6	2.2		0.4							
Approach LOS	B		B										
Intersection Summary													
Average Delay			3.0										
Intersection Capacity Utilization			38.8%		ICU Level of Service					A			
Analysis Period (min)			15										

26: Greenwood Ave & Montebello Way



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↗	↗↗	↗↗	↗	↘	↗
Volume (veh/h)	389	418	568	10	0	261
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	423	454	617	11	0	284
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		311	1270			
pX, platoon unblocked						
vC, conflicting volume	628				1690	309
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	628				1690	309
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	55				100	59
cM capacity (veh/h)	950				47	687

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	423	227	227	309	309	11	0	284
Volume Left	423	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	11	0	284
cSH	950	1700	1700	1700	1700	1700	1700	687
Volume to Capacity	0.45	0.13	0.13	0.18	0.18	0.01	0.00	0.41
Queue Length 95th (ft)	58	0	0	0	0	0	0	51
Control Delay (s)	11.8	0.0	0.0	0.0	0.0	0.0	0.0	13.9
Lane LOS	B						A	B
Approach Delay (s)	5.7			0.0			13.9	
Approach LOS							B	

Intersection Summary			
Average Delay		5.0	
Intersection Capacity Utilization		50.9%	ICU Level of Service A
Analysis Period (min)		15	

32: Montebello Blvd & Los Angeles Ave





















AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	3	17	20	18	86	27	696	21	28	667	24
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	3	18	22	20	93	29	757	23	30	725	26
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								693			684	
pX, platoon unblocked	0.94	0.94	0.90	0.94	0.94	0.94	0.90			0.94		
vC, conflicting volume	1326	1624	362	1259	1627	378	751			779		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	905	1223	82	833	1226	200	512			628		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	98	98	90	87	88	97			97		
cM capacity (veh/h)	163	156	869	224	155	756	949			889		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	8	18	41	93	29	378	378	23	30	362	362	26
Volume Left	4	0	22	0	29	0	0	0	30	0	0	0
Volume Right	0	18	0	93	0	0	0	23	0	0	0	26
cSH	160	869	185	756	949	1700	1700	1700	889	1700	1700	1700
Volume to Capacity	0.05	0.02	0.22	0.12	0.03	0.22	0.22	0.01	0.03	0.21	0.21	0.02
Queue Length 95th (ft)	4	2	21	11	2	0	0	0	3	0	0	0
Control Delay (s)	28.6	9.2	29.9	10.4	8.9	0.0	0.0	0.0	9.2	0.0	0.0	0.0
Lane LOS	D	A	D	B	A				A			
Approach Delay (s)	14.9		16.4		0.3				0.4			
Approach LOS	B		C									
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			43.4%		ICU Level of Service				A			
Analysis Period (min)			15									

34: Montebello Blvd & Roosevelt Ave

	↑	↗	↘	↓	↖	↗		
Movement	NBT	NBR	SBL	SBT	NWL	NWR		
Lane Configurations	↑↑	↗	↘	↑↑	↖	↗		
Volume (veh/h)	701	26	64	661	34	203		
Sign Control	Free			Free	Stop			
Grade	0%			0%	0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	762	28	70	718	37	221		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None			None				
Median storage (veh)								
Upstream signal (ft)	234				344			
pX, platoon unblocked			0.91			0.95	0.91	
vC, conflicting volume			790			1260	381	
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol			571			730	121	
tC, single (s)			4.1			6.8	6.9	
tC, 2 stage (s)								
tF (s)			2.2			3.5	3.3	
p0 queue free %			92			88	73	
cM capacity (veh/h)			908			312	825	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	NW 1	NW 2
Volume Total	381	381	28	70	359	359	37	221
Volume Left	0	0	0	70	0	0	37	0
Volume Right	0	0	28	0	0	0	0	221
cSH	1700	1700	1700	908	1700	1700	312	825
Volume to Capacity	0.22	0.22	0.02	0.08	0.21	0.21	0.12	0.27
Queue Length 95th (ft)	0	0	0	6	0	0	10	27
Control Delay (s)	0.0	0.0	0.0	9.3	0.0	0.0	18.1	10.9
Lane LOS				A			C	B
Approach Delay (s)	0.0			0.8			12.0	
Approach LOS							B	
Intersection Summary								
Average Delay			2.0					
Intersection Capacity Utilization			44.6%	ICU Level of Service		A		
Analysis Period (min)			15					

36: Montebello Blvd & Mines Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	14	88	33	23	176	54	56	189	18	28	105	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	96	36	25	191	59	61	205	20	30	114	20
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	111	36	216	59	266	20	145	20				
Volume Left (vph)	15	0	25	0	61	0	30	0				
Volume Right (vph)	0	36	0	59	0	20	0	20				
Hadj (s)	0.10	-0.67	0.09	-0.67	0.15	-0.67	0.14	-0.67				
Departure Headway (s)	6.3	5.5	6.1	5.3	6.1	5.2	6.2	5.4				
Degree Utilization, x	0.19	0.05	0.37	0.09	0.45	0.03	0.25	0.03				
Capacity (veh/h)	532	601	560	631	562	646	544	616				
Control Delay (s)	9.6	7.6	11.4	7.6	12.7	7.2	10.1	7.4				
Approach Delay (s)	9.1		10.6		12.3		9.7					
Approach LOS	A		B		B		A					
Intersection Summary												
Delay			10.7									
Level of Service			B									
Intersection Capacity Utilization			53.5%	ICU Level of Service								A
Analysis Period (min)			15									

40: Roosevelt Ave & 4th St














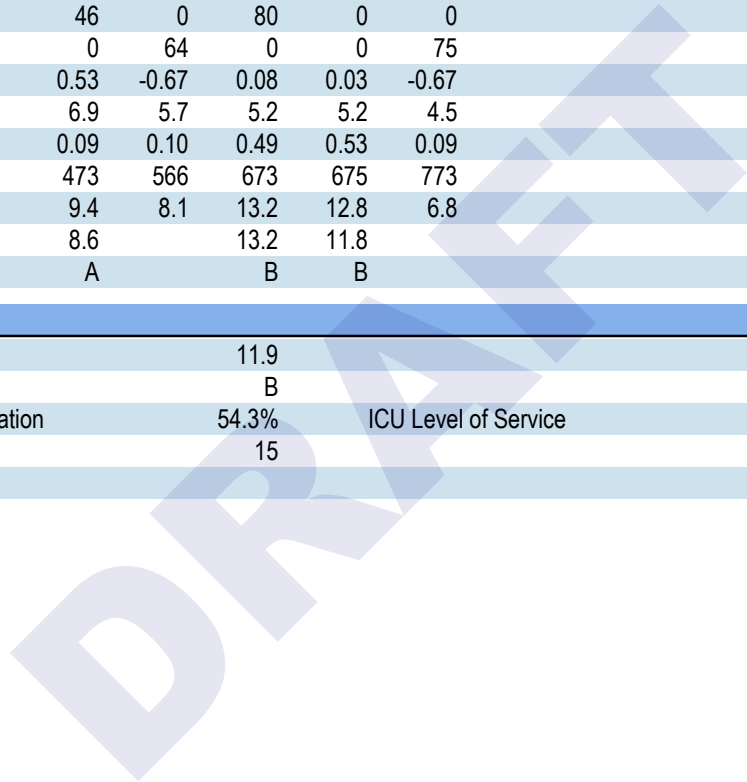
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↶	↷		↶	↷
Volume (veh/h)	20	77	133	1	3	17
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	84	145	1	3	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	146				272	145
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	146				272	145
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	98
cM capacity (veh/h)	1436				706	902

Direction, Lane #	SE 1	NW 1	SW 1
Volume Total	105	146	22
Volume Left	22	0	3
Volume Right	0	1	18
cSH	1436	1700	866
Volume to Capacity	0.02	0.09	0.03
Queue Length 95th (ft)	1	0	2
Control Delay (s)	1.7	0.0	9.3
Lane LOS	A		A
Approach Delay (s)	1.7	0.0	9.3
Approach LOS			A












Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization	27.8%	ICU Level of Service	A
Analysis Period (min)	15		

43: Bluff Rd & Los Angeles Ave












						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	42	59	74	239	339	69
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	64	80	260	368	75
Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2	
Volume Total (vph)	46	64	340	368	75	
Volume Left (vph)	46	0	80	0	0	
Volume Right (vph)	0	64	0	0	75	
Hadj (s)	0.53	-0.67	0.08	0.03	-0.67	
Departure Headway (s)	6.9	5.7	5.2	5.2	4.5	
Degree Utilization, x	0.09	0.10	0.49	0.53	0.09	
Capacity (veh/h)	473	566	673	675	773	
Control Delay (s)	9.4	8.1	13.2	12.8	6.8	
Approach Delay (s)	8.6		13.2	11.8		
Approach LOS	A		B	B		
Intersection Summary						
Delay			11.9			
Level of Service			B			
Intersection Capacity Utilization			54.3%	ICU Level of Service	A	
Analysis Period (min)			15			



44: Bluff Rd & Roosevelt Ave

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	38	266	307	89	48	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	289	334	97	52	43
Direction, Lane #	NB 1	SB 1	SB 2	SE 1	SE 2	
Volume Total (vph)	330	334	97	52	43	
Volume Left (vph)	41	0	0	52	0	
Volume Right (vph)	0	0	97	0	43	
Hadj (s)	0.06	0.03	-0.67	0.53	-0.67	
Departure Headway (s)	5.1	5.1	4.4	6.8	5.6	
Degree Utilization, x	0.47	0.48	0.12	0.10	0.07	
Capacity (veh/h)	686	683	785	480	575	
Control Delay (s)	12.6	11.5	6.8	9.3	7.8	
Approach Delay (s)	12.6	10.5		8.6		
Approach LOS	B	B		A		
Intersection Summary						
Delay			11.1			
Level of Service			B			
Intersection Capacity Utilization			51.6%	ICU Level of Service	A	
Analysis Period (min)			15			

45: Bluff Rd & Mines Ave

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	75	57	59	223	226	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	82	62	64	242	246	135
Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2	
Volume Total (vph)	82	62	307	246	135	
Volume Left (vph)	82	0	64	0	0	
Volume Right (vph)	0	62	0	0	135	
Hadj (s)	0.53	-0.67	0.08	0.03	-0.67	
Departure Headway (s)	6.7	5.4	5.2	5.3	4.6	
Degree Utilization, x	0.15	0.09	0.45	0.36	0.17	
Capacity (veh/h)	497	599	669	658	755	
Control Delay (s)	9.6	7.8	12.4	10.0	7.3	
Approach Delay (s)	8.8		12.4	9.1		
Approach LOS	A		B	A		
Intersection Summary						
Delay			10.3			
Level of Service			B			
Intersection Capacity Utilization			46.9%	ICU Level of Service	A	
Analysis Period (min)			15			

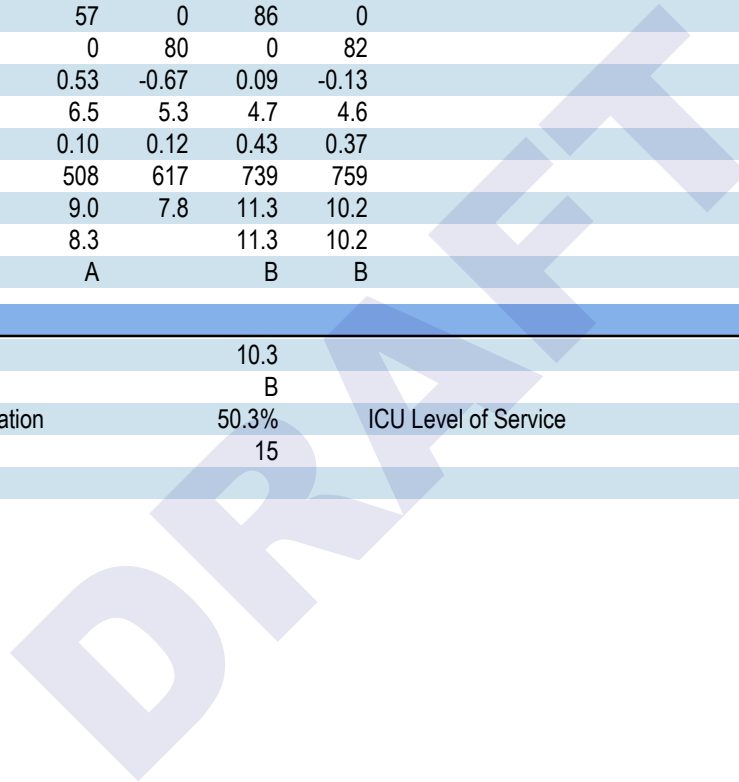
46: Bluff Rd & Beach St



























Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	52	74	79	225	196	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	57	80	86	245	213	82

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total (vph)	57	80	330	295
Volume Left (vph)	57	0	86	0
Volume Right (vph)	0	80	0	82
Hadj (s)	0.53	-0.67	0.09	-0.13
Departure Headway (s)	6.5	5.3	4.7	4.6
Degree Utilization, x	0.10	0.12	0.43	0.37
Capacity (veh/h)	508	617	739	759
Control Delay (s)	9.0	7.8	11.3	10.2
Approach Delay (s)	8.3		11.3	10.2
Approach LOS	A		B	B


























Intersection Summary			
Delay		10.3	
Level of Service		B	
Intersection Capacity Utilization		50.3%	ICU Level of Service A
Analysis Period (min)		15	

























1: Garfield Ave & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	96	1005	139	118	529	129	110	1157	183	83	909	42
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	96	1005	139	118	529	129	110	1157	183	83	909	42
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	Yes				Yes				Yes			
Reference Time (s)	7.6	39.6	12.3	9.3	20.8	11.4	8.7	45.6	16.1	6.6	35.8	3.7
Adj Reference Time (s)	11.6	43.6	16.3	13.3	24.8	15.4	12.7	49.6	20.1	10.6	39.8	8.0
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		101	1523		101	1523	
Reference Time A (s)	113.7	39.6		139.7	20.8		130.3	45.6		98.3	35.8	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		113.7			139.7			130.3			98.3	
Adj Reference Time (s)		117.7			143.7			134.3			102.3	
Split Option												
Ref Time Combined (s)	7.6	39.6		9.3	20.8		8.7	45.6		6.6	35.8	
Ref Time Seperate (s)	7.6	39.6		9.3	20.8		8.7	45.6		6.6	35.8	
Reference Time (s)	39.6	39.6		20.8	20.8		45.6	45.6		35.8	35.8	
Adj Reference Time (s)	43.6	43.6		24.8	24.8		49.6	49.6		39.8	39.8	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	56.9		60.1									
Permitted Option (s)	143.7		134.3									
Split Option (s)	68.4		89.4									
Minimum (s)	56.9		60.1		117.0							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	16.3	15.4	20.1	8.0								
Cross Thru Ref Time (s)	39.8	49.6	43.6	24.8								
Oncoming Left Ref Time (s)	13.3	11.6	10.6	12.7								
Combined (s)	69.4	76.5	74.3	45.5								
Intersection Summary												
Intersection Capacity Utilization			97.5%		ICU Level of Service				F			
Reference Times and Phasing Options do not represent an optimized timing plan.												

2: Garfield Ave & Olympic Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	143	1181	241	58	454	99	89	1254	48	61	1056	45
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	143	1422	0	58	553	0	89	1302	0	61	1101	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.97	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	2969	0	1520	2965	0	1520	3030	0	1520	3028	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	11.3	57.5	0.0	4.6	22.4	0.0	7.0	51.6	0.0	4.8	43.6	0.0
Adj Reference Time (s)	15.3	61.5	0.0	8.6	26.4	0.0	11.0	55.6	0.0	8.8	47.6	0.0
Permitted Option												
Adj Saturation A (vph)	101	1484		101	1482		101	1515		101	1514	
Reference Time A (s)	169.3	57.5		68.7	22.4		105.4	51.6		72.2	43.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)	169.3		68.7		105.4		72.2		72.2		72.2	
Adj Reference Time (s)	173.3		72.7		109.4		76.2		76.2		76.2	
Split Option												
Ref Time Combined (s)	11.3	57.5		4.6	22.4		7.0	51.6		4.8	43.6	
Ref Time Seperate (s)	11.3	47.7		4.6	18.4		7.0	49.7		4.8	41.9	
Reference Time (s)	57.5	57.5		22.4	22.4		51.6	51.6		43.6	43.6	
Adj Reference Time (s)	61.5	61.5		26.4	26.4		55.6	55.6		47.6	47.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	70.1		64.4									
Permitted Option (s)	173.3		109.4									
Split Option (s)	87.9		103.2									
Minimum (s)	70.1		64.4		134.4							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	112.0%		ICU Level of Service		H							
Reference Times and Phasing Options do not represent an optimized timing plan.												



























3: Garfield Ave & Ferguson Dr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	190	175	79	62	7	103	1380	149	23	1311	40
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	226	175	0	141	7	103	1380	149	23	1311	40
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1587	1360	0	1555	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	No			No			Yes			Yes		
Reference Time (s)	15.4			0.6			8.1	54.4	13.1	1.8	51.6	3.5
Adj Reference Time (s)	19.4			8.0			12.1	58.4	17.1	8.0	55.6	8.0
Permitted Option												
Adj Saturation A (vph)	0	467	0	161	101	1523	101	1523	101	1523	101	1523
Reference Time A (s)	0.0	58.0	0.0	104.9	122.0	54.4	27.2	51.6	27.2	51.6	27.2	51.6
Adj Saturation B (vph)	0	0	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Reference Time B (s)	10.8	25.1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Reference Time (s)	25.1		104.9		122.0		51.6		25.1		104.9	
Adj Reference Time (s)	29.1		108.9		126.0		55.6		29.1		108.9	
Split Option												
Ref Time Combined (s)	0.0	17.1	0.0	10.9	8.1	54.4	1.8	51.6	17.1	17.1	10.9	10.9
Ref Time Seperate (s)	2.8	14.3	6.2	4.7	8.1	54.4	1.8	51.6	2.8	14.3	6.2	4.7
Reference Time (s)	17.1	17.1	10.9	10.9	54.4	54.4	51.6	51.6	17.1	17.1	10.9	10.9
Adj Reference Time (s)	21.1	21.1	14.9	14.9	58.4	58.4	55.6	55.6	21.1	21.1	14.9	14.9
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		67.8		NA							
Permitted Option (s)	108.9		126.0		108.9							
Split Option (s)	36.0		114.0		36.0							
Minimum (s)	36.0		67.8		103.7							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	19.4	8.0	17.1	8.0								
Cross Thru Ref Time (s)	55.6	58.4	21.1	14.9								
Oncoming Left Ref Time (s)	14.9	21.1	8.0	12.1								
Combined (s)	90.0	87.4	46.2	35.0								
Intersection Summary												
Intersection Capacity Utilization	86.4%				ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

4: Garfield Ave & Flotilla St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	279	184	14	29	20	205	10	1151	33	157	1259	150
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	477	0	0	254	0	10	1151	33	157	1259	150
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.87	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2944	0	0	2662	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			0.0	0.8	45.3	2.9	12.4	49.6	13.2
Adj Reference Time (s)			0.0			0.0	8.0	49.3	8.0	16.4	53.6	17.2
Permitted Option												
Adj Saturation A (vph)	0	98		0	177		101	1523		101	1523	
Reference Time A (s)	0.0	341.1		0.0	46.9		11.8	45.3		185.9	49.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		341.1			46.9			45.3			185.9	
Adj Reference Time (s)		345.1			50.9			49.3			189.9	
Split Option												
Ref Time Combined (s)	0.0	19.4		0.0	11.4		0.8	45.3		12.4	49.6	
Ref Time Seperate (s)	22.0	7.3		2.3	0.9		0.8	45.3		12.4	49.6	
Reference Time (s)	22.0	22.0		11.4	11.4		45.3	45.3		49.6	49.6	
Adj Reference Time (s)	26.0	26.0		15.4	15.4		49.3	49.3		53.6	53.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		65.7									
Permitted Option (s)	345.1		189.9									
Split Option (s)	41.5		102.9									
Minimum (s)	41.5		65.7		107.2							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		17.2									
Cross Thru Ref Time (s)	26.0		15.4									
Oncoming Left Ref Time (s)	16.4		8.0									
Combined (s)	50.4		40.7									
Intersection Summary												
Intersection Capacity Utilization			89.3%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

5: Garfield Ave & Washington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	226	1030	39	54	709	179	37	804	62	284	754	295
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	226	1069	0	54	888	0	37	804	62	284	754	295
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	4335	0	1520	4227	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes				Yes				Yes		Yes	
Reference Time (s)	17.8	29.6	0.0	4.3	25.2	0.0	2.9	31.7	5.5	22.4	29.7	26.0
Adj Reference Time (s)	21.8	33.6	0.0	8.3	29.2	0.0	8.0	35.7	9.5	26.4	33.7	30.0
Permitted Option												
Adj Saturation A (vph)	101	1445		101	1409		101	1523		101	1523	
Reference Time A (s)	267.6	29.6		63.9	25.2		43.8	31.7		336.3	29.7	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		267.6			63.9			43.8			336.3	
Adj Reference Time (s)		271.6			67.9			47.8			340.3	
Split Option												
Ref Time Combined (s)	17.8	29.6		4.3	25.2		2.9	31.7		22.4	29.7	
Ref Time Seperate (s)	17.8	28.5		4.3	20.1		2.9	31.7		22.4	29.7	
Reference Time (s)	29.6	29.6		25.2	25.2		31.7	31.7		29.7	29.7	
Adj Reference Time (s)	33.6	33.6		29.2	29.2		35.7	35.7		33.7	33.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	51.1		62.1									
Permitted Option (s)	271.6		340.3									
Split Option (s)	62.8		69.4									
Minimum (s)	51.1		62.1		113.1							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	9.5		30.0									
Cross Thru Ref Time (s)	33.6		29.2									
Oncoming Left Ref Time (s)	26.4		8.0									
Combined (s)	69.5		67.2									

Intersection Summary

Intersection Capacity Utilization 94.3% ICU Level of Service F
 Reference Times and Phasing Options do not represent an optimized timing plan.

























6: Concourse Ave & Whittier Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	1181	55	124	704	24	87	181	143	126	183	31
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	60	1181	55	124	704	24	87	181	143	126	183	31
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	1600	1360	1520	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	4.7	46.5	4.9	9.8	27.7	2.1	6.9	13.6	12.6	9.9	13.7	2.7
Adj Reference Time (s)	8.7	50.5	8.9	13.8	31.7	8.0	10.9	17.6	16.6	13.9	17.7	8.0
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		101	1600		101	1600	
Reference Time A (s)	71.1	46.5		146.8	27.7		103.0	13.6		149.2	13.7	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		71.1			146.8			103.0			149.2	
Adj Reference Time (s)		75.1			150.8			107.0			153.2	
Split Option												
Ref Time Combined (s)	4.7	46.5		9.8	27.7		6.9	13.6		9.9	13.7	
Ref Time Seperate (s)	4.7	46.5		9.8	27.7		6.9	13.6		9.9	13.7	
Reference Time (s)	46.5	46.5		27.7	27.7		13.6	13.6		13.7	13.7	
Adj Reference Time (s)	50.5	50.5		31.7	31.7		17.6	17.6		17.7	17.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	64.3		31.5									
Permitted Option (s)	150.8		153.2									
Split Option (s)	82.3		35.3									
Minimum (s)	64.3		31.5		95.8							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.9	8.0	16.6	8.0								
Cross Thru Ref Time (s)	17.7	17.6	50.5	31.7								
Oncoming Left Ref Time (s)	13.8	8.7	13.9	10.9								
Combined (s)	40.4	34.3	81.1	50.6								
Intersection Summary												
Intersection Capacity Utilization			79.9%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

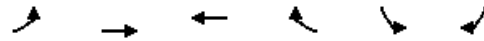
7: Concourse Ave & Olympic Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	1094	30	22	510	41	16	215	87	147	138	98
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	150	1094	30	22	510	41	0	231	87	0	285	98
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1594	1360	0	1559	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00				0.00		0.00			
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	11.8	43.1	2.6	1.7	20.1	3.6			7.7			8.6
Adj Reference Time (s)	15.8	47.1	8.0	8.0	24.1	8.0			11.7			12.6
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		0	794		0	173	
Reference Time A (s)	177.6	43.1		26.1	20.1		0.0	34.9		0.0	197.2	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		177.6			26.1			34.9			197.2	
Adj Reference Time (s)		181.6			30.1			38.9			201.2	
Split Option												
Ref Time Combined (s)	11.8	43.1		1.7	20.1		0.0	17.4		0.0	21.9	
Ref Time Seperate (s)	11.8	43.1		1.7	20.1		1.3	16.1		11.6	10.3	
Reference Time (s)	43.1	43.1		20.1	20.1		17.4	17.4		21.9	21.9	
Adj Reference Time (s)	47.1	47.1		24.1	24.1		21.4	21.4		25.9	25.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	55.1		NA									
Permitted Option (s)	181.6		201.2									
Split Option (s)	71.2		47.3									
Minimum (s)	55.1		47.3		102.4							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	11.7	12.6								
Cross Thru Ref Time (s)	25.9	21.4	47.1	24.1								
Oncoming Left Ref Time (s)	8.0	15.8	25.9	21.4								
Combined (s)	41.9	45.2	84.7	58.1								
Intersection Summary												
Intersection Capacity Utilization			85.3%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

8: Yates Ave & Washington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	34	1318	21	72	765	12	100	124	274	48	78	80
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	34	1339	0	72	777	0	100	124	274	48	78	80
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	4348	0	1520	4348	0	1520	1600	1360	1520	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes	
Reference Time (s)	2.7	37.0	0.0	5.7	21.4	0.0	7.9	9.3	24.2	3.8	5.8	7.1
Adj Reference Time (s)	8.0	41.0	0.0	9.7	25.4	0.0	11.9	13.3	28.2	8.0	9.8	11.1
Permitted Option												
Adj Saturation A (vph)	101	1449		101	1449		101	1600		101	1600	
Reference Time A (s)	40.3	37.0		85.3	21.4		118.4	9.3		56.8	5.8	
Adj Saturation B (vph)	NA	NA		NA	NA		0	1600		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		15.9	9.3		NA	NA	
Reference Time (s)		40.3			85.3			15.9			56.8	
Adj Reference Time (s)		44.3			89.3			19.9			60.8	
Split Option												
Ref Time Combined (s)	2.7	37.0		5.7	21.4		7.9	9.3		3.8	5.8	
Ref Time Seperate (s)	2.7	36.4		5.7	21.1		7.9	9.3		3.8	5.8	
Reference Time (s)	37.0	37.0		21.4	21.4		9.3	9.3		5.8	5.8	
Adj Reference Time (s)	41.0	41.0		25.4	25.4		13.3	13.3		9.8	9.8	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	50.6		21.7									
Permitted Option (s)	89.3		60.8									
Split Option (s)	66.4		23.1									
Minimum (s)	50.6		21.7		72.4							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	28.2		11.1									
Cross Thru Ref Time (s)	41.0		25.4									
Oncoming Left Ref Time (s)	8.0		11.9									
Combined (s)	77.1		48.4									
Intersection Summary												
Intersection Capacity Utilization	64.3%		ICU Level of Service		C							
Reference Times and Phasing Options do not represent an optimized timing plan.												

9: Whittier Blvd & Wilcox Ave
























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↕↕	↕↕	↗	↘	↗
Volume (vph)	273	1205	621	166	226	196
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	273	1205	621	166	226	196
Lane Utilization Factor	1.00	0.95	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1368	2742	2742	1224	1368	1224
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	23.9	52.7	27.2	16.3		19.2
Adj Reference Time (s)	27.9	56.7	31.2	20.3		23.2
Permitted Option						
Adj Saturation A (vph)	91	1371	1371		91	
Reference Time A (s)	359.2	52.7	27.2		297.4	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		359.2	27.2			
Adj Reference Time (s)		363.2	31.2			
Split Option						
Ref Time Combined (s)	23.9	52.7	27.2		19.8	
Ref Time Seperate (s)	23.9	52.7	27.2		19.8	
Reference Time (s)	52.7	52.7	27.2		19.8	
Adj Reference Time (s)	56.7	56.7	31.2		23.8	
Summary	EB WB		SB		Combined	
Protected Option (s)	59.1		NA			
Permitted Option (s)	363.2		Err			
Split Option (s)	87.9		23.8			
Minimum (s)	59.1		23.8		83.0	
Right Turns	WBR	SBR				
Adj Reference Time (s)	20.3	23.2				
Cross Thru Ref Time (s)	0.0	31.2				
Oncoming Left Ref Time (s)	27.9	0.0				
Combined (s)	48.2	54.4				

Intersection Summary

Intersection Capacity Utilization 69.1% ICU Level of Service C
 Reference Times and Phasing Options do not represent an optimized timing plan.

10: 21st St & Whittier Blvd

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Volume (vph)	72	1321	14	13	757	27	18	0	4	52	1	57		
Pedestrians														
Ped Button														
Pedestrian Timing (s)														
Free Right	No			No			No			No				
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120		
Volume Combined (vph)	72	1321	14	13	757	27	0	22	0	0	53	57		
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.93	0.85	0.95	0.95	0.85		
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1493	0	0	1522	1360		
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00			
Protected Option Allowed	Yes				Yes				No		No			
Reference Time (s)	5.7	52.0	1.2	1.0	29.8	2.4			0.0		5.0			
Adj Reference Time (s)	9.7	56.0	8.0	8.0	33.8	8.0			0.0		9.0			
Permitted Option														
Adj Saturation A (vph)	101	1523			101	1523			0	114			0	1353
Reference Time A (s)	85.3	52.0			15.4	29.8			0.0	23.1			0.0	4.7
Adj Saturation B (vph)	NA	NA			NA	NA			0	0			0	0
Reference Time B (s)	NA	NA			NA	NA			9.4	9.8			12.1	12.2
Reference Time (s)	85.3				29.8				9.8				4.7	
Adj Reference Time (s)	89.3				33.8				13.8				8.7	
Split Option														
Ref Time Combined (s)	5.7	52.0			1.0	29.8			0.0	1.8			0.0	4.2
Ref Time Seperate (s)	5.7	52.0			1.0	29.8			1.4	0.0			4.1	0.1
Reference Time (s)	52.0	52.0			29.8	29.8			1.8	1.8			4.2	4.2
Adj Reference Time (s)	56.0	56.0			33.8	33.8			8.0	8.0			8.2	8.2
Summary														
	EB WB		NB SB		Combined									
Protected Option (s)	64.0		NA											
Permitted Option (s)	89.3		13.8											
Split Option (s)	89.9		16.2											
Minimum (s)	64.0		13.8		77.8									
Right Turns														
	EBR	WBR	SBR											
Adj Reference Time (s)	8.0	8.0	9.0											
Cross Thru Ref Time (s)	8.2	8.0	33.8											
Oncoming Left Ref Time (s)	8.0	9.7	8.0											
Combined (s)	24.2	25.7	50.8											

Intersection Summary
 Intersection Capacity Utilization 64.8% ICU Level of Service C
 Reference Times and Phasing Options do not represent an optimized timing plan.





















11: Vail Ave & Whittier Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	1177	111	28	682	69	102	323	70	34	141	55
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	65	1288	0	28	751	0	0	425	70	0	175	55
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	3007	0	1520	3004	0	0	1581	1360	0	1584	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	5.1	51.4	0.0	2.2	30.0	0.0			6.2			4.9
Adj Reference Time (s)	9.1	55.4	0.0	8.0	34.0	0.0			10.2			8.9
Permitted Option												
Adj Saturation A (vph)	101	1504		101	1502		0	338		0	401	
Reference Time A (s)	77.0	51.4		33.2	30.0		0.0	150.9		0.0	52.3	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		77.0			33.2			150.9			52.3	
Adj Reference Time (s)		81.0			37.2			154.9			56.3	
Split Option												
Ref Time Combined (s)	5.1	51.4		2.2	30.0		0.0	32.3		0.0	13.3	
Ref Time Seperate (s)	5.1	47.0		2.2	27.2		8.1	24.2		2.7	10.6	
Reference Time (s)	51.4	51.4		30.0	30.0		32.3	32.3		13.3	13.3	
Adj Reference Time (s)	55.4	55.4		34.0	34.0		36.3	36.3		17.3	17.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	63.4		NA									
Permitted Option (s)	81.0		154.9									
Split Option (s)	89.4		53.5									
Minimum (s)	63.4		53.5		116.9							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	10.2		8.9									
Cross Thru Ref Time (s)	55.4		34.0									
Oncoming Left Ref Time (s)	17.3		36.3									
Combined (s)	82.8		79.1									

Intersection Summary




















Intersection Capacity Utilization 97.4% ICU Level of Service F
 Reference Times and Phasing Options do not represent an optimized timing plan.

12: Vail Ave & Olympic Blvd





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	1146	120	44	460	56	113	406	132	48	205	31
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	86	1266	0	44	516	0	0	519	132	0	253	31
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	3003	0	1520	2997	0	0	1583	1360	0	1585	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	6.8	50.6	0.0	3.5	20.7	0.0			11.6			2.7
Adj Reference Time (s)	10.8	54.6	0.0	8.0	24.7	0.0			15.6			8.0
Permitted Option												
Adj Saturation A (vph)	101	1502		101	1498		0	366		0	409	
Reference Time A (s)	101.8	50.6		52.1	20.7		0.0	170.1		0.0	74.3	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		101.8			52.1			170.1			74.3	
Adj Reference Time (s)		105.8			56.1			174.1			78.3	
Split Option												
Ref Time Combined (s)	6.8	50.6		3.5	20.7		0.0	39.4		0.0	19.2	
Ref Time Seperate (s)	6.8	45.8		3.5	18.4		8.9	30.4		3.8	15.4	
Reference Time (s)	50.6	50.6		20.7	20.7		39.4	39.4		19.2	19.2	
Adj Reference Time (s)	54.6	54.6		24.7	24.7		43.4	43.4		23.2	23.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	62.6		NA									
Permitted Option (s)	105.8		174.1									
Split Option (s)	79.2		66.5									
Minimum (s)	62.6		66.5		129.1							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	15.6		8.0									
Cross Thru Ref Time (s)	54.6		24.7									
Oncoming Left Ref Time (s)	23.2		43.4									
Combined (s)	93.4		76.0									

Intersection Summary
 Intersection Capacity Utilization 107.6% ICU Level of Service G
 Reference Times and Phasing Options do not represent an optimized timing plan.

13: Vail Ave & Flotilla St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	234	0	149	1	0	0	58	414	0	3	318	35
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	234	149	0	0	1	0	58	414	0	3	353	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	1360	0	0	1520	0	1520	1600	0	1520	1576	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	No			No			Yes			Yes		
Reference Time (s)	0.0			0.0			4.6	31.1	0.0	0.2	26.9	0.0
Adj Reference Time (s)	0.0			0.0			8.6	35.0	0.0	8.0	30.9	0.0
Permitted Option												
Adj Saturation A (vph)	1621	1360	0	101	101	1600	101	1576	101	1576	101	1576
Reference Time A (s)	17.3	13.1	0.0	1.2	1.2	68.7	31.1	26.9	3.6	26.9	3.6	26.9
Adj Saturation B (vph)	0	1360	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Reference Time B (s)	26.5	13.1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Reference Time (s)	17.3		1.2		68.7		26.9		3.6		26.9	
Adj Reference Time (s)	21.3		8.0		72.7		30.9		8.0		30.9	
Split Option												
Ref Time Combined (s)	18.5	13.1	0.0	0.1	0.1	4.6	31.1	0.2	0.2	26.9	0.2	26.9
Ref Time Seperate (s)	18.5	0.0	0.1	0.0	0.0	4.6	31.1	0.2	0.2	24.2	0.2	24.2
Reference Time (s)	18.5	18.5	0.1	0.1	0.1	31.1	31.1	26.9	26.9	26.9	26.9	26.9
Adj Reference Time (s)	22.5	22.5	8.0	8.0	8.0	35.0	35.0	30.9	30.9	30.9	30.9	30.9
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		43.0									
Permitted Option (s)	21.3		72.7									
Split Option (s)	30.5		65.9									
Minimum (s)	21.3		43.0		64.4							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	53.6%		ICU Level of Service		A							
Reference Times and Phasing Options do not represent an optimized timing plan.												

14: Vail Ave & Washington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	121	1556	71	31	728	114	75	207	69	178	171	91
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	121	1556	71	31	842	0	0	351	0	0	440	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.96	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1520	3046	1360	1520	4270	0	0	2925	0	0	2892	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	9.6	61.3	6.3	2.4	23.7	0.0			0.0			0.0
Adj Reference Time (s)	13.6	65.3	10.3	8.0	27.7	0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1423		0	97		0	96	
Reference Time A (s)	143.3	61.3		36.7	23.7		0.0	92.3		0.0	221.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		143.3			36.7			92.3			221.6	
Adj Reference Time (s)		147.3			40.7			96.3			225.6	
Split Option												
Ref Time Combined (s)	9.6	61.3		2.4	23.7		0.0	14.4		0.0	18.3	
Ref Time Seperate (s)	9.6	61.3		2.4	20.5		5.9	8.5		14.1	7.1	
Reference Time (s)	61.3	61.3		23.7	23.7		14.4	14.4		18.3	18.3	
Adj Reference Time (s)	65.3	65.3		27.7	27.7		18.4	18.4		22.3	22.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	73.3		NA									
Permitted Option (s)	147.3		225.6									
Split Option (s)	93.0		40.7									
Minimum (s)	73.3		40.7		113.9							
Right Turns												
	EBR											
Adj Reference Time (s)	10.3											
Cross Thru Ref Time (s)	22.3											
Oncoming Left Ref Time (s)	8.0											
Combined (s)	40.5											

Intersection Summary

Intersection Capacity Utilization 95.0% ICU Level of Service F
 Reference Times and Phasing Options do not represent an optimized timing plan.























15: California Ave & Whittier Blvd

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Volume (vph)	1238	36	19	772	25	19
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	1274	0	19	772	25	19
Lane Utilization Factor	0.95	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	1.00	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	3033	0	1520	3046	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	50.4	0.0	1.5	30.4		1.7
Adj Reference Time (s)	54.4	0.0	8.0	34.4		8.0
Permitted Option						
Adj Saturation A (vph)	1517		101	1523	101	
Reference Time A (s)	50.4		22.5	30.4	29.6	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	50.4			30.4		
Adj Reference Time (s)	54.4			34.4		
Split Option						
Ref Time Combined (s)	50.4		1.5	30.4	2.0	
Ref Time Seperate (s)	49.0		1.5	30.4	2.0	
Reference Time (s)	50.4		30.4	30.4	2.0	
Adj Reference Time (s)	54.4		34.4	34.4	8.0	
Summary	EB WB		NB		Combined	
Protected Option (s)	62.4		NA			
Permitted Option (s)	54.4		Err			
Split Option (s)	88.8		8.0			
Minimum (s)	54.4		8.0		62.4	
Right Turns	NBR					
Adj Reference Time (s)	8.0					
Cross Thru Ref Time (s)	54.4					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	62.4					

























Intersection Summary

Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Reference Times and Phasing Options do not represent an optimized timing plan.			






















16: Maple Ave & Beverly Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 						 		
Volume (vph)	80	1778	103	82	798	35	63	185	83	40	90	31	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	80	1881	0	82	833	0	0	248	83	0	161	0	
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.96	0.85	
Saturated Flow (vph)	1520	4323	0	1520	4331	0	0	1580	1360	0	1534	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes			Yes			No			No			
Reference Time (s)	6.3	52.2	0.0	6.5	23.1	0.0	7.3			0.0			
Adj Reference Time (s)	10.3	56.2	0.0	10.5	27.1	0.0	11.3			0.0			
Permitted Option													
Adj Saturation A (vph)	101	1441		101	1444		0	1175		0	319		
Reference Time A (s)	94.7	52.2		97.1	23.1		0.0	25.3		0.0	60.6		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)	94.7		97.1		25.3		60.6						
Adj Reference Time (s)	98.7		101.1		29.3		64.6						
Split Option													
Ref Time Combined (s)	6.3	52.2		6.5	23.1		0.0	18.8		0.0	12.6		
Ref Time Seperate (s)	6.3	49.4		6.5	22.1		5.0	13.9		3.2	7.0		
Reference Time (s)	52.2	52.2		23.1	23.1		18.8	18.8		12.6	12.6		
Adj Reference Time (s)	56.2	56.2		27.1	27.1		22.8	22.8		16.6	16.6		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	66.7		NA										
Permitted Option (s)	101.1		64.6										
Split Option (s)	83.3		39.4										
Minimum (s)	66.7		39.4		106.1								
Right Turns													
	NBR												
Adj Reference Time (s)	11.3												
Cross Thru Ref Time (s)	56.2												
Oncoming Left Ref Time (s)	16.6												
Combined (s)	84.1												
Intersection Summary													
Intersection Capacity Utilization	88.4%		ICU Level of Service						E				
Reference Times and Phasing Options do not represent an optimized timing plan.													























17: Maple Ave & Whittier Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 			 			 		
Volume (vph)	61	1152	51	34	694	33	56	174	37	49	123	44	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	61	1203	0	34	727	0	56	211	0	49	167	0	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.97	0.85	0.95	0.96	0.85	
Saturated Flow (vph)	1520	3027	0	1520	3026	0	1520	1558	0	1520	1537	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes			Yes			Yes			Yes			
Reference Time (s)	4.8	47.7	0.0	2.7	28.8	0.0	4.4	16.3	0.0	3.9	13.0	0.0	
Adj Reference Time (s)	8.8	51.7	0.0	8.0	32.8	0.0	8.4	20.3	0.0	8.0	17.0	0.0	
Permitted Option													
Adj Saturation A (vph)	101	1514		101	1513		101	1558		101	1537		
Reference Time A (s)	72.2	47.7		40.3	28.8		66.3	16.3		58.0	13.0		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		72.2			40.3			66.3			58.0		
Adj Reference Time (s)		76.2			44.3			70.3			62.0		
Split Option													
Ref Time Combined (s)	4.8	47.7		2.7	28.8		4.4	16.3		3.9	13.0		
Ref Time Seperate (s)	4.8	45.7		2.7	27.5		4.4	13.4		3.9	9.6		
Reference Time (s)	47.7	47.7		28.8	28.8		16.3	16.3		13.0	13.0		
Adj Reference Time (s)	51.7	51.7		32.8	32.8		20.3	20.3		17.0	17.0		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	59.7		28.3										
Permitted Option (s)	76.2		70.3										
Split Option (s)	84.5		37.3										
Minimum (s)	59.7		28.3		87.9								
Right Turns													
Adj Reference Time (s)													
Cross Thru Ref Time (s)													
Oncoming Left Ref Time (s)													
Combined (s)													
Intersection Summary													
Intersection Capacity Utilization			73.3%		ICU Level of Service				D				
Reference Times and Phasing Options do not represent an optimized timing plan.													

18: Maple Ave & Olympic Blvd





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	1099	106	35	419	37	86	149	50	44	123	43
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	74	1099	106	35	456	0	0	235	50	0	167	43
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3009	0	0	1571	1360	0	1579	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	5.8	43.3	9.4	2.8	18.2	0.0			4.4			3.8
Adj Reference Time (s)	9.8	47.3	13.4	8.0	22.2	0.0			8.4			8.0
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1505		0	235		0	312	
Reference Time A (s)	87.6	43.3		41.4	18.2		0.0	120.0		0.0	64.1	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		87.6			41.4			120.0			64.1	
Adj Reference Time (s)		91.6			45.4			124.0			68.1	
Split Option												
Ref Time Combined (s)	5.8	43.3		2.8	18.2		0.0	18.0		0.0	12.7	
Ref Time Seperate (s)	5.8	43.3		2.8	16.7		6.8	11.2		3.5	9.2	
Reference Time (s)	43.3	43.3		18.2	18.2		18.0	18.0		12.7	12.7	
Adj Reference Time (s)	47.3	47.3		22.2	22.2		22.0	22.0		16.7	16.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	55.3		NA									
Permitted Option (s)	91.6		124.0									
Split Option (s)	69.5		38.6									
Minimum (s)	55.3		38.6		93.9							
Right Turns												
	EBR	NBR	SBR									
Adj Reference Time (s)	13.4	8.4	8.0									
Cross Thru Ref Time (s)	16.7	47.3	22.2									
Oncoming Left Ref Time (s)	8.0	16.7	22.0									
Combined (s)	38.0	72.4	52.1									
Intersection Summary												
Intersection Capacity Utilization			78.3%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

21: Maple Ave & Washington Blvd

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		 			 									
Volume (vph)	83	1630	45	43	687	80	44	79	59	67	71	82		
Pedestrians														
Ped Button														
Pedestrian Timing (s)														
Free Right	No			No			No			No				
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120		
Volume Combined (vph)	83	1675	0	43	767	0	0	123	59	0	138	82		
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85	0.95	0.98	0.85		
Saturated Flow (vph)	1520	4341	0	1520	4290	0	0	1571	1360	0	1561	1360		
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00			
Protected Option Allowed	Yes			Yes			No			No				
Reference Time (s)	6.6	46.3	0.0	3.4	21.5	0.0				5.2	7.2			
Adj Reference Time (s)	10.6	50.3	0.0	8.0	25.5	0.0				9.2	11.2			
Permitted Option														
Adj Saturation A (vph)	101	1447			101	1430			0	240			0	183
Reference Time A (s)	98.3	46.3			50.9	21.5			0.0	61.6			0.0	90.5
Adj Saturation B (vph)	NA	NA			NA	NA			0	0			0	0
Reference Time B (s)	NA	NA			NA	NA			11.5	17.4			13.3	18.6
Reference Time (s)	98.3				50.9				17.4				18.6	
Adj Reference Time (s)	102.3				54.9				21.4				22.6	
Split Option														
Ref Time Combined (s)	6.6	46.3			3.4	21.5			0.0	9.4			0.0	10.6
Ref Time Seperate (s)	6.6	45.1			3.4	19.2			3.5	5.9			5.3	5.3
Reference Time (s)	46.3	46.3			21.5	21.5			9.4	9.4			10.6	10.6
Adj Reference Time (s)	50.3	50.3			25.5	25.5			13.4	13.4			14.6	14.6
Summary														
	EB WB		NB SB		Combined									
Protected Option (s)	58.3		NA											
Permitted Option (s)	102.3		22.6											
Split Option (s)	75.8		28.0											
Minimum (s)	58.3		22.6		80.9									
Right Turns														
	NBR		SBR											
Adj Reference Time (s)	9.2		11.2											
Cross Thru Ref Time (s)	50.3		25.5											
Oncoming Left Ref Time (s)	14.6		13.4											
Combined (s)	74.1		50.1											

Intersection Summary
 Intersection Capacity Utilization 67.4% ICU Level of Service C
 Reference Times and Phasing Options do not represent an optimized timing plan.





















22: Taylor Ave & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	1188	43	23	684	17	77	60	29	24	53	13
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	12	1231	0	23	701	0	0	137	29	0	77	13
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3030	0	1520	3035	0	0	1555	1360	0	1575	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes		Yes		No		No		No		No	
Reference Time (s)	0.9	48.7	0.0	1.8	27.7	0.0		2.6				1.1
Adj Reference Time (s)	8.0	52.7	0.0	8.0	31.7	0.0		8.0				8.0
Permitted Option												
Adj Saturation A (vph)	101	1515		101	1518		0	161		0	271	
Reference Time A (s)	14.2	48.7		27.2	27.7		0.0	102.2		0.0	34.2	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		14.1	18.6		9.9	13.9	
Reference Time (s)		48.7			27.7			18.6			13.9	
Adj Reference Time (s)		52.7			31.7			22.6			17.9	
Split Option												
Ref Time Combined (s)	0.9	48.7		1.8	27.7		0.0	10.6		0.0	5.9	
Ref Time Seperate (s)	0.9	47.0		1.8	27.0		6.1	4.5		1.9	4.0	
Reference Time (s)	48.7	48.7		27.7	27.7		10.6	10.6		5.9	5.9	
Adj Reference Time (s)	52.7	52.7		31.7	31.7		14.6	14.6		9.9	9.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	60.7		NA									
Permitted Option (s)	52.7		22.6									
Split Option (s)	84.5		24.4									
Minimum (s)	52.7		22.6		75.3							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.0									
Cross Thru Ref Time (s)	52.7		31.7									
Oncoming Left Ref Time (s)	9.9		14.6									
Combined (s)	70.6		54.3									

Intersection Summary

Intersection Capacity Utilization 62.8% ICU Level of Service B
 Reference Times and Phasing Options do not represent an optimized timing plan.

25: Greenwood Ave & Olympic Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	860	316	16	280	30	200	93	27	22	162	28
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	40	1176	0	16	310	0	0	293	27	0	184	28
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.99	0.85	0.95	0.97	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	2924	0	1520	3002	0	0	1545	1360	0	1590	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	3.2	48.3	0.0	1.3	12.4	0.0			2.4			2.5
Adj Reference Time (s)	8.0	52.3	0.0	8.0	16.4	0.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1462		101	1501		0	136		0	573	
Reference Time A (s)	47.4	48.3		18.9	12.4		0.0	258.2		0.0	38.5	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		9.7	21.9	
Reference Time (s)		48.3			18.9			258.2			21.9	
Adj Reference Time (s)		52.3			22.9			262.2			25.9	
Split Option												
Ref Time Combined (s)	3.2	48.3		1.3	12.4		0.0	22.8		0.0	13.9	
Ref Time Seperate (s)	3.2	35.3		1.3	11.2		15.8	7.0		1.7	12.2	
Reference Time (s)	48.3	48.3		12.4	12.4		22.8	22.8		13.9	13.9	
Adj Reference Time (s)	52.3	52.3		16.4	16.4		26.8	26.8		17.9	17.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	60.3		NA									
Permitted Option (s)	52.3		262.2									
Split Option (s)	68.7		44.6									
Minimum (s)	52.3		44.6		96.9							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.0									
Cross Thru Ref Time (s)	52.3		16.4									
Oncoming Left Ref Time (s)	17.9		26.8									
Combined (s)	78.2		51.1									

Intersection Summary

Intersection Capacity Utilization 80.8% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

27: Greenwood Ave & Mines Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	95	175	100	29	54	41	41	810	44	82	835	52
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	95	275	0	29	54	41	41	854	0	82	887	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	1513	0	1520	1600	1360	1520	3023	0	1520	3020	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00			0.00			0.00		
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	7.5	21.8	0.0	2.3	4.0	3.6	3.2	33.9	0.0	6.5	35.2	0.0
Adj Reference Time (s)	11.5	25.8	0.0	8.0	8.1	8.0	8.0	37.9	0.0	10.5	39.2	0.0
Permitted Option												
Adj Saturation A (vph)	101	1513		101	1600		101	1511		101	1510	
Reference Time A (s)	112.5	21.8		34.3	4.0		48.6	33.9		97.1	35.2	
Adj Saturation B (vph)	0	1513		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	15.5	21.8		NA	NA		NA	NA		NA	NA	
Reference Time (s)		21.8			34.3			48.6			97.1	
Adj Reference Time (s)		25.8			38.3			52.6			101.1	
Split Option												
Ref Time Combined (s)	7.5	21.8		2.3	4.0		3.2	33.9		6.5	35.2	
Ref Time Seperate (s)	7.5	13.9		2.3	4.0		3.2	32.2		6.5	33.2	
Reference Time (s)	21.8	21.8		4.0	4.0		33.9	33.9		35.2	35.2	
Adj Reference Time (s)	25.8	25.8		8.1	8.1		37.9	37.9		39.2	39.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	33.8		48.4									
Permitted Option (s)	38.3		101.1									
Split Option (s)	33.9		77.2									
Minimum (s)	33.8		48.4		82.2							
Right Turns												
	WBR											
Adj Reference Time (s)	8.0											
Cross Thru Ref Time (s)	37.9											
Oncoming Left Ref Time (s)	11.5											
Combined (s)	57.4											
Intersection Summary												
Intersection Capacity Utilization	68.5%		ICU Level of Service						C			
Reference Times and Phasing Options do not represent an optimized timing plan.												
























28: Greenwood Ave & Beach St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	102	56	22	39	40	43	817	53	75	812	26
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	135	56	0	61	40	43	870	0	75	838	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.99	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1580	1360	0	1571	1360	1520	3019	0	1520	3032	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			4.9			3.5	3.4	34.6	0.0	5.9	33.2	0.0
Adj Reference Time (s)			8.9			8.0	8.0	38.6	0.0	9.9	37.2	0.0
Permitted Option												
Adj Saturation A (vph)	0	333		0	238		101	1509		101	1516	
Reference Time A (s)	0.0	48.7		0.0	30.7		50.9	34.6		88.8	33.2	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	10.6	18.3		9.7	12.7		NA	NA		NA	NA	
Reference Time (s)		18.3			12.7			50.9			88.8	
Adj Reference Time (s)		22.3			16.7			54.9			92.8	
Split Option												
Ref Time Combined (s)	0.0	10.3		0.0	4.7		3.4	34.6		5.9	33.2	
Ref Time Seperate (s)	2.6	7.7		1.7	2.9		3.4	32.5		5.9	32.1	
Reference Time (s)	10.3	10.3		4.7	4.7		34.6	34.6		33.2	33.2	
Adj Reference Time (s)	14.3	14.3		8.7	8.7		38.6	38.6		37.2	37.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		48.5									
Permitted Option (s)	22.3		92.8									
Split Option (s)	22.9		75.7									
Minimum (s)	22.3		48.5		70.8							
Right Turns												
	EBR		WBR									
Adj Reference Time (s)	8.9		8.0									
Cross Thru Ref Time (s)	37.2		38.6									
Oncoming Left Ref Time (s)	8.7		14.3									
Combined (s)	54.8		60.8									
Intersection Summary												
Intersection Capacity Utilization			59.0%		ICU Level of Service		B					
Reference Times and Phasing Options do not represent an optimized timing plan.												

29: Greenwood Ave & Washington Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	234	1331	221	88	632	84	72	603	103	130	660	102
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	234	1552	0	88	716	0	72	603	103	130	762	0
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	4265	0	1520	4282	0	1520	3046	1360	1520	2985	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	18.5	43.7	0.0	6.9	20.1	0.0	5.7	23.8	9.1	10.3	30.6	0.0
Adj Reference Time (s)	22.5	47.7	0.0	10.9	24.1	0.0	9.7	27.8	13.1	14.3	34.6	0.0
Permitted Option												
Adj Saturation A (vph)	101	1422		101	1427		101	1523		101	1493	
Reference Time A (s)	277.1	43.7		104.2	20.1		85.3	23.8		153.9	30.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		277.1			104.2			85.3			153.9	
Adj Reference Time (s)		281.1			108.2			89.3			157.9	
Split Option												
Ref Time Combined (s)	18.5	43.7		6.9	20.1		5.7	23.8		10.3	30.6	
Ref Time Seperate (s)	18.5	37.4		6.9	17.7		5.7	23.8		10.3	26.5	
Reference Time (s)	43.7	43.7		20.1	20.1		23.8	23.8		30.6	30.6	
Adj Reference Time (s)	47.7	47.7		24.1	24.1		27.8	27.8		34.6	34.6	
Summary												
	EB WB			NB SB			Combined					
Protected Option (s)	58.6			44.3								
Permitted Option (s)	281.1			157.9								
Split Option (s)	71.7			62.4								
Minimum (s)	58.6			44.3			102.9					
Right Turns												
Adj Reference Time (s)	13.1											
Cross Thru Ref Time (s)	47.7											
Oncoming Left Ref Time (s)	14.3											
Combined (s)	75.0											
Intersection Summary												
Intersection Capacity Utilization	85.8%			ICU Level of Service			E					
Reference Times and Phasing Options do not represent an optimized timing plan.												

30: 10th St & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	37	1091	13	11	734	12	25	17	10	28	31	30
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	37	1104	0	11	746	0	0	52	0	0	59	30
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3041	0	1520	3039	0	0	1516	0	0	1562	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	2.9	43.6	0.0	0.9	29.5	0.0			0.0			2.6
Adj Reference Time (s)	8.0	47.6	0.0	8.0	33.5	0.0			0.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1521		101	1520		0	179		0	1247	
Reference Time A (s)	43.8	43.6		13.0	29.5		0.0	34.8		0.0	5.7	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		10.0	12.1		10.2	12.5	
Reference Time (s)		43.8			29.5			12.1			5.7	
Adj Reference Time (s)		47.8			33.5			16.1			9.7	
Split Option												
Ref Time Combined (s)	2.9	43.6		0.9	29.5		0.0	4.1		0.0	4.5	
Ref Time Seperate (s)	2.9	43.1		0.9	29.0		2.0	1.4		2.2	2.3	
Reference Time (s)	43.6	43.6		29.5	29.5		4.1	4.1		4.5	4.5	
Adj Reference Time (s)	47.6	47.6		33.5	33.5		8.1	8.1		8.5	8.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	55.6		NA									
Permitted Option (s)	47.8		16.1									
Split Option (s)	81.0		16.6									
Minimum (s)	47.8		16.1		63.9							
Right Turns												
	SBR											
Adj Reference Time (s)	8.0											
Cross Thru Ref Time (s)	33.5											
Oncoming Left Ref Time (s)	8.1											
Combined (s)	49.6											

Intersection Summary

Intersection Capacity Utilization 53.3% ICU Level of Service A
 Reference Times and Phasing Options do not represent an optimized timing plan.





















31: Montebello Blvd & Whittier Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	183	831	57	92	579	75	84	795	110	164	709	86
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	183	831	57	92	654	0	84	795	110	164	709	86
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	2994	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	14.4	32.7	5.0	7.3	26.2	0.0	6.6	31.3	9.7	12.9	27.9	7.6
Adj Reference Time (s)	18.4	36.7	9.0	11.3	30.2	0.0	10.6	35.3	13.7	16.9	31.9	11.6
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1497		101	1523		101	1523	
Reference Time A (s)	216.7	32.7		108.9	26.2		99.5	31.3		194.2	27.9	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		216.7			108.9			99.5			194.2	
Adj Reference Time (s)		220.7			112.9			103.5			198.2	
Split Option												
Ref Time Combined (s)	14.4	32.7		7.3	26.2		6.6	31.3		12.9	27.9	
Ref Time Seperate (s)	14.4	32.7		7.3	23.2		6.6	31.3		12.9	27.9	
Reference Time (s)	32.7	32.7		26.2	26.2		31.3	31.3		27.9	27.9	
Adj Reference Time (s)	36.7	36.7		30.2	30.2		35.3	35.3		31.9	31.9	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	48.7		52.3									
Permitted Option (s)	220.7		198.2									
Split Option (s)	66.9		67.2									
Minimum (s)	48.7		52.3		100.9							
Right Turns	EBR	NBR	SBR									
Adj Reference Time (s)	9.0	13.7	11.6									
Cross Thru Ref Time (s)	31.9	36.7	30.2									
Oncoming Left Ref Time (s)	11.3	16.9	10.6									
Combined (s)	52.2	67.4	52.4									
Intersection Summary												
Intersection Capacity Utilization	84.1%		ICU Level of Service						E			
Reference Times and Phasing Options do not represent an optimized timing plan.												






















33: Montebello Blvd & Olympic Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	201	529	177	77	126	16	95	740	85	11	725	103	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	0	907	0	0	203	16	95	740	85	11	725	103	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	0	2924	0	0	2989	1360	1520	3046	1360	1520	3046	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		No			No			Yes			Yes		
Reference Time (s)			0.0			1.4	7.5	29.1	7.5	0.9	28.6	9.1	
Adj Reference Time (s)			0.0			8.0	11.5	33.1	11.5	8.0	32.6	13.1	
Permitted Option													
Adj Saturation A (vph)	0	97		0	100		101	1523		101	1523		
Reference Time A (s)	0.0	247.4		0.0	92.8		112.5	29.1		13.0	28.6		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		247.4			92.8			112.5			28.6		
Adj Reference Time (s)		251.4			96.8			116.5			32.6		
Split Option													
Ref Time Combined (s)	0.0	37.2		0.0	8.2		7.5	29.1		0.9	28.6		
Ref Time Seperate (s)	15.9	21.7		6.1	5.0		7.5	29.1		0.9	28.6		
Reference Time (s)	37.2	37.2		8.2	8.2		29.1	29.1		28.6	28.6		
Adj Reference Time (s)	41.2	41.2		12.2	12.2		33.1	33.1		32.6	32.6		
Summary													
	EB WB			NB SB			Combined						
Protected Option (s)	NA			44.1									
Permitted Option (s)	251.4			116.5									
Split Option (s)	53.4			65.7									
Minimum (s)	53.4			44.1			97.4						
Right Turns													
	WBR		NBR		SBR								
Adj Reference Time (s)	8.0		11.5		13.1								
Cross Thru Ref Time (s)	33.1		41.2		12.2								
Oncoming Left Ref Time (s)	41.2		8.0		11.5								
Combined (s)	82.4		60.7		36.7								
Intersection Summary													
Intersection Capacity Utilization	81.2%			ICU Level of Service						D			
Reference Times and Phasing Options do not represent an optimized timing plan.													

35: Montebello Way/Montebello Blvd & Truck Way

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Volume (vph)	0	0	10	0	0	182	0	679	10	254	604	6	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	0	0	10	0	182	0	0	679	10	254	604	6	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.85	0.85	0.95	1.00	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	0	0	1360	0	1360	0	0	3046	1360	1520	3046	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes		
Reference Time (s)	0.0	0.0	0.9	0.0	16.1	0.0	0.0	26.7	0.9	20.1	23.8	0.5	
Adj Reference Time (s)	0.0	0.0	8.0	0.0	20.1	0.0	0.0	30.7	8.0	24.1	27.8	8.0	
Permitted Option													
Adj Saturation A (vph)	0	0		0	1360		0	1523		101	1523		
Reference Time A (s)	0.0	0.0		0.0	16.1		0.0	26.7		300.8	23.8		
Adj Saturation B (vph)	NA	NA		0	1360		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		0.0	16.1		NA	NA		NA	NA		
Reference Time (s)		0.0			16.1			26.7			300.8		
Adj Reference Time (s)		8.0			20.1			30.7			304.8		
Split Option													
Ref Time Combined (s)	0.0	0.0		0.0	16.1		0.0	26.7		20.1	23.8		
Ref Time Seperate (s)	0.0	0.0		0.0	0.0		0.0	26.7		20.1	23.8		
Reference Time (s)	0.0	0.0		16.1	16.1		26.7	26.7		23.8	23.8		
Adj Reference Time (s)	0.0	0.0		20.1	20.1		30.7	30.7		27.8	27.8		
Summary	NW SE		NE SW		Combined								
Protected Option (s)	20.1		54.8										
Permitted Option (s)	20.1		304.8										
Split Option (s)	20.1		58.5										
Minimum (s)	20.1		54.8		74.9								
Right Turns	SER	NER	SWR										
Adj Reference Time (s)	8.0	8.0	8.0										
Cross Thru Ref Time (s)	27.8	0.0	20.1										
Oncoming Left Ref Time (s)	0.0	24.1	0.0										
Combined (s)	35.8	32.1	28.1										
Intersection Summary													
Intersection Capacity Utilization	62.4%		ICU Level of Service		B								
Reference Times and Phasing Options do not represent an optimized timing plan.													



















37: Montebello Blvd & Washington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	1492	42	32	705	62	37	43	21	58	58	53
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	40	1492	42	32	767	0	0	80	21	0	116	53
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	3046	1360	1520	4306	0	0	1563	1360	0	1560	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00			0.00			
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	3.2	58.8	3.7	2.5	21.4	0.0			1.9			4.7
Adj Reference Time (s)	8.0	62.8	8.0	8.0	25.4	0.0			8.0			8.7
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1435		0	191		0	178	
Reference Time A (s)	47.4	58.8		37.9	21.4		0.0	50.3		0.0	78.1	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		10.9	14.1		12.6	16.9	
Reference Time (s)		58.8			37.9			14.1			16.9	
Adj Reference Time (s)		62.8			41.9			18.1			20.9	
Split Option												
Ref Time Combined (s)	3.2	58.8		2.5	21.4		0.0	6.1		0.0	8.9	
Ref Time Seperate (s)	3.2	58.8		2.5	19.6		2.9	3.2		4.6	4.3	
Reference Time (s)	58.8	58.8		21.4	21.4		6.1	6.1		8.9	8.9	
Adj Reference Time (s)	62.8	62.8		25.4	25.4		10.1	10.1		12.9	12.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	70.8		NA									
Permitted Option (s)	62.8		20.9									
Split Option (s)	88.1		23.1									
Minimum (s)	62.8		20.9		83.7							
Right Turns												
	EBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	8.7									
Cross Thru Ref Time (s)	12.9	62.8	25.4									
Oncoming Left Ref Time (s)	8.0	12.9	10.1									
Combined (s)	28.9	83.7	44.2									


















Intersection Summary

Intersection Capacity Utilization 69.7% ICU Level of Service C
 Reference Times and Phasing Options do not represent an optimized timing plan.























38: 5th St & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	1063	14	9	625	21	25	45	27	60	49	40
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	1102	0	0	655	0	0	70	27	0	109	40
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.97	0.85
Saturated Flow (vph)	0	3037	0	0	3030	0	0	1571	1360	0	1556	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			2.4			3.5
Adj Reference Time (s)			0.0			0.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	0	883		0	1071		0	240		0	164	
Reference Time A (s)	0.0	68.1		0.0	34.7		0.0	35.0		0.0	79.8	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		10.0	13.3		12.7	16.4	
Reference Time (s)		68.1			34.7			13.3			16.4	
Adj Reference Time (s)		72.1			38.7			17.3			20.4	
Split Option												
Ref Time Combined (s)	0.0	43.5		0.0	25.9		0.0	5.3		0.0	8.4	
Ref Time Seperate (s)	2.0	42.0		0.7	24.7		2.0	3.4		4.7	3.7	
Reference Time (s)	43.5	43.5		25.9	25.9		5.3	5.3		8.4	8.4	
Adj Reference Time (s)	47.5	47.5		29.9	29.9		9.3	9.3		12.4	12.4	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	72.1		20.4									
Split Option (s)	77.5		21.8									
Minimum (s)	72.1		20.4		92.5							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.0									
Cross Thru Ref Time (s)	47.5		29.9									
Oncoming Left Ref Time (s)	12.4		9.3									
Combined (s)	67.9		47.3									
Intersection Summary												
Intersection Capacity Utilization			77.0%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

39: 4th St & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	1090	21	37	611	22	13	81	121	24	39	27
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	1139	0	0	670	0	0	215	0	0	63	27
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.91	0.85	0.95	0.98	0.85
Saturated Flow (vph)	0	3034	0	0	3023	0	0	1461	0	0	1570	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			2.4
Adj Reference Time (s)			0.0			0.0			0.0			8.0
Permitted Option												
Adj Saturation A (vph)	0	849		0	484		0	779		0	470	
Reference Time A (s)	0.0	72.6		0.0	64.7		0.0	33.1		0.0	16.1	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		9.0	25.7		NA	NA	
Reference Time (s)		72.6			64.7			25.7			16.1	
Adj Reference Time (s)		76.6			68.7			29.7			20.1	
Split Option												
Ref Time Combined (s)	0.0	45.0		0.0	26.6		0.0	17.7		0.0	4.8	
Ref Time Seperate (s)	2.2	43.1		2.9	24.2		1.0	6.7		1.9	2.9	
Reference Time (s)	45.0	45.0		26.6	26.6		17.7	17.7		4.8	4.8	
Adj Reference Time (s)	49.0	49.0		30.6	30.6		21.7	21.7		8.8	8.8	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	76.6		29.7									
Split Option (s)	79.6		30.5									
Minimum (s)	76.6		29.7		106.3							
Right Turns												
	SBR											
Adj Reference Time (s)	8.0											
Cross Thru Ref Time (s)	30.6											
Oncoming Left Ref Time (s)	21.7											
Combined (s)	60.3											
Intersection Summary												
Intersection Capacity Utilization			88.6%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												





















41: 2nd St & Whittier Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	1137	9	5	700	23	11	50	48	60	26	21
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	19	1137	9	5	700	23	0	61	48	0	86	21
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	1600	1360	1520	1600	1360	0	1586	1360	0	1544	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00				0.00		0.00			
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	1.5	85.3	0.8	0.4	52.5	2.0			4.2			1.9
Adj Reference Time (s)	8.0	89.3	8.0	8.0	56.5	8.0			8.2			8.0
Permitted Option												
Adj Saturation A (vph)	101	1600		101	1600		0	425		0	134	
Reference Time A (s)	22.5	85.3		5.9	52.5		0.0	17.2		0.0	77.2	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.9	12.6		12.7	14.7	
Reference Time (s)		85.3			52.5			12.6			14.7	
Adj Reference Time (s)		89.3			56.5			16.6			18.7	
Split Option												
Ref Time Combined (s)	1.5	85.3		0.4	52.5		0.0	4.6		0.0	6.7	
Ref Time Seperate (s)	1.5	85.3		0.4	52.5		0.9	3.8		4.7	1.9	
Reference Time (s)	85.3	85.3		52.5	52.5		4.6	4.6		6.7	6.7	
Adj Reference Time (s)	89.3	89.3		56.5	56.5		8.6	8.6		10.7	10.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	97.3		NA									
Permitted Option (s)	89.3		18.7									
Split Option (s)	145.8		19.3									
Minimum (s)	89.3		18.7		108.0							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	8.2	8.0								
Cross Thru Ref Time (s)	10.7	8.6	89.3	56.5								
Oncoming Left Ref Time (s)	8.0	8.0	10.7	8.6								
Combined (s)	26.7	24.6	108.2	73.1								

Intersection Summary

Intersection Capacity Utilization 90.2% ICU Level of Service E
 Reference Times and Phasing Options do not represent an optimized timing plan.


























42: Bluff Rd & Whittier Blvd

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Volume (vph)	19	1216	9	129	675	50	28	134	486	74	87	26		
Pedestrians														
Ped Button														
Pedestrian Timing (s)														
Free Right	No			No			No			No				
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120		
Volume Combined (vph)	19	1225	0	129	725	0	0	162	486	0	161	26		
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.98	0.85		
Saturated Flow (vph)	1520	3043	0	1520	3015	0	0	1586	1360	0	1563	1360		
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00			
Protected Option Allowed	Yes			Yes			No			No				
Reference Time (s)	1.5	48.3	0.0	10.2	28.9	0.0				42.9	2.3			
Adj Reference Time (s)	8.0	52.3	0.0	14.2	32.9	0.0				46.9	8.0			
Permitted Option														
Adj Saturation A (vph)	101	1522			101	1507			0	439			0	192
Reference Time A (s)	22.5	48.3			152.8	28.9			0.0	44.2			0.0	100.6
Adj Saturation B (vph)	NA	NA			NA	NA			0	0			NA	NA
Reference Time B (s)	NA	NA			NA	NA			10.2	20.3			NA	NA
Reference Time (s)	48.3				152.8				20.3				100.6	
Adj Reference Time (s)	52.3				156.8				24.3				104.6	
Split Option														
Ref Time Combined (s)	1.5	48.3			10.2	28.9			0.0	12.3			0.0	12.4
Ref Time Seperate (s)	1.5	48.0			10.2	26.9			2.2	10.1			5.8	6.5
Reference Time (s)	48.3	48.3			28.9	28.9			12.3	12.3			12.4	12.4
Adj Reference Time (s)	52.3	52.3			32.9	32.9			16.3	16.3			16.4	16.4
Summary														
	EB WB		NB SB		Combined									
Protected Option (s)	66.5		NA											
Permitted Option (s)	156.8		104.6											
Split Option (s)	85.2		32.6											
Minimum (s)	66.5		32.6		99.1									
Right Turns														
	NBR		SBR											
Adj Reference Time (s)	46.9		8.0											
Cross Thru Ref Time (s)	52.3		32.9											
Oncoming Left Ref Time (s)	16.4		16.3											
Combined (s)	115.5		57.1											

Intersection Summary





















Intersection Capacity Utilization 96.3% ICU Level of Service F
 Reference Times and Phasing Options do not represent an optimized timing plan.

47: Bluff Rd & Washington Blvd




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Volume (vph)	72	1503	6	51	755	165	19	119	78	290	40	31
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	72	1509	0	51	755	165	19	197	0	0	330	31
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.94	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1520	4356	0	1520	3046	1360	1520	1505	0	0	3059	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes				Yes				No		No	
Reference Time (s)	5.7	41.6	0.0	4.0	29.7	14.6			0.0			2.7
Adj Reference Time (s)	9.7	45.6	0.0	8.0	33.7	18.6			0.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1452			101	1523	101	1505			0	222
Reference Time A (s)	85.3	41.6			60.4	29.7	22.5	15.7			0.0	178.0
Adj Saturation B (vph)	NA	NA			NA	NA	0	1505			NA	NA
Reference Time B (s)	NA	NA			NA	NA	9.5	15.7			NA	NA
Reference Time (s)	85.3				60.4				15.7		178.0	
Adj Reference Time (s)	89.3				64.4				19.7		182.0	
Split Option												
Ref Time Combined (s)	5.7	41.6			4.0	29.7	1.5	15.7			0.0	12.9
Ref Time Seperate (s)	5.7	41.4			4.0	29.7	1.5	9.5			11.4	3.0
Reference Time (s)	41.6	41.6			29.7	29.7	15.7	15.7			12.9	12.9
Adj Reference Time (s)	45.6	45.6			33.7	33.7	19.7	19.7			16.9	16.9
Summary	EB WB		NB SB		Combined							
Protected Option (s)	53.6		NA									
Permitted Option (s)	89.3		182.0									
Split Option (s)	79.3		36.7									
Minimum (s)	53.6		36.7		90.3							
Right Turns	WBR		SBR									
Adj Reference Time (s)	18.6		8.0									
Cross Thru Ref Time (s)	19.7		33.7									
Oncoming Left Ref Time (s)	9.7		19.7									
Combined (s)	48.0		61.4									

Intersection Summary
 Intersection Capacity Utilization 75.2% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

19: Maple Ave & Mines Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	23	224	9	27	55	66	7	191	38	106	151	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	243	10	29	60	72	8	208	41	115	164	11
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	268	10	89	72	215	41	279	11				
Volume Left (vph)	25	0	29	0	8	0	115	0				
Volume Right (vph)	0	10	0	72	0	41	0	11				
Hadj (s)	0.08	-0.67	0.20	-0.67	0.05	-0.67	0.24	-0.67				
Departure Headway (s)	6.4	5.7	6.8	5.9	6.3	5.6	6.4	5.5				
Degree Utilization, x	0.48	0.02	0.17	0.12	0.38	0.06	0.50	0.02				
Capacity (veh/h)	531	589	490	556	530	596	533	607				
Control Delay (s)	14.0	7.6	9.9	8.5	11.9	7.8	14.5	7.4				
Approach Delay (s)	13.8		9.3		11.3		14.2					
Approach LOS	B		A		B		B					
Intersection Summary												
Delay			12.5									
Level of Service			B									
Intersection Capacity Utilization			62.9%	ICU Level of Service								B
Analysis Period (min)			15									

20: Maple Ave & Beach St




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	6	138	28	19	45	30	11	183	28	34	149	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	150	30	21	49	33	12	199	30	37	162	1
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total (vph)	157	30	102	211	30	200						
Volume Left (vph)	7	0	21	12	0	37						
Volume Right (vph)	0	30	33	0	30	1						
Hadj (s)	0.05	-0.67	-0.12	0.06	-0.67	0.07						
Departure Headway (s)	6.0	5.2	6.0	5.7	5.0	5.8						
Degree Utilization, x	0.26	0.04	0.17	0.33	0.04	0.32						
Capacity (veh/h)	562	634	553	603	683	589						
Control Delay (s)	9.8	7.3	10.2	10.3	7.0	11.5						
Approach Delay (s)	9.4		10.2	9.9		11.5						
Approach LOS	A		B	A		B						
Intersection Summary												
Delay			10.2									
Level of Service			B									
Intersection Capacity Utilization			52.4%	ICU Level of Service	A							
Analysis Period (min)			15									

23: Greenwood Ave & Whittier Blvd

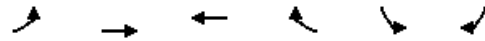
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (veh/h)	28	1092	111	96	675	13	22	95	36	2	7	19	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	30	1187	121	104	734	14	24	103	39	2	8	21	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None			None									
Median storage (veh)													
Upstream signal (ft)	674			325									
pX, platoon unblocked	0.85			0.68			0.76	0.76	0.68	0.76	0.76	0.85	
vC, conflicting volume	748			1308			1908	2265	654	1695	2318	374	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	342			526			660	1129	0	380	1199	0	
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9	
tC, 2 stage (s)													
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	97			85			89	19	95	98	93	98	
cM capacity (veh/h)	1029			709			214	128	742	116	116	919	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2				
Volume Total	30	791	516	104	489	259	166	10	21				
Volume Left	30	0	0	104	0	0	24	2	0				
Volume Right	0	0	121	0	0	14	39	0	21				
cSH	1029	1700	1700	709	1700	1700	171	116	919				
Volume to Capacity	0.03	0.47	0.30	0.15	0.29	0.15	0.97	0.08	0.02				
Queue Length 95th (ft)	2	0	0	13	0	0	191	7	2				
Control Delay (s)	8.6	0.0	0.0	10.9	0.0	0.0	116.7	38.9	9.0				
Lane LOS	A			B			F	E	A				
Approach Delay (s)	0.2			1.3			116.7	18.6					
Approach LOS							F	C					
Intersection Summary													
Average Delay	9.0												
Intersection Capacity Utilization	73.0%			ICU Level of Service						D			
Analysis Period (min)	15												

24: Greenwood Ave & Los Angeles Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	8	19	10	10	17	23	125	4	14	170	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	9	21	11	11	18	25	136	4	15	185	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								694				
pX, platoon unblocked												
vC, conflicting volume	425	405	185	426	409	136	192			140		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	425	405	185	426	409	136	192			140		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	98	98	98	98	98			99		
cM capacity (veh/h)	509	519	857	508	517	913	1381			1443		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2					
Volume Total	18	21	40	161	4	200	8					
Volume Left	10	0	11	25	0	15	0					
Volume Right	0	21	18	0	4	0	8					
cSH	514	857	642	1381	1700	1443	1700					
Volume to Capacity	0.04	0.02	0.06	0.02	0.00	0.01	0.00					
Queue Length 95th (ft)	3	2	5	1	0	1	0					
Control Delay (s)	12.3	9.3	11.0	1.3	0.0	0.7	0.0					
Lane LOS	B	A	B	A		A						
Approach Delay (s)	10.7		11.0	1.3		0.6						
Approach LOS	B		B									
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			40.1%		ICU Level of Service					A		
Analysis Period (min)			15									

26: Greenwood Ave & Montebello Way



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↗	↗↗	↗↗	↗	↘	↗
Volume (veh/h)	284	683	606	13	0	389
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	309	742	659	14	0	423
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		311	1270			
pX, platoon unblocked						
vC, conflicting volume	673				1647	329
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	673				1647	329
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	66				100	37
cM capacity (veh/h)	914				60	666

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	309	371	371	329	329	14	0	423
Volume Left	309	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	14	0	423
cSH	914	1700	1700	1700	1700	1700	1700	666
Volume to Capacity	0.34	0.22	0.22	0.19	0.19	0.01	0.00	0.63
Queue Length 95th (ft)	38	0	0	0	0	0	0	113
Control Delay (s)	10.9	0.0	0.0	0.0	0.0	0.0	0.0	19.3
Lane LOS	B						A	C
Approach Delay (s)	3.2			0.0			19.3	
Approach LOS							C	

Intersection Summary			
Average Delay		5.4	
Intersection Capacity Utilization	55.2%		ICU Level of Service B
Analysis Period (min)		15	





















32: Montebello Blvd & Los Angeles Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	8	32	16	9	56	6	910	31	53	789	19
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	9	35	17	10	61	7	989	34	58	858	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								693			684	
pX, platoon unblocked	0.88	0.88	0.83	0.88	0.88	0.88	0.83			0.88		
vC, conflicting volume	1546	2009	429	1585	1996	495	878			1023		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	765	1288	0	809	1273	166	431			763		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	93	96	92	93	92	99			92		
cM capacity (veh/h)	210	132	896	205	135	751	929			747		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	23	35	27	61	7	495	495	34	58	429	429	21
Volume Left	14	0	17	0	7	0	0	0	58	0	0	0
Volume Right	0	35	0	61	0	0	0	34	0	0	0	21
cSH	171	896	173	751	929	1700	1700	1700	747	1700	1700	1700
Volume to Capacity	0.13	0.04	0.16	0.08	0.01	0.29	0.29	0.02	0.08	0.25	0.25	0.01
Queue Length 95th (ft)	11	3	14	7	1	0	0	0	6	0	0	0
Control Delay (s)	29.2	9.2	29.7	10.2	8.9	0.0	0.0	0.0	10.2	0.0	0.0	0.0
Lane LOS	D	A	D	B	A				B			
Approach Delay (s)	17.1		16.2		0.1				0.6			
Approach LOS	C		C									
Intersection Summary												
Average Delay			1.5									
Intersection Capacity Utilization			51.6%		ICU Level of Service				A			
Analysis Period (min)			15									

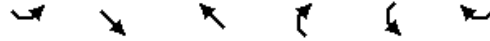
34: Montebello Blvd & Roosevelt Ave

	↑	↗	↘	↓	↖	↗			
Movement	NBT	NBR	SBL	SBT	NWL	NWR			
Lane Configurations	↑↑	↗	↘	↑↑	↖	↗			
Volume (veh/h)	822	34	152	840	16	93			
Sign Control	Free			Free	Stop				
Grade	0%			0%	0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	893	37	165	913	17	101			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	None			None					
Median storage (veh)									
Upstream signal (ft)	234				344				
pX, platoon unblocked			0.81			0.88	0.81		
vC, conflicting volume			930			1680	447		
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol			429			722	0		
tC, single (s)			4.1			6.8	6.9		
tC, 2 stage (s)									
tF (s)			2.2			3.5	3.3		
p0 queue free %			82			93	88		
cM capacity (veh/h)			907			261	873		
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	NW 1	NW 2	
Volume Total	447	447	37	165	457	457	17	101	
Volume Left	0	0	0	165	0	0	17	0	
Volume Right	0	0	37	0	0	0	0	101	
cSH	1700	1700	1700	907	1700	1700	261	873	
Volume to Capacity	0.26	0.26	0.02	0.18	0.27	0.27	0.07	0.12	
Queue Length 95th (ft)	0	0	0	17	0	0	5	10	
Control Delay (s)	0.0	0.0	0.0	9.9	0.0	0.0	19.8	9.7	
Lane LOS				A			C	A	
Approach Delay (s)	0.0			1.5		11.1			
Approach LOS						B			
Intersection Summary									
Average Delay			1.4						
Intersection Capacity Utilization			50.3%		ICU Level of Service		A		
Analysis Period (min)			15						

36: Montebello Blvd & Mines Ave












												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	25	230	51	14	78	41	23	123	28	52	159	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	250	55	15	85	45	25	134	30	57	173	26
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	277	55	100	45	159	30	229	26				
Volume Left (vph)	27	0	15	0	25	0	57	0				
Volume Right (vph)	0	55	0	45	0	30	0	26				
Hadj (s)	0.08	-0.67	0.11	-0.67	0.11	-0.67	0.16	-0.67				
Departure Headway (s)	6.1	5.3	6.4	5.6	6.3	5.5	6.3	5.4				
Degree Utilization, x	0.47	0.08	0.18	0.07	0.28	0.05	0.40	0.04				
Capacity (veh/h)	567	637	525	591	536	600	545	617				
Control Delay (s)	13.1	7.6	9.5	7.8	10.5	7.6	12.2	7.5				
Approach Delay (s)	12.2		9.0		10.1		11.7					
Approach LOS	B		A		B		B					
Intersection Summary												
Delay			11.1									
Level of Service			B									
Intersection Capacity Utilization			55.2%		ICU Level of Service				B			
Analysis Period (min)			15									

40: Roosevelt Ave & 4th St














Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↶	↷		↶	↷
Volume (veh/h)	16	119	78	3	5	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	129	85	3	5	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	88				251	86
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	88				251	86
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1508				729	972
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	147	88	17			
Volume Left	17	0	5			
Volume Right	0	3	12			
cSH	1508	1700	881			
Volume to Capacity	0.01	0.05	0.02			
Queue Length 95th (ft)	1	0	2			
Control Delay (s)	1.0	0.0	9.2			
Lane LOS	A		A			
Approach Delay (s)	1.0	0.0	9.2			
Approach LOS			A			
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			25.2%		ICU Level of Service	A
Analysis Period (min)			15			












43: Bluff Rd & Los Angeles Ave

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	196	117	67	458	181	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	213	127	73	498	197	45
Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2	
Volume Total (vph)	213	127	571	197	45	
Volume Left (vph)	213	0	73	0	0	
Volume Right (vph)	0	127	0	0	45	
Hadj (s)	0.53	-0.67	0.06	0.03	-0.67	
Departure Headway (s)	7.3	6.1	5.9	6.5	5.8	
Degree Utilization, x	0.43	0.22	0.93	0.36	0.07	
Capacity (veh/h)	477	568	604	539	599	
Control Delay (s)	14.6	9.6	44.6	11.9	8.0	
Approach Delay (s)	12.7		44.6	11.2		
Approach LOS	B		E	B		
Intersection Summary						
Delay			28.2			
Level of Service			D			
Intersection Capacity Utilization			67.2%	ICU Level of Service	C	
Analysis Period (min)			15			











44: Bluff Rd & Roosevelt Ave

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	25	450	239	56	73	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	489	260	61	79	55
Direction, Lane #	NB 1	SB 1	SB 2	SE 1	SE 2	
Volume Total (vph)	516	260	61	79	55	
Volume Left (vph)	27	0	0	79	0	
Volume Right (vph)	0	0	61	0	55	
Hadj (s)	0.04	0.03	-0.67	0.53	-0.67	
Departure Headway (s)	5.2	5.5	4.8	7.1	5.9	
Degree Utilization, x	0.75	0.40	0.08	0.16	0.09	
Capacity (veh/h)	678	632	718	461	548	
Control Delay (s)	21.8	10.9	7.0	10.2	8.3	
Approach Delay (s)	21.8	10.2		9.4		
Approach LOS	C	B		A		
Intersection Summary						
Delay			16.3			
Level of Service			C			
Intersection Capacity Utilization			59.5%	ICU Level of Service	B	
Analysis Period (min)			15			

45: Bluff Rd & Mines Ave

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	141	85	42	337	222	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	153	92	46	366	241	71
Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2	
Volume Total (vph)	153	92	412	241	71	
Volume Left (vph)	153	0	46	0	0	
Volume Right (vph)	0	92	0	0	71	
Hadj (s)	0.53	-0.67	0.06	0.03	-0.67	
Departure Headway (s)	6.9	5.7	5.6	5.8	5.1	
Degree Utilization, x	0.30	0.15	0.64	0.39	0.10	
Capacity (veh/h)	484	579	625	592	666	
Control Delay (s)	11.6	8.5	17.8	11.4	7.5	
Approach Delay (s)	10.4		17.8	10.5		
Approach LOS	B		C	B		
Intersection Summary						
Delay			13.6			
Level of Service			B			
Intersection Capacity Utilization			57.0%	ICU Level of Service	B	
Analysis Period (min)			15			

46: Bluff Rd & Beach St

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	78	89	41	302	267	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	85	97	45	328	290	37
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total (vph)	85	97	373	327		
Volume Left (vph)	85	0	45	0		
Volume Right (vph)	0	97	0	37		
Hadj (s)	0.53	-0.67	0.06	-0.03		
Departure Headway (s)	6.7	5.5	4.9	4.9		
Degree Utilization, x	0.16	0.15	0.51	0.44		
Capacity (veh/h)	491	592	710	708		
Control Delay (s)	9.8	8.3	12.9	11.8		
Approach Delay (s)	9.0		12.9	11.8		
Approach LOS	A		B	B		
Intersection Summary						
Delay			11.7			
Level of Service			B			
Intersection Capacity Utilization			55.8%	ICU Level of Service		B
Analysis Period (min)			15			

APPENDIX G

























**YEAR 2020 WITH MAPLE AVENUE CLOSURE TRAFFIC CONDITIONS
LOS ANALYSIS WORKSHEETS**

DRAFT

Year 2020 (During Project Construction) - Maple Ave Closed

1: Garfield Ave & Whittier Blvd





















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	67	503	133	243	832	158	103	640	124	93	944	70
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	67	503	133	243	832	158	103	640	124	93	944	70
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes	
Reference Time (s)	5.3	19.8	11.7	19.2	32.8	13.9	8.1	25.2	10.9	7.3	37.2	6.2
Adj Reference Time (s)	9.3	23.8	15.7	23.2	36.8	17.9	12.1	29.2	14.9	11.3	41.2	10.2
Permitted Option												
Adj Saturation A (vph)	101	1523	101	1523	101	1523	101	1523	101	1523	101	1523
Reference Time A (s)	79.3	19.8	287.8	32.8	122.0	25.2	110.1	37.2	79.3	19.8	287.8	32.8
Adj Saturation B (vph)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Reference Time B (s)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Reference Time (s)	79.3		287.8		122.0		110.1		79.3		287.8	
Adj Reference Time (s)	83.3		291.8		126.0		114.1		83.3		291.8	
Split Option												
Ref Time Combined (s)	5.3	19.8	19.2	32.8	8.1	25.2	7.3	37.2	5.3	19.8	19.2	32.8
Ref Time Seperate (s)	5.3	19.8	19.2	32.8	8.1	25.2	7.3	37.2	5.3	19.8	19.2	32.8
Reference Time (s)	19.8	19.8	32.8	32.8	25.2	25.2	37.2	37.2	19.8	19.8	32.8	32.8
Adj Reference Time (s)	23.8	23.8	36.8	36.8	29.2	29.2	41.2	41.2	23.8	23.8	36.8	36.8
Summary	EB WB		NB SB		Combined							
Protected Option (s)	47.0		53.3		47.0							
Permitted Option (s)	291.8		126.0		291.8							
Split Option (s)	60.6		70.4		60.6							
Minimum (s)	47.0		53.3		100.3							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	15.7	17.9	14.9	10.2								
Cross Thru Ref Time (s)	41.2	29.2	23.8	36.8								
Oncoming Left Ref Time (s)	23.2	9.3	11.3	12.1								
Combined (s)	80.1	56.4	50.1	59.1								
Intersection Summary												
Intersection Capacity Utilization	83.6%				ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

2: Garfield Ave & Olympic Blvd

AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	93	440	131	144	848	108	82	670	34	59	1146	93	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	93	571	0	144	956	0	82	704	0	59	1239	0	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.98	0.85	0.95	0.99	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	2942	0	1520	2995	0	1520	3024	0	1520	3012	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			Yes			Yes		
Reference Time (s)	7.3	23.3	0.0	11.4	38.3	0.0	6.5	27.9	0.0	4.7	49.4	0.0	
Adj Reference Time (s)	11.3	27.3	0.0	15.4	42.3	0.0	10.5	31.9	0.0	8.7	53.4	0.0	
Permitted Option													
Adj Saturation A (vph)	101	1471		101	1497		101	1512		101	1506		
Reference Time A (s)	110.1	23.3		170.5	38.3		97.1	27.9		69.9	49.4		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		110.1			170.5			97.1			69.9		
Adj Reference Time (s)		114.1			174.5			101.1			73.9		
Split Option													
Ref Time Combined (s)	7.3	23.3		11.4	38.3		6.5	27.9		4.7	49.4		
Ref Time Seperate (s)	7.3	17.9		11.4	34.0		6.5	26.6		4.7	45.7		
Reference Time (s)	23.3	23.3		38.3	38.3		27.9	27.9		49.4	49.4		
Adj Reference Time (s)	27.3	27.3		42.3	42.3		31.9	31.9		53.4	53.4		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	53.6		63.8										
Permitted Option (s)	174.5		101.1										
Split Option (s)	69.6		85.3										
Minimum (s)	53.6		63.8		117.5								
Right Turns													
Adj Reference Time (s)													
Cross Thru Ref Time (s)													
Oncoming Left Ref Time (s)													
Combined (s)													
Intersection Summary													
Intersection Capacity Utilization			97.9%		ICU Level of Service				F				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Maple Ave Closed

3: Garfield Ave & Ferguson Dr





















AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	80	90	116	92	11	105	761	26	8	1356	42
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	106	90	0	208	11	105	761	26	8	1356	42
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1580	1360	0	1555	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			7.9			1.0	8.3	30.0	2.3	0.6	53.4	3.7
Adj Reference Time (s)			11.9			8.0	12.3	34.0	8.0	8.0	57.4	8.0
Permitted Option												
Adj Saturation A (vph)	0	332		0	162		101	1523		101	1523	
Reference Time A (s)	0.0	38.3		0.0	154.1		124.3	30.0		9.5	53.4	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	10.1	16.0		17.2	24.0		NA	NA		NA	NA	
Reference Time (s)		16.0			24.0			124.3			53.4	
Adj Reference Time (s)		20.0			28.0			128.3			57.4	
Split Option												
Ref Time Combined (s)	0.0	8.0		0.0	16.0		8.3	30.0		0.6	53.4	
Ref Time Separate (s)	2.1	6.0		9.2	6.9		8.3	30.0		0.6	53.4	
Reference Time (s)	8.0	8.0		16.0	16.0		30.0	30.0		53.4	53.4	
Adj Reference Time (s)	12.0	12.0		20.0	20.0		34.0	34.0		57.4	57.4	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		69.7									
Permitted Option (s)	28.0		128.3									
Split Option (s)	32.1		91.4									
Minimum (s)	28.0		69.7		97.8							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	11.9	8.0	8.0	8.0								
Cross Thru Ref Time (s)	57.4	34.0	12.0	20.0								
Oncoming Left Ref Time (s)	20.0	12.0	8.0	12.3								
Combined (s)	89.4	54.0	28.0	40.3								
Intersection Summary												
Intersection Capacity Utilization			81.5%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

4: Garfield Ave & Flotilla St



























AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	19	17	47	118	140	20	697	44	171	1178	221
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	105	0	0	305	0	20	697	44	171	1178	221
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.95	0.92	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2875	0	0	2815	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			0.0	1.6	27.5	3.9	13.5	46.4	19.5
Adj Reference Time (s)			0.0			0.0	8.0	31.5	8.0	17.5	50.4	23.5
Permitted Option												
Adj Saturation A (vph)	0	96		0	109		101	1523		101	1523	
Reference Time A (s)	0.0	86.4		0.0	64.3		23.7	27.5		202.5	46.4	
Adj Saturation B (vph)	NA	NA		0	1399		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		11.7	17.0		NA	NA		NA	NA	
Reference Time (s)		86.4			17.0			27.5			202.5	
Adj Reference Time (s)		90.4			21.0			31.5			206.5	
Split Option												
Ref Time Combined (s)	0.0	4.4		0.0	13.0		1.6	27.5		13.5	46.4	
Ref Time Separate (s)	5.4	0.8		3.7	5.1		1.6	27.5		13.5	46.4	
Reference Time (s)	5.4	5.4		13.0	13.0		27.5	27.5		46.4	46.4	
Adj Reference Time (s)	9.4	9.4		17.0	17.0		31.5	31.5		50.4	50.4	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		58.4									
Permitted Option (s)	90.4		206.5									
Split Option (s)	26.5		81.9									
Minimum (s)	26.5		58.4		84.9							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		23.5									
Cross Thru Ref Time (s)	9.4		17.0									
Oncoming Left Ref Time (s)	17.5		8.0									
Combined (s)	34.9		48.5									
Intersection Summary												
Intersection Capacity Utilization			70.7%		ICU Level of Service				C			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

5: Garfield Ave & Washington Blvd

























AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	122	573	65	52	1072	124	68	531	22	216	728	280
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	122	638	0	52	1196	0	68	531	22	216	728	280
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	4292	0	1520	4291	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	9.6	17.8	0.0	4.1	33.4	0.0	5.4	20.9	1.9	17.1	28.7	24.7
Adj Reference Time (s)	13.6	21.8	0.0	8.1	37.4	0.0	9.4	24.9	8.0	21.1	32.7	28.7
Permitted Option												
Adj Saturation A (vph)	101	1431		101	1430		101	1523		101	1523	
Reference Time A (s)	144.5	17.8		61.6	33.4		80.5	20.9		255.8	28.7	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		144.5			61.6			80.5			255.8	
Adj Reference Time (s)		148.5			65.6			84.5			259.8	
Split Option												
Ref Time Combined (s)	9.6	17.8		4.1	33.4		5.4	20.9		17.1	28.7	
Ref Time Separate (s)	9.6	16.0		4.1	30.0		5.4	20.9		17.1	28.7	
Reference Time (s)	17.8	17.8		33.4	33.4		20.9	20.9		28.7	28.7	
Adj Reference Time (s)	21.8	21.8		37.4	37.4		24.9	24.9		32.7	32.7	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	51.1		46.0									
Permitted Option (s)	148.5		259.8									
Split Option (s)	59.3		57.6									
Minimum (s)	51.1		46.0		97.1							
Right Turns	NBR		SBR									
Adj Reference Time (s)	8.0		28.7									
Cross Thru Ref Time (s)	21.8		37.4									
Oncoming Left Ref Time (s)	21.1		9.4									
Combined (s)	50.9		75.5									
Intersection Summary												
Intersection Capacity Utilization			80.9%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

6: Concourse Ave & Whittier Blvd























AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	650	17	129	1131	36	57	154	143	58	168	50
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	60	650	17	129	1131	36	57	154	143	58	168	50
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	1600	1360	1520	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	Yes				Yes				Yes			
Reference Time (s)	4.7	25.6	1.5	10.2	44.6	3.2	4.5	11.6	12.6	4.6	12.6	4.4
Adj Reference Time (s)	8.7	29.6	8.0	14.2	48.6	8.0	8.5	15.6	16.6	8.6	16.6	8.4
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		101	1600		101	1600	
Reference Time A (s)	71.1	25.6		152.8	44.6		67.5	11.6		68.7	12.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		71.1			152.8			67.5			68.7	
Adj Reference Time (s)		75.1			156.8			71.5			72.7	
Split Option												
Ref Time Combined (s)	4.7	25.6		10.2	44.6		4.5	11.6		4.6	12.6	
Ref Time Seperate (s)	4.7	25.6		10.2	44.6		4.5	11.6		4.6	12.6	
Reference Time (s)	25.6	25.6		44.6	44.6		11.6	11.6		12.6	12.6	
Adj Reference Time (s)	29.6	29.6		48.6	48.6		15.6	15.6		16.6	16.6	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	57.3		25.1									
Permitted Option (s)	156.8		72.7									
Split Option (s)	78.2		32.2									
Minimum (s)	57.3		25.1		82.4							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	16.6	8.4								
Cross Thru Ref Time (s)	16.6	15.6	29.6	48.6								
Oncoming Left Ref Time (s)	14.2	8.7	8.6	8.5								
Combined (s)	38.8	32.3	54.8	65.5								
Intersection Summary												
Intersection Capacity Utilization	68.7%				ICU Level of Service				C			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

7: Concourse Ave & Olympic Blvd

























AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	118	398	12	35	966	52	19	133	41	70	98	173
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	118	398	12	35	966	52	0	152	41	0	168	173
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1590	1360	0	1567	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	9.3	15.7	1.1	2.8	38.1	4.6			3.6			15.3
Adj Reference Time (s)	13.3	19.7	8.0	8.0	42.1	8.6			8.0			19.3
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		0	556		0	210	
Reference Time A (s)	139.7	15.7		41.4	38.1		0.0	32.8		0.0	96.2	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		9.5	19.5		NA	NA	
Reference Time (s)		139.7			41.4			19.5			96.2	
Adj Reference Time (s)		143.7			45.4			23.5			100.2	
Split Option												
Ref Time Combined (s)	9.3	15.7		2.8	38.1		0.0	11.5		0.0	12.9	
Ref Time Seperate (s)	9.3	15.7		2.8	38.1		1.5	10.0		5.5	7.3	
Reference Time (s)	15.7	15.7		38.1	38.1		11.5	11.5		12.9	12.9	
Adj Reference Time (s)	19.7	19.7		42.1	42.1		15.5	15.5		16.9	16.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	55.4		NA									
Permitted Option (s)	143.7		100.2									
Split Option (s)	61.7		32.3									
Minimum (s)	55.4		32.3		87.7							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.6	8.0	19.3								
Cross Thru Ref Time (s)	16.9	15.5	19.7	42.1								
Oncoming Left Ref Time (s)	8.0	13.3	16.9	15.5								
Combined (s)	32.9	37.4	44.5	76.8								
Intersection Summary												
Intersection Capacity Utilization			73.1%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

8: Yates Ave & Washington Blvd

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	92	636	58	283	1258	10	9	82	121	16	50	16
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	92	694	0	283	1268	0	9	82	121	16	50	16
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	4304	0	1520	4353	0	1520	1600	1360	1520	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	7.3	19.4	0.0	22.3	35.0	0.0	0.7	6.2	10.7	1.3	3.8	1.4
Adj Reference Time (s)	11.3	23.4	0.0	26.3	39.0	0.0	8.0	10.2	14.7	8.0	8.0	8.0
Permitted Option												
Adj Saturation A (vph)	101	1435		101	1451		101	1600		101	1600	
Reference Time A (s)	108.9	19.4		335.1	35.0		10.7	6.2		18.9	3.8	
Adj Saturation B (vph)	NA	NA		NA	NA		0	1600		0	1600	
Reference Time B (s)	NA	NA		NA	NA		8.7	6.2		9.3	3.8	
Reference Time (s)		108.9			335.1			8.7			9.3	
Adj Reference Time (s)		112.9			339.1			12.7			13.3	
Split Option												
Ref Time Combined (s)	7.3	19.4		22.3	35.0		0.7	6.2		1.3	3.8	
Ref Time Separate (s)	7.3	17.7		22.3	34.7		0.7	6.2		1.3	3.8	
Reference Time (s)	19.4	19.4		35.0	35.0		6.2	6.2		3.8	3.8	
Adj Reference Time (s)	23.4	23.4		39.0	39.0		10.2	10.2		8.0	8.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	50.2		18.1									
Permitted Option (s)	339.1		13.3									
Split Option (s)	62.3		18.1									
Minimum (s)	50.2		13.3		63.5							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	14.7		8.0									
Cross Thru Ref Time (s)	23.4		39.0									
Oncoming Left Ref Time (s)	8.0		8.0									
Combined (s)	46.0		55.0									

Intersection Summary

Intersection Capacity Utilization 52.9% ICU Level of Service A
 Reference Times and Phasing Options do not represent an optimized timing plan.

9: Whittier Blvd & Wilcox Ave

AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↕	↕	↗	↘	↗
Volume (vph)	187	606	1135	287	174	258
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	187	606	1135	287	174	258
Lane Utilization Factor	1.00	0.95	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1368	2742	2742	1224	1368	1224
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	16.4	26.5	49.7	28.1		25.3
Adj Reference Time (s)	20.4	30.5	53.7	32.1		29.3
Permitted Option						
Adj Saturation A (vph)	91	1371	1371		91	
Reference Time A (s)	246.1	26.5	49.7		228.9	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		246.1	49.7			
Adj Reference Time (s)		250.1	53.7			
Split Option						
Ref Time Combined (s)	16.4	26.5	49.7		15.3	
Ref Time Seperate (s)	16.4	26.5	49.7		15.3	
Reference Time (s)	26.5	26.5	49.7		15.3	
Adj Reference Time (s)	30.5	30.5	53.7		19.3	
Summary	EB WB		SB		Combined	
Protected Option (s)	74.1		NA			
Permitted Option (s)	250.1		Err			
Split Option (s)	84.2		19.3			
Minimum (s)	74.1		19.3		93.3	
Right Turns	WBR	SBR				
Adj Reference Time (s)	32.1	29.3				
Cross Thru Ref Time (s)	0.0	53.7				
Oncoming Left Ref Time (s)	20.4	0.0				
Combined (s)	52.5	83.0				

Intersection Summary

Intersection Capacity Utilization 77.8% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave Closed

10: 21st St & Whittier Blvd





















AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Volume (vph)	81	712	13	4	1274	90	6	4	0	157	2	124		
Pedestrians														
Ped Button														
Pedestrian Timing (s)														
Free Right	No			No			No			No				
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120		
Volume Combined (vph)	81	712	13	4	1274	90	0	10	0	0	159	124		
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.95	0.85		
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1552	0	0	1521	1360		
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00			
Protected Option Allowed	Yes			Yes			No			No				
Reference Time (s)	6.4	28.0	1.1	0.3	50.2	7.9				0.0	10.9			
Adj Reference Time (s)	10.4	32.0	8.0	8.0	54.2	11.9				0.0	14.9			
Permitted Option														
Adj Saturation A (vph)	101	1523			101	1523			0	152			0	1020
Reference Time A (s)	95.9	28.0			4.7	50.2			0.0	7.9			0.0	18.7
Adj Saturation B (vph)	NA	NA			NA	NA			0	0			0	0
Reference Time B (s)	NA	NA			NA	NA			8.5	8.8			20.4	20.5
Reference Time (s)	95.9				50.2				7.9				18.7	
Adj Reference Time (s)	99.9				54.2				11.9				22.7	
Split Option														
Ref Time Combined (s)	6.4	28.0			0.3	50.2			0.0	0.8			0.0	12.5
Ref Time Separate (s)	6.4	28.0			0.3	50.2			0.5	0.3			12.4	0.1
Reference Time (s)	28.0	28.0			50.2	50.2			0.8	0.8			12.5	12.5
Adj Reference Time (s)	32.0	32.0			54.2	54.2			8.0	8.0			16.5	16.5
Summary														
	EB WB		NB SB		Combined									
Protected Option (s)	64.6		NA											
Permitted Option (s)	99.9		22.7											
Split Option (s)	86.2		24.5											
Minimum (s)	64.6		22.7		87.3									
Right Turns														
	EBR	WBR	SBR											
Adj Reference Time (s)	8.0	11.9	14.9											
Cross Thru Ref Time (s)	16.5	8.0	54.2											
Oncoming Left Ref Time (s)	8.0	10.4	8.0											
Combined (s)	32.5	30.3	77.1											
Intersection Summary														
Intersection Capacity Utilization			72.7%		ICU Level of Service				C					
Reference Times and Phasing Options do not represent an optimized timing plan.														

Year 2020 (During Project Construction) - Maple Ave Closed

11: Vail Ave & Whittier Blvd





















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	697	116	108	1184	99	97	199	39	79	180	61
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	60	813	0	108	1283	0	0	296	39	0	259	61
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	2981	0	1520	3011	0	0	1574	1360	0	1576	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	4.7	32.7	0.0	8.5	51.1	0.0			3.4			5.4
Adj Reference Time (s)	8.7	36.7	0.0	12.5	55.1	0.0			8.0			9.4
Permitted Option												
Adj Saturation A (vph)	101	1491		101	1506		0	259		0	276	
Reference Time A (s)	71.1	32.7		127.9	51.1		0.0	137.2		0.0	112.8	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		71.1			127.9			137.2			112.8	
Adj Reference Time (s)		75.1			131.9			141.2			116.8	
Split Option												
Ref Time Combined (s)	4.7	32.7		8.5	51.1		0.0	22.6		0.0	19.7	
Ref Time Separate (s)	4.7	28.1		8.5	47.2		7.7	14.9		6.2	13.5	
Reference Time (s)	32.7	32.7		51.1	51.1		22.6	22.6		19.7	19.7	
Adj Reference Time (s)	36.7	36.7		55.1	55.1		26.6	26.6		23.7	23.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	63.9		NA									
Permitted Option (s)	131.9		141.2									
Split Option (s)	91.9		50.3									
Minimum (s)	63.9		50.3		114.2							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		9.4									
Cross Thru Ref Time (s)	36.7		55.1									
Oncoming Left Ref Time (s)	23.7		26.6									
Combined (s)	68.5		91.1									
Intersection Summary												
Intersection Capacity Utilization			95.1%		ICU Level of Service				F			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

12: Vail Ave & Olympic Blvd




















AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	45	389	94	280	892	113	117	191	472	48	308	63	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	45	483	0	280	1005	0	0	308	472	0	356	63	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.98	0.85	0.95	0.98	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	2957	0	1520	2995	0	0	1570	1360	0	1589	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	3.6	19.6	0.0	22.1	40.3	0.0			41.6			5.6	
Adj Reference Time (s)	8.0	23.6	0.0	26.1	44.3	0.0			45.6			9.6	
Permitted Option													
Adj Saturation A (vph)	101	1479		101	1498		0	227		0	528		
Reference Time A (s)	53.3	19.6		331.6	40.3		0.0	162.5		0.0	81.0		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		53.3			331.6			162.5			81.0		
Adj Reference Time (s)		57.3			335.6			166.5			85.0		
Split Option													
Ref Time Combined (s)	3.6	19.6		22.1	40.3		0.0	23.5		0.0	26.9		
Ref Time Separate (s)	3.6	15.8		22.1	35.7		9.2	14.3		3.8	23.1		
Reference Time (s)	19.6	19.6		40.3	40.3		23.5	23.5		26.9	26.9		
Adj Reference Time (s)	23.6	23.6		44.3	44.3		27.5	27.5		30.9	30.9		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	52.3		NA										
Permitted Option (s)	335.6		166.5										
Split Option (s)	67.9		58.4										
Minimum (s)	52.3		58.4		110.7								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	45.6		9.6										
Cross Thru Ref Time (s)	23.6		44.3										
Oncoming Left Ref Time (s)	30.9		27.5										
Combined (s)	100.1		81.4										
Intersection Summary													
Intersection Capacity Utilization			92.2%		ICU Level of Service				F				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Maple Ave Closed

13: Vail Ave & Flotilla St




















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	2	75	1	0	2	168	286	6	0	342	152
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	66	77	0	0	3	0	168	292	0	0	494	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.85	0.95	0.89	0.85	0.95	1.00	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1520	1366	0	0	1416	0	1520	1595	0	1520	1526	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	No			No			Yes			Yes		
Reference Time (s)	0.0			0.0			13.3	22.0	0.0	0.0	38.8	0.0
Adj Reference Time (s)	0.0			0.0			17.3	26.0	0.0	8.0	42.8	0.0
Permitted Option												
Adj Saturation A (vph)	608	1366	0	230	101	1595	101	1526	0	0	0	0
Reference Time A (s)	13.0	6.8	0.0	1.6	198.9	22.0	0.0	38.8	0.0	0.0	0.0	0.0
Adj Saturation B (vph)	0	1366	0	0	NA	NA	NA	NA	NA	NA	NA	NA
Reference Time B (s)	13.2	6.8	8.1	8.3	NA	NA	NA	NA	NA	NA	NA	NA
Reference Time (s)	13.0		1.6		198.9		38.8		0.0		0.0	
Adj Reference Time (s)	17.0		8.0		202.9		42.8		0.0		0.0	
Split Option												
Ref Time Combined (s)	5.2	6.8	0.0	0.3	13.3	22.0	0.0	38.8	0.0	0.0	0.0	0.0
Ref Time Separate (s)	5.2	0.2	0.1	0.0	13.3	21.5	0.0	26.9	0.0	0.0	0.0	0.0
Reference Time (s)	6.8	6.8	0.3	0.3	22.0	22.0	38.8	38.8	0.0	0.0	0.0	0.0
Adj Reference Time (s)	10.8	10.8	8.0	8.0	26.0	26.0	42.8	42.8	0.0	0.0	0.0	0.0
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		60.1									
Permitted Option (s)	17.0		202.9									
Split Option (s)	18.8		68.8									
Minimum (s)	17.0		60.1		77.1							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	64.3%		ICU Level of Service						C			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

14: Vail Ave & Washington Blvd

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	116	585	98	86	1522	172	38	144	50	118	199	101
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	116	585	98	86	1694	0	0	232	0	0	418	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.96	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1520	3046	1360	1520	4292	0	0	2924	0	0	2895	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	9.2	23.0	8.6	6.8	47.4	0.0			0.0			0.0
Adj Reference Time (s)	13.2	27.0	12.6	10.8	51.4	0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1431		0	101		0	96	
Reference Time A (s)	137.4	23.0		101.8	47.4		0.0	47.6		0.0	146.8	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		137.4			101.8			47.6			146.8	
Adj Reference Time (s)		141.4			105.8			51.6			150.8	
Split Option												
Ref Time Combined (s)	9.2	23.0		6.8	47.4		0.0	9.5		0.0	17.3	
Ref Time Separate (s)	9.2	23.0		6.8	42.6		3.0	5.9		9.3	8.3	
Reference Time (s)	23.0	23.0		47.4	47.4		9.5	9.5		17.3	17.3	
Adj Reference Time (s)	27.0	27.0		51.4	51.4		13.5	13.5		21.3	21.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	64.5		NA									
Permitted Option (s)	141.4		150.8									
Split Option (s)	78.4		34.9									
Minimum (s)	64.5		34.9		99.4							
Right Turns												
	EBR											
Adj Reference Time (s)	12.6											
Cross Thru Ref Time (s)	21.3											
Oncoming Left Ref Time (s)	10.8											
Combined (s)	44.8											
Intersection Summary												
Intersection Capacity Utilization	82.8%		ICU Level of Service						E			
Reference Times and Phasing Options do not represent an optimized timing plan.												



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Volume (vph)	756	65	18	1339	47	9
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right	No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	821	0	18	1339	47	9
Lane Utilization Factor	0.95	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	0.99	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	3010	0	1520	3046	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00		
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	32.7	0.0	1.4	52.7	0.8	
Adj Reference Time (s)	36.7	0.0	8.0	56.7	8.0	
Permitted Option						
Adj Saturation A (vph)	1505		101	1523	101	
Reference Time A (s)	32.7		21.3	52.7	55.7	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	32.7		52.7			
Adj Reference Time (s)	36.7		56.7			
Split Option						
Ref Time Combined (s)	32.7		1.4	52.7	3.7	
Ref Time Seperate (s)	30.1		1.4	52.7	3.7	
Reference Time (s)	32.7		52.7	52.7	3.7	
Adj Reference Time (s)	36.7		56.7	56.7	8.0	
Summary						
	EB WB		NB	Combined		
Protected Option (s)	56.7		NA			
Permitted Option (s)	56.7		Err			
Split Option (s)	93.5		8.0			
Minimum (s)	56.7		8.0	64.7		
Right Turns						
	NBR					
Adj Reference Time (s)	8.0					
Cross Thru Ref Time (s)	36.7					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	44.7					




















Intersection Summary

Intersection Capacity Utilization 54.0% ICU Level of Service A
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave Closed

16: Maple Ave & Beverly Blvd

AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	20	645	105	68	1500	38	141	117	43	24	166	49	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	20	750	0	68	1538	0	0	258	43	0	239	0	
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.98	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.96	0.85	
Saturated Flow (vph)	1520	4267	0	1520	4342	0	0	1556	1360	0	1543	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	1.6	21.1	0.0	5.4	42.5	0.0			3.8			0.0	
Adj Reference Time (s)	8.0	25.1	0.0	9.4	46.5	0.0			8.0			0.0	
Permitted Option													
Adj Saturation A (vph)	101	1422		101	1447		0	444		0	622		
Reference Time A (s)	23.7	21.1		80.5	42.5		0.0	69.7		0.0	46.1		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		9.9	26.6		
Reference Time (s)		23.7			80.5			69.7			26.6		
Adj Reference Time (s)		27.7			84.5			73.7			30.6		
Split Option													
Ref Time Combined (s)	1.6	21.1		5.4	42.5		0.0	19.9		0.0	18.6		
Ref Time Seperate (s)	1.6	18.1		5.4	41.5		11.1	8.8		1.9	12.9		
Reference Time (s)	21.1	21.1		42.5	42.5		19.9	19.9		18.6	18.6		
Adj Reference Time (s)	25.1	25.1		46.5	46.5		23.9	23.9		22.6	22.6		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	54.5		NA										
Permitted Option (s)	84.5		73.7										
Split Option (s)	71.6		46.5										
Minimum (s)	54.5		46.5		101.0								
Right Turns													
	NBR												
Adj Reference Time (s)	8.0												
Cross Thru Ref Time (s)	25.1												
Oncoming Left Ref Time (s)	22.6												
Combined (s)	55.7												

























Intersection Summary

Intersection Capacity Utilization 84.2% ICU Level of Service E
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave Closed

17: Maple Ave & Whittier Blvd






















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	66	652	47	27	1174	40	92	182	22	73	150	91
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	66	699	0	27	1214	0	92	204	0	73	241	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.94	0.85
Saturated Flow (vph)	1520	3016	0	1520	3031	0	1520	1574	0	1520	1509	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes	
Reference Time (s)	5.2	27.8	0.0	2.1	48.1	0.0	7.3	15.6	0.0	5.8	19.2	0.0
Adj Reference Time (s)	9.2	31.8	0.0	8.0	52.1	0.0	11.3	19.6	0.0	9.8	23.2	0.0
Permitted Option												
Adj Saturation A (vph)	101	1508		101	1516		101	1574		101	1509	
Reference Time A (s)	78.2	27.8		32.0	48.1		108.9	15.6		86.4	19.2	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		78.2			48.1			108.9			86.4	
Adj Reference Time (s)		82.2			52.1			112.9			90.4	
Split Option												
Ref Time Combined (s)	5.2	27.8		2.1	48.1		7.3	15.6		5.8	19.2	
Ref Time Seperate (s)	5.2	25.9		2.1	46.5		7.3	13.9		5.8	11.9	
Reference Time (s)	27.8	27.8		48.1	48.1		15.6	15.6		19.2	19.2	
Adj Reference Time (s)	31.8	31.8		52.1	52.1		19.6	19.6		23.2	23.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	61.3		34.4									
Permitted Option (s)	82.2		112.9									
Split Option (s)	83.9		42.7									
Minimum (s)	61.3		34.4		95.7							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	79.7%		ICU Level of Service						D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

18: Maple Ave & Olympic Blvd

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	279	362	279	22	899	86	114	0	44	84	0	248
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	279	362	279	22	985	0	0	114	44	0	84	248
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3007	0	0	1520	1360	0	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	22.0	14.3	24.6	1.7	39.3	0.0			3.9			21.9
Adj Reference Time (s)	26.0	18.3	28.6	8.0	43.3	0.0			8.0			25.9
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1503		0	101		0	101	
Reference Time A (s)	330.4	14.3		26.1	39.3		0.0	135.0		0.0	99.5	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		17.0	17.0		14.6	14.6	
Reference Time (s)		330.4			39.3			17.0			14.6	
Adj Reference Time (s)		334.4			43.3			21.0			18.6	
Split Option												
Ref Time Combined (s)	22.0	14.3		1.7	39.3		0.0	9.0		0.0	6.6	
Ref Time Separate (s)	22.0	14.3		1.7	35.9		9.0	0.0		6.6	0.0	
Reference Time (s)	22.0	22.0		39.3	39.3		9.0	9.0		6.6	6.6	
Adj Reference Time (s)	26.0	26.0		43.3	43.3		13.0	13.0		10.6	10.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	69.3		NA									
Permitted Option (s)	334.4		21.0									
Split Option (s)	69.3		23.6									
Minimum (s)	69.3		21.0		90.3							
Right Turns												
	EBR	NBR	SBR									
Adj Reference Time (s)	28.6	8.0	25.9									
Cross Thru Ref Time (s)	10.6	18.3	43.3									
Oncoming Left Ref Time (s)	8.0	10.6	13.0									
Combined (s)	47.2	36.9	82.2									

























Intersection Summary

Intersection Capacity Utilization 75.3% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave Closed

21: Maple Ave & Washington Blvd

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Volume (vph)	71	573	29	79	1559	82	40	39	25	58	74	92
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	71	602	0	79	1641	0	0	79	25	0	132	92
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.97	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	4327	0	1520	4326	0	0	1559	1360	0	1565	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes		Yes		No		No		No		No	
Reference Time (s)	5.6	16.7	0.0	6.2	45.5	0.0			2.2			8.1
Adj Reference Time (s)	9.6	20.7	0.0	10.2	49.5	0.0			8.0			12.1
Permitted Option												
Adj Saturation A (vph)	101	1442		101	1442		0	176		0	200	
Reference Time A (s)	84.1	16.7		93.6	45.5		0.0	53.8		0.0	79.2	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		11.2	14.1		12.6	18.1	
Reference Time (s)		84.1			93.6			14.1			18.1	
Adj Reference Time (s)		88.1			97.6			18.1			22.1	
Split Option												
Ref Time Combined (s)	5.6	16.7		6.2	45.5		0.0	6.1		0.0	10.1	
Ref Time Seperate (s)	5.6	15.9		6.2	43.2		3.2	2.9		4.6	5.5	
Reference Time (s)	16.7	16.7		45.5	45.5		6.1	6.1		10.1	10.1	
Adj Reference Time (s)	20.7	20.7		49.5	49.5		10.1	10.1		14.1	14.1	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	59.1		NA									
Permitted Option (s)	97.6		22.1									
Split Option (s)	70.2		24.2									
Minimum (s)	59.1		22.1		81.3							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		12.1									
Cross Thru Ref Time (s)	20.7		49.5									
Oncoming Left Ref Time (s)	14.1		10.1									
Combined (s)	42.8		71.7									
Intersection Summary												
Intersection Capacity Utilization	67.7%		ICU Level of Service		C							
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

22: Taylor Ave & Whittier Blvd

AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	690	25	29	1128	34	66	103	21	37	68	32
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	22	715	0	29	1162	0	0	169	21	0	105	32
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3030	0	1520	3033	0	0	1569	1360	0	1572	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	1.7	28.3	0.0	2.3	46.0	0.0			1.9			2.8
Adj Reference Time (s)	8.0	32.3	0.0	8.0	50.0	0.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1515		101	1517		0	222		0	243	
Reference Time A (s)	26.1	28.3		34.3	46.0		0.0	91.4		0.0	51.9	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		13.2	20.9		10.9	16.0	
Reference Time (s)		28.3			46.0			20.9			16.0	
Adj Reference Time (s)		32.3			50.0			24.9			20.0	
Split Option												
Ref Time Combined (s)	1.7	28.3		2.3	46.0		0.0	12.9		0.0	8.0	
Ref Time Separate (s)	1.7	27.3		2.3	44.6		5.2	7.7		2.9	5.1	
Reference Time (s)	28.3	28.3		46.0	46.0		12.9	12.9		8.0	8.0	
Adj Reference Time (s)	32.3	32.3		50.0	50.0		16.9	16.9		12.0	12.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	58.0		NA									
Permitted Option (s)	50.0		24.9									
Split Option (s)	82.3		28.9									
Minimum (s)	50.0		24.9		74.9							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.0									
Cross Thru Ref Time (s)	32.3		50.0									
Oncoming Left Ref Time (s)	12.0		16.9									
Combined (s)	52.3		74.9									





















Intersection Summary

Intersection Capacity Utilization 62.4% ICU Level of Service B
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave Closed

25: Greenwood Ave & Olympic Blvd

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	331	146	11	679	27	292	93	21	7	147	53
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	17	477	0	11	706	0	0	385	21	0	154	53
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.99	0.85	0.95	0.96	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	2907	0	1520	3029	0	0	1539	1360	0	1596	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	1.3	19.7	0.0	0.9	28.0	0.0			1.9			4.7
Adj Reference Time (s)	8.0	23.7	0.0	8.0	32.0	0.0			8.0			8.7
Permitted Option												
Adj Saturation A (vph)	101	1453		101	1514		0	125		0	966	
Reference Time A (s)	20.1	19.7		13.0	28.0		0.0	370.0		0.0	19.1	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		8.6	19.6	
Reference Time (s)		20.1			28.0			370.0			19.1	
Adj Reference Time (s)		24.1			32.0			374.0			23.1	
Split Option												
Ref Time Combined (s)	1.3	19.7		0.9	28.0		0.0	30.0		0.0	11.6	
Ref Time Separate (s)	1.3	13.7		0.9	26.9		23.1	7.0		0.6	11.0	
Reference Time (s)	19.7	19.7		28.0	28.0		30.0	30.0		11.6	11.6	
Adj Reference Time (s)	23.7	23.7		32.0	32.0		34.0	34.0		15.6	15.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	40.0		NA									
Permitted Option (s)	32.0		374.0									
Split Option (s)	55.7		49.6									
Minimum (s)	32.0		49.6		81.6							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.7									
Cross Thru Ref Time (s)	23.7		32.0									
Oncoming Left Ref Time (s)	15.6		34.0									
Combined (s)	47.3		74.7									
Intersection Summary												
Intersection Capacity Utilization			68.0%		ICU Level of Service		C					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

27: Greenwood Ave & Mines Ave























AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	151	83	91	40	147	69	88	657	28	27	659	188
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	151	174	0	40	147	69	88	685	0	27	847	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.92	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	1474	0	1520	1600	1360	1520	3028	0	1520	2945	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes	
Reference Time (s)	11.9	14.2	0.0	3.2	11.0	6.1	6.9	27.1	0.0	2.1	34.5	0.0
Adj Reference Time (s)	15.9	18.2	0.0	8.0	15.0	10.1	10.9	31.1	0.0	8.0	38.5	0.0
Permitted Option												
Adj Saturation A (vph)	101	1474		101	1600		101	1514		101	1472	
Reference Time A (s)	178.8	14.2		47.4	11.0		104.2	27.1		32.0	34.5	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		178.8			47.4			104.2			34.5	
Adj Reference Time (s)		182.8			51.4			108.2			38.5	
Split Option												
Ref Time Combined (s)	11.9	14.2		3.2	11.0		6.9	27.1		2.1	34.5	
Ref Time Seperate (s)	11.9	6.8		3.2	11.0		6.9	26.0		2.1	26.9	
Reference Time (s)	14.2	14.2		11.0	11.0		27.1	27.1		34.5	34.5	
Adj Reference Time (s)	18.2	18.2		15.0	15.0		31.1	31.1		38.5	38.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	30.9		49.5									
Permitted Option (s)	182.8		108.2									
Split Option (s)	33.2		69.7									
Minimum (s)	30.9		49.5		80.4							
Right Turns												
	WBR											
Adj Reference Time (s)	10.1											
Cross Thru Ref Time (s)	31.1											
Oncoming Left Ref Time (s)	15.9											
Combined (s)	57.2											
Intersection Summary												
Intersection Capacity Utilization	67.0%		ICU Level of Service						C			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

28: Greenwood Ave & Beach St



























AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	36	56	53	142	103	63	644	59	72	689	23
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	53	56	0	195	103	63	703	0	72	712	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.99	0.85	0.95	0.99	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1574	1360	0	1578	1360	1520	3008	0	1520	3032	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			4.9			9.1	5.0	28.0	0.0	5.7	28.2	0.0
Adj Reference Time (s)			8.9			13.1	9.0	32.0	0.0	9.7	32.2	0.0
Permitted Option												
Adj Saturation A (vph)	0	264		0	304		101	1504		101	1516	
Reference Time A (s)	0.0	24.1		0.0	76.9		74.6	28.0		85.3	28.2	
Adj Saturation B (vph)	NA	NA		0	0		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		12.2	22.8		NA	NA		NA	NA	
Reference Time (s)		24.1			22.8			74.6			85.3	
Adj Reference Time (s)		28.1			26.8			78.6			89.3	
Split Option												
Ref Time Combined (s)	0.0	4.0		0.0	14.8		5.0	28.0		5.7	28.2	
Ref Time Separate (s)	1.3	2.7		4.2	10.7		5.0	25.7		5.7	27.3	
Reference Time (s)	4.0	4.0		14.8	14.8		28.0	28.0		28.2	28.2	
Adj Reference Time (s)	8.0	8.0		18.8	18.8		32.0	32.0		32.2	32.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		41.7									
Permitted Option (s)	28.1		89.3									
Split Option (s)	26.9		64.2									
Minimum (s)	26.9		41.7		68.6							
Right Turns												
	EBR		WBR									
Adj Reference Time (s)	8.9		13.1									
Cross Thru Ref Time (s)	32.2		32.0									
Oncoming Left Ref Time (s)	18.8		8.0									
Combined (s)	60.0		53.2									
Intersection Summary												
Intersection Capacity Utilization			57.2%		ICU Level of Service		B					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

29: Greenwood Ave & Washington Blvd
























AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 			 			 		
Volume (vph)	82	489	78	139	1499	129	78	551	62	98	575	128	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	82	567	0	139	1628	0	78	551	62	98	703	0	
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.97	0.85	
Saturated Flow (vph)	1520	4268	0	1520	4307	0	1520	3046	1360	1520	2963	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes			Yes			Yes			Yes			
Reference Time (s)	6.5	15.9	0.0	11.0	45.4	0.0	6.2	21.7	5.5	7.7	28.5	0.0	
Adj Reference Time (s)	10.5	19.9	0.0	15.0	49.4	0.0	10.2	25.7	9.5	11.7	32.5	0.0	
Permitted Option													
Adj Saturation A (vph)	101	1423		101	1436		101	1523		101	1482		
Reference Time A (s)	97.1	15.9		164.6	45.4		92.4	21.7		116.1	28.5		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		97.1			164.6			92.4			116.1		
Adj Reference Time (s)		101.1			168.6			96.4			120.1		
Split Option													
Ref Time Combined (s)	6.5	15.9		11.0	45.4		6.2	21.7		7.7	28.5		
Ref Time Seperate (s)	6.5	13.7		11.0	41.8		6.2	21.7		7.7	23.3		
Reference Time (s)	15.9	15.9		45.4	45.4		21.7	21.7		28.5	28.5		
Adj Reference Time (s)	19.9	19.9		49.4	49.4		25.7	25.7		32.5	32.5		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	59.8		42.6										
Permitted Option (s)	168.6		120.1										
Split Option (s)	69.3		58.2										
Minimum (s)	59.8		42.6		102.5								
Right Turns													
	NBR												
Adj Reference Time (s)	9.5												
Cross Thru Ref Time (s)	19.9												
Oncoming Left Ref Time (s)	11.7												
Combined (s)	41.1												
Intersection Summary													
Intersection Capacity Utilization	85.4%		ICU Level of Service						E				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Maple Ave Closed

30: 10th St & Whittier Blvd
























AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	24	520	13	10	1283	43	13	13	9	22	16	49
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	24	533	0	10	1326	0	0	35	0	0	38	49
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.94	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	3035	0	1520	3032	0	0	1510	0	0	1554	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	1.9	21.1	0.0	0.8	52.5	0.0			0.0			4.3
Adj Reference Time (s)	8.0	25.1	0.0	8.0	56.5	0.0			0.0			8.3
Permitted Option												
Adj Saturation A (vph)	101	1518		101	1516		0	223		0	972	
Reference Time A (s)	28.4	21.1		11.8	52.5		0.0	18.8		0.0	4.7	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		9.0	10.8		9.7	10.9	
Reference Time (s)		28.4			52.5			10.8			4.7	
Adj Reference Time (s)		32.4			56.5			14.8			8.7	
Split Option												
Ref Time Combined (s)	1.9	21.1		0.8	52.5		0.0	2.8		0.0	2.9	
Ref Time Seperate (s)	1.9	20.6		0.8	50.8		1.0	1.0		1.7	1.2	
Reference Time (s)	21.1	21.1		52.5	52.5		2.8	2.8		2.9	2.9	
Adj Reference Time (s)	25.1	25.1		56.5	56.5		8.0	8.0		8.0	8.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	64.5		NA									
Permitted Option (s)	56.5		14.8									
Split Option (s)	81.6		16.0									
Minimum (s)	56.5		14.8		71.3							
Right Turns												
	SBR											
Adj Reference Time (s)	8.3											
Cross Thru Ref Time (s)	56.5											
Oncoming Left Ref Time (s)	8.0											
Combined (s)	72.8											
Intersection Summary												
Intersection Capacity Utilization	60.7%		ICU Level of Service						B			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

31: Montebello Blvd & Whittier Blvd






















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	428	58	117	1133	79	138	635	38	75	557	69
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	100	428	58	117	1212	0	138	635	38	75	557	69
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3017	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	7.9	16.9	5.1	9.2	48.2	0.0	10.9	25.0	3.4	5.9	21.9	6.1
Adj Reference Time (s)	11.9	20.9	9.1	13.2	52.2	0.0	14.9	29.0	8.0	9.9	25.9	10.1
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1508		101	1523		101	1523	
Reference Time A (s)	118.4	16.9		138.6	48.2		163.4	25.0		88.8	21.9	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)	118.4				138.6				163.4		88.8	
Adj Reference Time (s)	122.4				142.6				167.4		92.8	
Split Option												
Ref Time Combined (s)	7.9	16.9		9.2	48.2		10.9	25.0		5.9	21.9	
Ref Time Separate (s)	7.9	16.9		9.2	45.1		10.9	25.0		5.9	21.9	
Reference Time (s)	16.9	16.9		48.2	48.2		25.0	25.0		21.9	21.9	
Adj Reference Time (s)	20.9	20.9		52.2	52.2		29.0	29.0		25.9	25.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	64.1		40.8									
Permitted Option (s)	142.6		167.4									
Split Option (s)	73.1		55.0									
Minimum (s)	64.1		40.8		104.9							
Right Turns												
	EBR	NBR	SBR									
Adj Reference Time (s)	9.1	8.0	10.1									
Cross Thru Ref Time (s)	25.9	20.9	52.2									
Oncoming Left Ref Time (s)	13.2	9.9	14.9									
Combined (s)	48.3	38.8	77.2									
Intersection Summary												
Intersection Capacity Utilization			87.5%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

33: Montebello Blvd & Olympic Blvd




















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	77	187	95	115	376	9	192	702	36	4	575	145
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	359	0	0	491	9	192	702	36	4	575	145
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2894	0	0	3011	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	No			No			Yes			Yes		
Reference Time (s)	0.0			0.8			15.2			27.7		
Adj Reference Time (s)	0.0			8.0			19.2			31.7		
Permitted Option												
Adj Saturation A (vph)	0	96		0	100		101	1523		101	1523	
Reference Time A (s)	0.0	95.8		0.0	137.5		227.4	27.7		4.7	22.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)	95.8				137.5				227.4			
Adj Reference Time (s)	99.8				141.5				231.4			
Split Option												
Ref Time Combined (s)	0.0	14.9		0.0	19.6		15.2	27.7		0.3	22.6	
Ref Time Seperate (s)	6.1	7.8		9.1	14.8		15.2	27.7		0.3	22.6	
Reference Time (s)	14.9	14.9		19.6	19.6		27.7	27.7		22.6	22.6	
Adj Reference Time (s)	18.9	18.9		23.6	23.6		31.7	31.7		26.6	26.6	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		45.8									
Permitted Option (s)	141.5		231.4									
Split Option (s)	42.5		58.3									
Minimum (s)	42.5		45.8		88.3							
Right Turns	WBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	16.8									
Cross Thru Ref Time (s)	31.7	18.9	23.6									
Oncoming Left Ref Time (s)	18.9	8.0	19.2									
Combined (s)	58.5	34.9	59.5									
Intersection Summary												
Intersection Capacity Utilization	73.6%			ICU Level of Service				D				
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

35: Montebello Way/Montebello Blvd & Truck Way






















AM Peak Hour

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Volume (vph)	0	0	5	0	0	321	0	495	7	115	592	13	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	0	0	5	0	321	0	0	495	7	115	592	13	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.85	0.85	0.95	1.00	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	0	0	1360	0	1360	0	0	3046	1360	1520	3046	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			Yes			Yes		
Reference Time (s)	0.0	0.0	0.4	0.0	28.3	0.0	0.0	19.5	0.6	9.1	23.3	1.1	
Adj Reference Time (s)	0.0	0.0	8.0	0.0	32.3	0.0	0.0	23.5	8.0	13.1	27.3	8.0	
Permitted Option													
Adj Saturation A (vph)	0	0		0	1360		0	1523		101	1523		
Reference Time A (s)	0.0	0.0		0.0	28.3		0.0	19.5		136.2	23.3		
Adj Saturation B (vph)	NA	NA		0	1360		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		0.0	28.3		NA	NA		NA	NA		
Reference Time (s)		0.0			28.3			19.5			136.2		
Adj Reference Time (s)		8.0			32.3			23.5			140.2		
Split Option													
Ref Time Combined (s)	0.0	0.0		0.0	28.3		0.0	19.5		9.1	23.3		
Ref Time Seperate (s)	0.0	0.0		0.0	0.0		0.0	19.5		9.1	23.3		
Reference Time (s)	0.0	0.0		28.3	28.3		19.5	19.5		23.3	23.3		
Adj Reference Time (s)	0.0	0.0		32.3	32.3		23.5	23.5		27.3	27.3		
Summary													
	NW SE		NE SW		Combined								
Protected Option (s)	32.3		36.6										
Permitted Option (s)	32.3		140.2										
Split Option (s)	32.3		50.8										
Minimum (s)	32.3		36.6		68.9								
Right Turns													
	SER	NER	SWR										
Adj Reference Time (s)	8.0	8.0	8.0										
Cross Thru Ref Time (s)	27.3	0.0	32.3										
Oncoming Left Ref Time (s)	0.0	13.1	0.0										
Combined (s)	35.3	21.1	40.3										
Intersection Summary													
Intersection Capacity Utilization	57.4%		ICU Level of Service								B		
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Maple Ave Closed

37: Montebello Blvd & Washington Blvd



















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	611	24	32	1675	57	62	133	28	63	92	55
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	28	611	24	32	1732	0	0	195	28	0	155	55
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3046	1360	1520	4337	0	0	1575	1360	0	1567	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	2.2	24.1	2.1	2.5	47.9	0.0			2.5			4.9
Adj Reference Time (s)	8.0	28.1	8.0	8.0	51.9	0.0			8.0			8.9
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1446		0	266		0	214	
Reference Time A (s)	33.2	24.1		37.9	47.9		0.0	88.0		0.0	86.8	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		12.9	22.9		NA	NA	
Reference Time (s)		33.2			47.9			22.9			86.8	
Adj Reference Time (s)		37.2			51.9			26.9			90.8	
Split Option												
Ref Time Combined (s)	2.2	24.1		2.5	47.9		0.0	14.9		0.0	11.9	
Ref Time Separate (s)	2.2	24.1		2.5	46.3		4.9	10.0		5.0	6.9	
Reference Time (s)	24.1	24.1		47.9	47.9		14.9	14.9		11.9	11.9	
Adj Reference Time (s)	28.1	28.1		51.9	51.9		18.9	18.9		15.9	15.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	59.9		NA									
Permitted Option (s)	51.9		90.8									
Split Option (s)	80.0		34.7									
Minimum (s)	51.9		34.7		86.7							
Right Turns												
	EBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	8.9									
Cross Thru Ref Time (s)	15.9	28.1	51.9									
Oncoming Left Ref Time (s)	8.0	15.9	18.9									
Combined (s)	31.9	51.9	79.6									
Intersection Summary												
Intersection Capacity Utilization	72.2%		ICU Level of Service						C			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

38: 5th St & Whittier Blvd

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	513	6	28	1274	14	16	26	11	14	25	49
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	533	0	0	1316	0	0	42	11	0	39	49
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85
Saturated Flow (vph)	0	3037	0	0	3038	0	0	1570	1360	0	1571	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			1.0			4.3
Adj Reference Time (s)			0.0			0.0			8.0			8.3
Permitted Option												
Adj Saturation A (vph)	0	821		0	910		0	227		0	239	
Reference Time A (s)	0.0	34.9		0.0	79.4		0.0	22.2		0.0	19.6	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		9.3	11.2		9.1	11.0	
Reference Time (s)		34.9			79.4			11.2			11.0	
Adj Reference Time (s)		38.9			83.4			15.2			15.0	
Split Option												
Ref Time Combined (s)	0.0	21.1		0.0	52.0		0.0	3.2		0.0	3.0	
Ref Time Separate (s)	1.1	20.2		2.2	50.3		1.3	1.9		1.1	1.9	
Reference Time (s)	21.1	21.1		52.0	52.0		3.2	3.2		3.0	3.0	
Adj Reference Time (s)	25.1	25.1		56.0	56.0		8.0	8.0		8.0	8.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	83.4		15.2									
Split Option (s)	81.0		16.0									
Minimum (s)	81.0		15.2		96.2							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.3									
Cross Thru Ref Time (s)	25.1		56.0									
Oncoming Left Ref Time (s)	8.0		8.0									
Combined (s)	41.1		72.3									


















Intersection Summary

Intersection Capacity Utilization 80.2% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave Closed

39: 4th St & Whittier Blvd























AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	490	27	83	1228	33	9	65	44	31	100	88
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	542	0	0	1344	0	0	118	0	0	131	88
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.94	0.85	0.95	0.99	0.85
Saturated Flow (vph)	0	3017	0	0	3026	0	0	1505	0	0	1581	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			7.8
Adj Reference Time (s)			0.0			0.0			0.0			11.8
Permitted Option												
Adj Saturation A (vph)	0	564		0	436		0	712		0	747	
Reference Time A (s)	0.0	47.0		0.0	139.3		0.0	19.9		0.0	21.1	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.7	17.4		10.4	17.9	
Reference Time (s)		47.0			139.3			17.4			17.9	
Adj Reference Time (s)		51.0			143.3			21.4			21.9	
Split Option												
Ref Time Combined (s)	0.0	21.6		0.0	53.3		0.0	9.4		0.0	9.9	
Ref Time Separate (s)	2.0	19.5		6.6	48.6		0.7	5.2		2.4	7.5	
Reference Time (s)	21.6	21.6		53.3	53.3		9.4	9.4		9.9	9.9	
Adj Reference Time (s)	25.6	25.6		57.3	57.3		13.4	13.4		13.9	13.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	143.3		21.9									
Split Option (s)	82.9		27.4									
Minimum (s)	82.9		21.9		104.8							
Right Turns												
	SBR											
Adj Reference Time (s)	11.8											
Cross Thru Ref Time (s)	57.3											
Oncoming Left Ref Time (s)	13.4											
Combined (s)	82.5											
Intersection Summary												
Intersection Capacity Utilization			87.3%		ICU Level of Service		E					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

41: 2nd St & Whittier Blvd





















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	507	8	7	1360	22	10	40	39	51	28	23
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	17	507	8	7	1360	22	0	50	39	0	79	23
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	1600	1360	1520	1600	1360	0	1584	1360	0	1548	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00				0.00		0.00			
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	1.3	38.0	0.7	0.6	102.0	1.9			3.4			2.0
Adj Reference Time (s)	8.0	42.0	8.0	8.0	106.0	8.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1600		101	1600		0	392		0	143	
Reference Time A (s)	20.1	38.0		8.3	102.0		0.0	15.3		0.0	66.4	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.8	11.8		12.0	14.1	
Reference Time (s)		38.0			102.0			11.8			14.1	
Adj Reference Time (s)		42.0			106.0			15.8			18.1	
Split Option												
Ref Time Combined (s)	1.3	38.0		0.6	102.0		0.0	3.8		0.0	6.1	
Ref Time Separate (s)	1.3	38.0		0.6	102.0		0.8	3.0		4.0	2.1	
Reference Time (s)	38.0	38.0		102.0	102.0		3.8	3.8		6.1	6.1	
Adj Reference Time (s)	42.0	42.0		106.0	106.0		8.0	8.0		10.1	10.1	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	114.0		NA									
Permitted Option (s)	106.0		18.1									
Split Option (s)	148.0		18.1									
Minimum (s)	106.0		18.1		124.1							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	8.0	8.0								
Cross Thru Ref Time (s)	10.1	8.0	42.0	106.0								
Oncoming Left Ref Time (s)	8.0	8.0	10.1	8.0								
Combined (s)	26.1	24.0	60.1	122.0								
Intersection Summary												
Intersection Capacity Utilization			103.4%		ICU Level of Service				G			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave Closed

42: Bluff Rd & Whittier Blvd

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	555	21	185	1283	43	29	136	116	44	203	72
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	24	576	0	185	1326	0	0	165	116	0	247	72
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	3030	0	1520	3032	0	0	1586	1360	0	1586	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	1.9	22.8	0.0	14.6	52.5	0.0			10.2			6.4
Adj Reference Time (s)	8.0	26.8	0.0	18.6	56.5	0.0			14.2			10.4
Permitted Option												
Adj Saturation A (vph)	101	1515		101	1516		0	434		0	429	
Reference Time A (s)	28.4	22.8		219.1	52.5		0.0	45.6		0.0	69.0	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		28.4			219.1			45.6			69.0	
Adj Reference Time (s)		32.4			223.1			49.6			73.0	
Split Option												
Ref Time Combined (s)	1.9	22.8		14.6	52.5		0.0	12.5		0.0	18.7	
Ref Time Seperate (s)	1.9	22.0		14.6	50.8		2.3	10.2		3.5	15.2	
Reference Time (s)	22.8	22.8		52.5	52.5		12.5	12.5		18.7	18.7	
Adj Reference Time (s)	26.8	26.8		56.5	56.5		16.5	16.5		22.7	22.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	64.5		NA									
Permitted Option (s)	223.1		73.0									
Split Option (s)	83.3		39.2									
Minimum (s)	64.5		39.2		103.7							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	14.2		10.4									
Cross Thru Ref Time (s)	26.8		56.5									
Oncoming Left Ref Time (s)	22.7		16.5									
Combined (s)	63.7		83.3									























Intersection Summary

Intersection Capacity Utilization 86.4% ICU Level of Service E
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave Closed

47: Bluff Rd & Washington Blvd

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	678	14	42	1724	132	11	160	85	189	38	50
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	16	692	0	42	1724	132	11	245	0	0	227	50
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1520	4345	0	1520	3046	1360	1520	1517	0	0	3067	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	1.3	19.1	0.0	3.3	67.9	11.6				0.0		
Adj Reference Time (s)	8.0	23.1	0.0	8.0	71.9	15.6				0.0		
Permitted Option												
Adj Saturation A (vph)	101	1448			101	1523	101	1517			0	232
Reference Time A (s)	18.9	19.1			49.7	67.9	13.0	19.4			0.0	117.5
Adj Saturation B (vph)	NA	NA			NA	NA	0	1517			NA	NA
Reference Time B (s)	NA	NA			NA	NA	8.9	19.4			NA	NA
Reference Time (s)	19.1				67.9		19.4				117.5	
Adj Reference Time (s)	23.1				71.9		23.4				121.5	
Split Option												
Ref Time Combined (s)	1.3	19.1			3.3	67.9	0.9	19.4			0.0	8.9
Ref Time Seperate (s)	1.3	18.7			3.3	67.9	0.9	12.7			7.5	2.9
Reference Time (s)	19.1	19.1			67.9	67.9	19.4	19.4			8.9	8.9
Adj Reference Time (s)	23.1	23.1			71.9	71.9	23.4	23.4			12.9	12.9
Summary	EB WB		NB SB		Combined							
Protected Option (s)	79.9		NA									
Permitted Option (s)	71.9		121.5									
Split Option (s)	95.0		36.3									
Minimum (s)	71.9		36.3		108.2							
Right Turns	WBR		SBR									
Adj Reference Time (s)	15.6		8.4									
Cross Thru Ref Time (s)	23.4		71.9									
Oncoming Left Ref Time (s)	8.0		23.4									
Combined (s)	47.0		103.7									





















Intersection Summary

Intersection Capacity Utilization 90.1% ICU Level of Service E
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave Closed

19: Maple Ave & Mines Ave




















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	34	128	194	108	153	162	258	0	102	98	0	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	139	211	117	166	176	280	0	111	107	0	20
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	176	211	284	176	280	111	107	20				
Volume Left (vph)	37	0	117	0	280	0	107	0				
Volume Right (vph)	0	211	0	176	0	111	0	20				
Hadj (s)	0.14	-0.67	0.24	-0.67	0.53	-0.67	0.53	-0.67				
Departure Headway (s)	7.1	6.3	7.1	6.2	7.5	6.3	8.1	6.9				
Degree Utilization, x	0.35	0.37	0.56	0.30	0.59	0.20	0.24	0.04				
Capacity (veh/h)	484	548	494	560	457	539	416	481				
Control Delay (s)	12.6	11.7	17.4	10.6	19.6	9.7	12.4	8.9				
Approach Delay (s)	12.1		14.8		16.8		11.9					
Approach LOS	B		B		C		B					
Intersection Summary												
Delay			14.3									
Level of Service			B									
Intersection Capacity Utilization			60.5%		ICU Level of Service				B			
Analysis Period (min)			15									

Year 2020 (During Project Construction) - Maple Ave Closed

20: Maple Ave & Beach St

























AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	7	81	12	43	151	41	14	111	16	21	148	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	88	13	47	164	45	15	121	17	23	161	14
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total (vph)	96	13	255	136	17	198						
Volume Left (vph)	8	0	47	15	0	23						
Volume Right (vph)	0	13	45	0	17	14						
Hadj (s)	0.07	-0.67	-0.03	0.09	-0.67	0.01						
Departure Headway (s)	6.0	5.2	5.7	5.9	5.2	5.8						
Degree Utilization, x	0.16	0.02	0.40	0.22	0.03	0.32						
Capacity (veh/h)	554	627	602	565	639	579						
Control Delay (s)	8.9	7.1	12.5	9.5	7.1	11.6						
Approach Delay (s)	8.7		12.5	9.2		11.6						
Approach LOS	A		B	A		B						
Intersection Summary												
Delay			10.9									
Level of Service			B									
Intersection Capacity Utilization			46.8%	ICU Level of Service	A							
Analysis Period (min)			15									

Year 2020 (During Project Construction) - Maple Ave Closed

23: Greenwood Ave & Whittier Blvd





















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	 
Volume (veh/h)	28	611	113	100	1161	16	20	61	36	2	8	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	664	123	109	1262	17	22	66	39	2	9	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		674			325							
pX, platoon unblocked	0.64			0.90			0.69	0.69	0.90	0.69	0.69	0.64
vC, conflicting volume	1279			787			1660	2283	393	1953	2336	640
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	326			551			436	1337	116	860	1413	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			88			92	26	95	96	89	97
cM capacity (veh/h)	792			917			275	89	827	58	80	698
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	30	443	344	109	841	438	127	11	21			
Volume Left	30	0	0	109	0	0	22	2	0			
Volume Right	0	0	123	0	0	17	39	0	21			
cSH	792	1700	1700	917	1700	1700	146	74	698			
Volume to Capacity	0.04	0.26	0.20	0.12	0.49	0.26	0.87	0.15	0.03			
Queue Length 95th (ft)	3	0	0	10	0	0	146	12	2			
Control Delay (s)	9.7	0.0	0.0	9.5	0.0	0.0	103.0	61.4	10.3			
Lane LOS	A			A			F	F	B			
Approach Delay (s)	0.4			0.7			103.0	27.9				
Approach LOS							F	D				
Intersection Summary												
Average Delay			6.5									
Intersection Capacity Utilization			66.4%		ICU Level of Service				C			
Analysis Period (min)			15									

Year 2020 (During Project Construction) - Maple Ave Closed

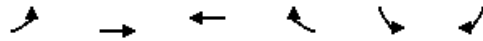
24: Greenwood Ave & Los Angeles Ave

AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (veh/h)	4	8	19	11	22	11	31	95	7	10	187	8	
Sign Control		Stop			Stop			Free			Free		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	4	9	21	12	24	12	34	103	8	11	203	9	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type								None			None		
Median storage (veh)													
Upstream signal (ft)								694					
pX, platoon unblocked													
vC, conflicting volume	420	403	203	421	404	103	212			111			
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	420	403	203	421	404	103	212			111			
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1			
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2			
p0 queue free %	99	98	98	98	95	99	98			99			
cM capacity (veh/h)	506	519	837	510	518	952	1358			1479			
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	13	21	48	137	8	214	9						
Volume Left	4	0	12	34	0	11	0						
Volume Right	0	21	12	0	8	0	9						
cSH	514	837	582	1358	1700	1479	1700						
Volume to Capacity	0.03	0.02	0.08	0.02	0.00	0.01	0.01						
Queue Length 95th (ft)	2	2	7	2	0	1	0						
Control Delay (s)	12.2	9.4	11.7	2.1	0.0	0.4	0.0						
Lane LOS	B	A	B	A		A							
Approach Delay (s)	10.5		11.7	1.9		0.4							
Approach LOS	B		B										
Intersection Summary													
Average Delay			2.9										
Intersection Capacity Utilization			39.9%		ICU Level of Service					A			
Analysis Period (min)			15										

26: Greenwood Ave & Montebello Way

AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗↗	↗↗	↗	↘	↗
Volume (veh/h)	0	0	0	0	0	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		311	1270			
pX, platoon unblocked						
vC, conflicting volume	0				0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				0	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1622				1023	1084























Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	0	0	0	0	0	0	0	11
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	11
cSH	1700	1700	1700	1700	1700	1700	1700	1084
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Queue Length 95th (ft)	0	0	0	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.4
Lane LOS							A	A
Approach Delay (s)	0.0			0.0			8.4	
Approach LOS							A	

Intersection Summary		
Average Delay		8.4
Intersection Capacity Utilization	6.7%	ICU Level of Service
Analysis Period (min)		15
		A

Year 2020 (During Project Construction) - Maple Ave Closed

32: Montebello Blvd & Los Angeles Ave

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	3	17	20	18	86	27	729	21	28	667	24
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	3	18	22	20	93	29	792	23	30	725	26
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								693			684	
pX, platoon unblocked	0.94	0.94	0.90	0.94	0.94	0.92	0.90			0.92		
vC, conflicting volume	1344	1660	362	1295	1663	396	751			815		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	857	1191	82	804	1194	163	512			620		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	98	91	88	88	97			97		
cM capacity (veh/h)	181	165	869	237	164	783	949			878		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	8	18	41	93	29	396	396	23	30	362	362	26
Volume Left	4	0	22	0	29	0	0	0	30	0	0	0
Volume Right	0	18	0	93	0	0	0	23	0	0	0	26
cSH	173	869	196	783	949	1700	1700	1700	878	1700	1700	1700
Volume to Capacity	0.04	0.02	0.21	0.12	0.03	0.23	0.23	0.01	0.03	0.21	0.21	0.02
Queue Length 95th (ft)	3	2	19	10	2	0	0	0	3	0	0	0
Control Delay (s)	26.7	9.2	28.3	10.2	8.9	0.0	0.0	0.0	9.2	0.0	0.0	0.0
Lane LOS	D	A	D	B	A				A			
Approach Delay (s)	14.3		15.7		0.3				0.4			
Approach LOS	B		C									
Intersection Summary												
Average Delay			1.7									
Intersection Capacity Utilization			43.6%		ICU Level of Service				A			
Analysis Period (min)			15									

34: Montebello Blvd & Roosevelt Ave





















AM Peak Hour

	↑	↗	↘	↓	↖	↗			
Movement	NBT	NBR	SBL	SBT	NWL	NWR			
Lane Configurations	↑↑	↗	↘	↑↑	↖	↗			
Volume (veh/h)	783	26	0	685	34	203			
Sign Control	Free			Free	Stop				
Grade	0%			0%	0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	851	28	0	745	37	221			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	None			None					
Median storage (veh)									
Upstream signal (ft)	234			344					
pX, platoon unblocked			0.88			0.93	0.88		
vC, conflicting volume			879			1223	426		
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol			588			600	72		
tC, single (s)			4.1			6.8	6.9		
tC, 2 stage (s)									
tF (s)			2.2			3.5	3.3		
p0 queue free %			100			91	74		
cM capacity (veh/h)			864			402	858		
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	NW 1	NW 2	
Volume Total	426	426	28	0	372	372	37	221	
Volume Left	0	0	0	0	0	0	37	0	
Volume Right	0	0	28	0	0	0	0	221	
cSH	1700	1700	1700	1700	1700	1700	402	858	
Volume to Capacity	0.25	0.25	0.02	0.00	0.22	0.22	0.09	0.26	
Queue Length 95th (ft)	0	0	0	0	0	0	8	26	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	14.9	10.6	
Lane LOS							B	B	
Approach Delay (s)	0.0			0.0			11.2		
Approach LOS							B		
Intersection Summary									
Average Delay			1.5						
Intersection Capacity Utilization			47.3%		ICU Level of Service		A		
Analysis Period (min)			15						

Year 2020 (During Project Construction) - Maple Ave Closed

36: Montebello Blvd & Mines Ave

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	14	88	33	23	176	54	56	189	18	28	105	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	96	36	25	191	59	61	205	20	30	114	20
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	111	36	216	59	266	20	145	20				
Volume Left (vph)	15	0	25	0	61	0	30	0				
Volume Right (vph)	0	36	0	59	0	20	0	20				
Hadj (s)	0.10	-0.67	0.09	-0.67	0.15	-0.67	0.14	-0.67				
Departure Headway (s)	6.3	5.5	6.1	5.3	6.1	5.2	6.2	5.4				
Degree Utilization, x	0.19	0.05	0.37	0.09	0.45	0.03	0.25	0.03				
Capacity (veh/h)	532	601	560	631	562	646	544	616				
Control Delay (s)	9.6	7.6	11.4	7.6	12.7	7.2	10.1	7.4				
Approach Delay (s)	9.1		10.6		12.3		9.7					
Approach LOS	A		B		B		A					
Intersection Summary												
Delay			10.7									
Level of Service			B									
Intersection Capacity Utilization			53.5%	ICU Level of Service								A
Analysis Period (min)			15									



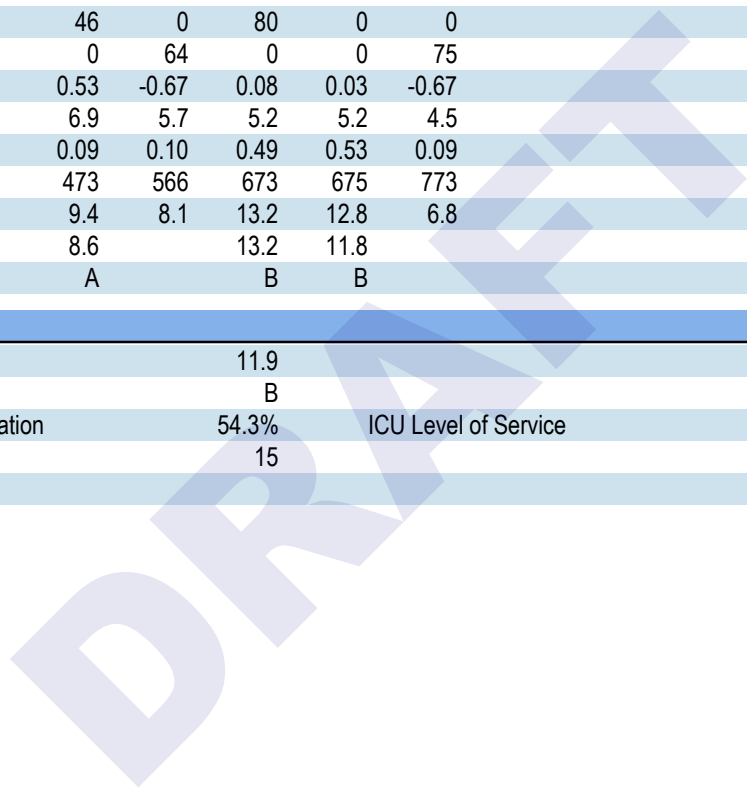
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Volume (veh/h)	20	77	133	1	3	17
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	84	145	1	3	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	146				272	145
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	146				272	145
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	98
cM capacity (veh/h)	1436				706	902
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	105	146	22			
Volume Left	22	0	3			
Volume Right	0	1	18			
cSH	1436	1700	866			
Volume to Capacity	0.02	0.09	0.03			
Queue Length 95th (ft)	1	0	2			
Control Delay (s)	1.7	0.0	9.3			
Lane LOS	A		A			
Approach Delay (s)	1.7	0.0	9.3			
Approach LOS			A			
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			27.8%		ICU Level of Service	A
Analysis Period (min)			15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	42	59	74	239	339	69
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	64	80	260	368	75












Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2
Volume Total (vph)	46	64	340	368	75
Volume Left (vph)	46	0	80	0	0
Volume Right (vph)	0	64	0	0	75
Hadj (s)	0.53	-0.67	0.08	0.03	-0.67
Departure Headway (s)	6.9	5.7	5.2	5.2	4.5
Degree Utilization, x	0.09	0.10	0.49	0.53	0.09
Capacity (veh/h)	473	566	673	675	773
Control Delay (s)	9.4	8.1	13.2	12.8	6.8
Approach Delay (s)	8.6		13.2	11.8	
Approach LOS	A		B	B	

Intersection Summary					
Delay			11.9		
Level of Service			B		
Intersection Capacity Utilization	54.3%		ICU Level of Service	A	
Analysis Period (min)			15		














44: Bluff Rd & Roosevelt Ave

AM Peak Hour

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	38	266	307	89	48	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	289	334	97	52	43
Direction, Lane #	NB 1	SB 1	SB 2	SE 1	SE 2	
Volume Total (vph)	330	334	97	52	43	
Volume Left (vph)	41	0	0	52	0	
Volume Right (vph)	0	0	97	0	43	
Hadj (s)	0.06	0.03	-0.67	0.53	-0.67	
Departure Headway (s)	5.1	5.1	4.4	6.8	5.6	
Degree Utilization, x	0.47	0.48	0.12	0.10	0.07	
Capacity (veh/h)	686	683	785	480	575	
Control Delay (s)	12.6	11.5	6.8	9.3	7.8	
Approach Delay (s)	12.6	10.5		8.6		
Approach LOS	B	B		A		
Intersection Summary						
Delay			11.1			
Level of Service			B			
Intersection Capacity Utilization			51.6%	ICU Level of Service	A	
Analysis Period (min)			15			

45: Bluff Rd & Mines Ave

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	75	57	59	223	226	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	82	62	64	242	246	135
Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2	
Volume Total (vph)	82	62	307	246	135	
Volume Left (vph)	82	0	64	0	0	
Volume Right (vph)	0	62	0	0	135	
Hadj (s)	0.53	-0.67	0.08	0.03	-0.67	
Departure Headway (s)	6.7	5.4	5.2	5.3	4.6	
Degree Utilization, x	0.15	0.09	0.45	0.36	0.17	
Capacity (veh/h)	497	599	669	658	755	
Control Delay (s)	9.6	7.8	12.4	10.0	7.3	
Approach Delay (s)	8.8		12.4	9.1		
Approach LOS	A		B	A		
Intersection Summary						
Delay			10.3			
Level of Service			B			
Intersection Capacity Utilization			46.9%	ICU Level of Service		A
Analysis Period (min)			15			

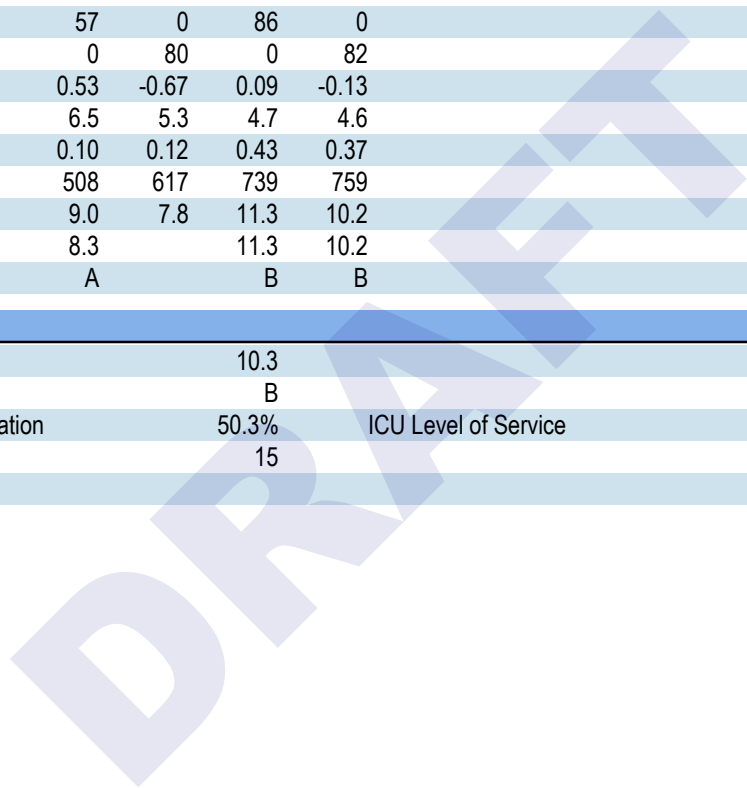
46: Bluff Rd & Beach St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	52	74	79	225	196	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	57	80	86	245	213	82





























Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total (vph)	57	80	330	295
Volume Left (vph)	57	0	86	0
Volume Right (vph)	0	80	0	82
Hadj (s)	0.53	-0.67	0.09	-0.13
Departure Headway (s)	6.5	5.3	4.7	4.6
Degree Utilization, x	0.10	0.12	0.43	0.37
Capacity (veh/h)	508	617	739	759
Control Delay (s)	9.0	7.8	11.3	10.2
Approach Delay (s)	8.3		11.3	10.2
Approach LOS	A		B	B

Intersection Summary			
Delay		10.3	
Level of Service		B	
Intersection Capacity Utilization		50.3%	ICU Level of Service A
Analysis Period (min)		15	



1: Garfield Ave & Whittier Blvd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	96	1005	139	118	529	129	110	1157	183	83	909	42
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	96	1005	139	118	529	129	110	1157	183	83	909	42
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	7.6	39.6	12.3	9.3	20.8	11.4	8.7	45.6	16.1	6.6	35.8	3.7
Adj Reference Time (s)	11.6	43.6	16.3	13.3	24.8	15.4	12.7	49.6	20.1	10.6	39.8	8.0
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		101	1523		101	1523	
Reference Time A (s)	113.7	39.6		139.7	20.8		130.3	45.6		98.3	35.8	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		113.7			139.7			130.3			98.3	
Adj Reference Time (s)		117.7			143.7			134.3			102.3	
Split Option												
Ref Time Combined (s)	7.6	39.6		9.3	20.8		8.7	45.6		6.6	35.8	
Ref Time Separate (s)	7.6	39.6		9.3	20.8		8.7	45.6		6.6	35.8	
Reference Time (s)	39.6	39.6		20.8	20.8		45.6	45.6		35.8	35.8	
Adj Reference Time (s)	43.6	43.6		24.8	24.8		49.6	49.6		39.8	39.8	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	56.9		60.1									
Permitted Option (s)	143.7		134.3									
Split Option (s)	68.4		89.4									
Minimum (s)	56.9		60.1		117.0							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	16.3	15.4	20.1	8.0								
Cross Thru Ref Time (s)	39.8	49.6	43.6	24.8								
Oncoming Left Ref Time (s)	13.3	11.6	10.6	12.7								
Combined (s)	69.4	76.5	74.3	45.5								
Intersection Summary												
Intersection Capacity Utilization	97.5%				ICU Level of Service				F			
Reference Times and Phasing Options do not represent an optimized timing plan.												























2: Garfield Ave & Olympic Blvd

PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	143	1181	241	58	454	99	89	1254	48	61	1056	45	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	143	1422	0	58	553	0	89	1302	0	61	1101	0	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.97	0.85	0.95	0.99	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	2969	0	1520	2965	0	1520	3030	0	1520	3028	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			Yes			Yes		
Reference Time (s)	11.3	57.5	0.0	4.6	22.4	0.0	7.0	51.6	0.0	4.8	43.6	0.0	
Adj Reference Time (s)	15.3	61.5	0.0	8.6	26.4	0.0	11.0	55.6	0.0	8.8	47.6	0.0	
Permitted Option													
Adj Saturation A (vph)	101	1484		101	1482		101	1515		101	1514		
Reference Time A (s)	169.3	57.5		68.7	22.4		105.4	51.6		72.2	43.6		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		169.3			68.7			105.4			72.2		
Adj Reference Time (s)		173.3			72.7			109.4			76.2		
Split Option													
Ref Time Combined (s)	11.3	57.5		4.6	22.4		7.0	51.6		4.8	43.6		
Ref Time Seperate (s)	11.3	47.7		4.6	18.4		7.0	49.7		4.8	41.9		
Reference Time (s)	57.5	57.5		22.4	22.4		51.6	51.6		43.6	43.6		
Adj Reference Time (s)	61.5	61.5		26.4	26.4		55.6	55.6		47.6	47.6		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	70.1		64.4										
Permitted Option (s)	173.3		109.4										
Split Option (s)	87.9		103.2										
Minimum (s)	70.1		64.4		134.4								
Right Turns													
Adj Reference Time (s)													
Cross Thru Ref Time (s)													
Oncoming Left Ref Time (s)													
Combined (s)													
Intersection Summary													
Intersection Capacity Utilization			112.0%		ICU Level of Service				H				
Reference Times and Phasing Options do not represent an optimized timing plan.													

3: Garfield Ave & Ferguson Dr

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	190	175	79	62	7	103	1380	149	23	1311	40
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	226	175	0	141	7	103	1380	149	23	1311	40
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1587	1360	0	1555	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			15.4			0.6	8.1	54.4	13.1	1.8	51.6	3.5
Adj Reference Time (s)			19.4			8.0	12.1	58.4	17.1	8.0	55.6	8.0
Permitted Option												
Adj Saturation A (vph)	0	467		0	161		101	1523		101	1523	
Reference Time A (s)	0.0	58.0		0.0	104.9		122.0	54.4		27.2	51.6	
Adj Saturation B (vph)	0	0		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	10.8	25.1		NA	NA		NA	NA		NA	NA	
Reference Time (s)		25.1			104.9			122.0			51.6	
Adj Reference Time (s)		29.1			108.9			126.0			55.6	
Split Option												
Ref Time Combined (s)	0.0	17.1		0.0	10.9		8.1	54.4		1.8	51.6	
Ref Time Separate (s)	2.8	14.3		6.2	4.7		8.1	54.4		1.8	51.6	
Reference Time (s)	17.1	17.1		10.9	10.9		54.4	54.4		51.6	51.6	
Adj Reference Time (s)	21.1	21.1		14.9	14.9		58.4	58.4		55.6	55.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		67.8									
Permitted Option (s)	108.9		126.0									
Split Option (s)	36.0		114.0									
Minimum (s)	36.0		67.8		103.7							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	19.4	8.0	17.1	8.0								
Cross Thru Ref Time (s)	55.6	58.4	21.1	14.9								
Oncoming Left Ref Time (s)	14.9	21.1	8.0	12.1								
Combined (s)	90.0	87.4	46.2	35.0								
Intersection Summary												
Intersection Capacity Utilization			86.4%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

4: Garfield Ave & Flotilla St

PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	279	184	14	29	20	205	10	1151	33	157	1259	150
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	477	0	0	254	0	10	1151	33	157	1259	150
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.87	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2944	0	0	2662	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			0.0	0.8	45.3	2.9	12.4	49.6	13.2
Adj Reference Time (s)			0.0			0.0	8.0	49.3	8.0	16.4	53.6	17.2
Permitted Option												
Adj Saturation A (vph)	0	98		0	177		101	1523		101	1523	
Reference Time A (s)	0.0	341.1		0.0	46.9		11.8	45.3		185.9	49.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		341.1			46.9			45.3			185.9	
Adj Reference Time (s)		345.1			50.9			49.3			189.9	
Split Option												
Ref Time Combined (s)	0.0	19.4		0.0	11.4		0.8	45.3		12.4	49.6	
Ref Time Separate (s)	22.0	7.3		2.3	0.9		0.8	45.3		12.4	49.6	
Reference Time (s)	22.0	22.0		11.4	11.4		45.3	45.3		49.6	49.6	
Adj Reference Time (s)	26.0	26.0		15.4	15.4		49.3	49.3		53.6	53.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		65.7									
Permitted Option (s)	345.1		189.9									
Split Option (s)	41.5		102.9									
Minimum (s)	41.5		65.7		107.2							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		17.2									
Cross Thru Ref Time (s)	26.0		15.4									
Oncoming Left Ref Time (s)	16.4		8.0									
Combined (s)	50.4		40.7									
Intersection Summary												
Intersection Capacity Utilization			89.3%		ICU Level of Service		E					
Reference Times and Phasing Options do not represent an optimized timing plan.												

5: Garfield Ave & Washington Blvd

PM Peak Hour




























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	226	1030	39	54	709	179	37	804	62	284	754	295
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	226	1069	0	54	888	0	37	804	62	284	754	295
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	4335	0	1520	4227	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	17.8	29.6	0.0	4.3	25.2	0.0	2.9	31.7	5.5	22.4	29.7	26.0
Adj Reference Time (s)	21.8	33.6	0.0	8.3	29.2	0.0	8.0	35.7	9.5	26.4	33.7	30.0
Permitted Option												
Adj Saturation A (vph)	101	1445		101	1409		101	1523		101	1523	
Reference Time A (s)	267.6	29.6		63.9	25.2		43.8	31.7		336.3	29.7	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		267.6			63.9			43.8			336.3	
Adj Reference Time (s)		271.6			67.9			47.8			340.3	
Split Option												
Ref Time Combined (s)	17.8	29.6		4.3	25.2		2.9	31.7		22.4	29.7	
Ref Time Seperate (s)	17.8	28.5		4.3	20.1		2.9	31.7		22.4	29.7	
Reference Time (s)	29.6	29.6		25.2	25.2		31.7	31.7		29.7	29.7	
Adj Reference Time (s)	33.6	33.6		29.2	29.2		35.7	35.7		33.7	33.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	51.1		62.1									
Permitted Option (s)	271.6		340.3									
Split Option (s)	62.8		69.4									
Minimum (s)	51.1		62.1		113.1							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	9.5		30.0									
Cross Thru Ref Time (s)	33.6		29.2									
Oncoming Left Ref Time (s)	26.4		8.0									
Combined (s)	69.5		67.2									

Intersection Summary

Intersection Capacity Utilization 94.3% ICU Level of Service F
 Reference Times and Phasing Options do not represent an optimized timing plan.

6: Concourse Ave & Whittier Blvd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Volume (vph)	60	1181	55	124	704	24	87	181	143	126	183	31
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	60	1181	55	124	704	24	87	181	143	126	183	31
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	1600	1360	1520	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00			0.00			
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	4.7	46.5	4.9	9.8	27.7	2.1	6.9	13.6	12.6	9.9	13.7	2.7
Adj Reference Time (s)	8.7	50.5	8.9	13.8	31.7	8.0	10.9	17.6	16.6	13.9	17.7	8.0
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		101	1600		101	1600	
Reference Time A (s)	71.1	46.5		146.8	27.7		103.0	13.6		149.2	13.7	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		71.1			146.8			103.0			149.2	
Adj Reference Time (s)		75.1			150.8			107.0			153.2	
Split Option												
Ref Time Combined (s)	4.7	46.5		9.8	27.7		6.9	13.6		9.9	13.7	
Ref Time Seperate (s)	4.7	46.5		9.8	27.7		6.9	13.6		9.9	13.7	
Reference Time (s)	46.5	46.5		27.7	27.7		13.6	13.6		13.7	13.7	
Adj Reference Time (s)	50.5	50.5		31.7	31.7		17.6	17.6		17.7	17.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	64.3		31.5									
Permitted Option (s)	150.8		153.2									
Split Option (s)	82.3		35.3									
Minimum (s)	64.3		31.5		95.8							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.9	8.0	16.6	8.0								
Cross Thru Ref Time (s)	17.7	17.6	50.5	31.7								
Oncoming Left Ref Time (s)	13.8	8.7	13.9	10.9								
Combined (s)	40.4	34.3	81.1	50.6								
Intersection Summary												
Intersection Capacity Utilization			79.9%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												























7: Concourse Ave & Olympic Blvd

PM Peak Hour

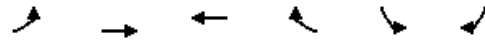
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	1094	30	22	510	41	16	215	87	147	138	98
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	150	1094	30	22	510	41	0	231	87	0	285	98
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1594	1360	0	1559	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	11.8	43.1	2.6	1.7	20.1	3.6			7.7			8.6
Adj Reference Time (s)	15.8	47.1	8.0	8.0	24.1	8.0			11.7			12.6
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		0	794		0	173	
Reference Time A (s)	177.6	43.1		26.1	20.1		0.0	34.9		0.0	197.2	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		177.6			26.1			34.9			197.2	
Adj Reference Time (s)		181.6			30.1			38.9			201.2	
Split Option												
Ref Time Combined (s)	11.8	43.1		1.7	20.1		0.0	17.4		0.0	21.9	
Ref Time Seperate (s)	11.8	43.1		1.7	20.1		1.3	16.1		11.6	10.3	
Reference Time (s)	43.1	43.1		20.1	20.1		17.4	17.4		21.9	21.9	
Adj Reference Time (s)	47.1	47.1		24.1	24.1		21.4	21.4		25.9	25.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	55.1		NA									
Permitted Option (s)	181.6		201.2									
Split Option (s)	71.2		47.3									
Minimum (s)	55.1		47.3		102.4							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	11.7	12.6								
Cross Thru Ref Time (s)	25.9	21.4	47.1	24.1								
Oncoming Left Ref Time (s)	8.0	15.8	25.9	21.4								
Combined (s)	41.9	45.2	84.7	58.1								
Intersection Summary												
Intersection Capacity Utilization			85.3%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

8: Yates Ave & Washington Blvd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	1318	21	72	765	12	100	124	274	48	78	80
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	34	1339	0	72	777	0	100	124	274	48	78	80
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	4348	0	1520	4348	0	1520	1600	1360	1520	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	Yes				Yes				Yes			
Reference Time (s)	2.7	37.0	0.0	5.7	21.4	0.0	7.9	9.3	24.2	3.8	5.8	7.1
Adj Reference Time (s)	8.0	41.0	0.0	9.7	25.4	0.0	11.9	13.3	28.2	8.0	9.8	11.1
Permitted Option												
Adj Saturation A (vph)	101	1449		101	1449		101	1600		101	1600	
Reference Time A (s)	40.3	37.0		85.3	21.4		118.4	9.3		56.8	5.8	
Adj Saturation B (vph)	NA	NA		NA	NA		0	1600		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		15.9	9.3		NA	NA	
Reference Time (s)		40.3			85.3			15.9			56.8	
Adj Reference Time (s)		44.3			89.3			19.9			60.8	
Split Option												
Ref Time Combined (s)	2.7	37.0		5.7	21.4		7.9	9.3		3.8	5.8	
Ref Time Separate (s)	2.7	36.4		5.7	21.1		7.9	9.3		3.8	5.8	
Reference Time (s)	37.0	37.0		21.4	21.4		9.3	9.3		5.8	5.8	
Adj Reference Time (s)	41.0	41.0		25.4	25.4		13.3	13.3		9.8	9.8	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	50.6		21.7									
Permitted Option (s)	89.3		60.8									
Split Option (s)	66.4		23.1									
Minimum (s)	50.6		21.7		72.4							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	28.2		11.1									
Cross Thru Ref Time (s)	41.0		25.4									
Oncoming Left Ref Time (s)	8.0		11.9									
Combined (s)	77.1		48.4									
Intersection Summary												
Intersection Capacity Utilization			64.3%		ICU Level of Service				C			
Reference Times and Phasing Options do not represent an optimized timing plan.												

























9: Whittier Blvd & Wilcox Ave























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↕	↕	↗	↘	↗
Volume (vph)	273	1205	621	166	226	196
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	273	1205	621	166	226	196
Lane Utilization Factor	1.00	0.95	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1368	2742	2742	1224	1368	1224
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	23.9	52.7	27.2	16.3		19.2
Adj Reference Time (s)	27.9	56.7	31.2	20.3		23.2
Permitted Option						
Adj Saturation A (vph)	91	1371	1371		91	
Reference Time A (s)	359.2	52.7	27.2		297.4	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		359.2	27.2			
Adj Reference Time (s)		363.2	31.2			
Split Option						
Ref Time Combined (s)	23.9	52.7	27.2		19.8	
Ref Time Seperate (s)	23.9	52.7	27.2		19.8	
Reference Time (s)	52.7	52.7	27.2		19.8	
Adj Reference Time (s)	56.7	56.7	31.2		23.8	
Summary	EB WB		SB		Combined	
Protected Option (s)	59.1		NA			
Permitted Option (s)	363.2		Err			
Split Option (s)	87.9		23.8			
Minimum (s)	59.1		23.8		83.0	
Right Turns	WBR	SBR				
Adj Reference Time (s)	20.3	23.2				
Cross Thru Ref Time (s)	0.0	31.2				
Oncoming Left Ref Time (s)	27.9	0.0				
Combined (s)	48.2	54.4				

Intersection Summary

Intersection Capacity Utilization 69.1% ICU Level of Service C
 Reference Times and Phasing Options do not represent an optimized timing plan.

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		 			 			 						
Volume (vph)	72	1321	14	13	757	27	18	0	4	52	1	57		
Pedestrians														
Ped Button														
Pedestrian Timing (s)														
Free Right	No			No			No			No				
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120		
Volume Combined (vph)	72	1321	14	13	757	27	0	22	0	0	53	57		
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.93	0.85	0.95	0.95	0.85		
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1493	0	0	1522	1360		
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Pedestrian Frequency (%)	0.00				0.00				0.00					
Protected Option Allowed	Yes				Yes				No					
Reference Time (s)	5.7	52.0	1.2	1.0	29.8	2.4			0.0		5.0			
Adj Reference Time (s)	9.7	56.0	8.0	8.0	33.8	8.0			0.0		9.0			
Permitted Option														
Adj Saturation A (vph)	101	1523			101	1523			0	114			0	1353
Reference Time A (s)	85.3	52.0			15.4	29.8			0.0	23.1			0.0	4.7
Adj Saturation B (vph)	NA	NA			NA	NA			0	0			0	0
Reference Time B (s)	NA	NA			NA	NA			9.4	9.8			12.1	12.2
Reference Time (s)	85.3				29.8				9.8				4.7	
Adj Reference Time (s)	89.3				33.8				13.8				8.7	
Split Option														
Ref Time Combined (s)	5.7	52.0			1.0	29.8			0.0	1.8			0.0	4.2
Ref Time Separate (s)	5.7	52.0			1.0	29.8			1.4	0.0			4.1	0.1
Reference Time (s)	52.0	52.0			29.8	29.8			1.8	1.8			4.2	4.2
Adj Reference Time (s)	56.0	56.0			33.8	33.8			8.0	8.0			8.2	8.2
Summary														
	EB WB		NB SB		Combined									
Protected Option (s)	64.0		NA											
Permitted Option (s)	89.3		13.8											
Split Option (s)	89.9		16.2											
Minimum (s)	64.0		13.8		77.8									
Right Turns														
Adj Reference Time (s)	EBR	WBR	SBR											
Cross Thru Ref Time (s)	8.0	8.0	9.0											
Oncoming Left Ref Time (s)	8.2	8.0	33.8											
Combined (s)	8.0	9.7	8.0											
	24.2	25.7	50.8											
Intersection Summary														
Intersection Capacity Utilization	64.8%		ICU Level of Service		C									
Reference Times and Phasing Options do not represent an optimized timing plan.														





















													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	65	1177	111	28	682	69	102	323	70	34	141	55	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	65	1288	0	28	751	0	0	425	70	0	175	55	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	3007	0	1520	3004	0	0	1581	1360	0	1584	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	5.1	51.4	0.0	2.2	30.0	0.0			6.2			4.9	
Adj Reference Time (s)	9.1	55.4	0.0	8.0	34.0	0.0			10.2			8.9	
Permitted Option													
Adj Saturation A (vph)	101	1504		101	1502		0	338		0	401		
Reference Time A (s)	77.0	51.4		33.2	30.0		0.0	150.9		0.0	52.3		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		77.0			33.2			150.9			52.3		
Adj Reference Time (s)		81.0			37.2			154.9			56.3		
Split Option													
Ref Time Combined (s)	5.1	51.4		2.2	30.0		0.0	32.3		0.0	13.3		
Ref Time Separate (s)	5.1	47.0		2.2	27.2		8.1	24.2		2.7	10.6		
Reference Time (s)	51.4	51.4		30.0	30.0		32.3	32.3		13.3	13.3		
Adj Reference Time (s)	55.4	55.4		34.0	34.0		36.3	36.3		17.3	17.3		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	63.4		NA										
Permitted Option (s)	81.0		154.9										
Split Option (s)	89.4		53.5										
Minimum (s)	63.4		53.5		116.9								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	10.2		8.9										
Cross Thru Ref Time (s)	55.4		34.0										
Oncoming Left Ref Time (s)	17.3		36.3										
Combined (s)	82.8		79.1										

Intersection Summary

Intersection Capacity Utilization 97.4% ICU Level of Service F
 Reference Times and Phasing Options do not represent an optimized timing plan.




















12: Vail Ave & Olympic Blvd

PM Peak Hour

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Volume (vph)	86	1146	120	243	460	56	113	406	542	48	205	31		
Pedestrians														
Ped Button														
Pedestrian Timing (s)														
Free Right	No			No			No			No				
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120		
Volume Combined (vph)	86	1266	0	243	516	0	0	519	542	0	253	31		
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.99	0.85	0.95	0.99	0.85		
Saturated Flow (vph)	1520	3003	0	1520	2997	0	0	1583	1360	0	1585	1360		
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00			
Protected Option Allowed	Yes			Yes			No			No				
Reference Time (s)	6.8	50.6	0.0	19.2	20.7	0.0				47.8	2.7			
Adj Reference Time (s)	10.8	54.6	0.0	23.2	24.7	0.0				51.8	8.0			
Permitted Option														
Adj Saturation A (vph)	101	1502			101	1498			0	366			0	409
Reference Time A (s)	101.8	50.6			287.8	20.7			0.0	170.1			0.0	74.3
Adj Saturation B (vph)	NA	NA			NA	NA			NA	NA			NA	NA
Reference Time B (s)	NA	NA			NA	NA			NA	NA			NA	NA
Reference Time (s)	101.8				287.8				170.1				74.3	
Adj Reference Time (s)	105.8				291.8				174.1				78.3	
Split Option														
Ref Time Combined (s)	6.8	50.6			19.2	20.7			0.0	39.4			0.0	19.2
Ref Time Seperate (s)	6.8	45.8			19.2	18.4			8.9	30.4			3.8	15.4
Reference Time (s)	50.6	50.6			20.7	20.7			39.4	39.4			19.2	19.2
Adj Reference Time (s)	54.6	54.6			24.7	24.7			43.4	43.4			23.2	23.2
Summary														
	EB WB		NB SB		Combined									
Protected Option (s)	77.8		NA											
Permitted Option (s)	291.8		174.1											
Split Option (s)	79.2		66.5											
Minimum (s)	77.8		66.5		144.3									
Right Turns														
	NBR		SBR											
Adj Reference Time (s)	51.8		8.0											
Cross Thru Ref Time (s)	54.6		24.7											
Oncoming Left Ref Time (s)	23.2		43.4											
Combined (s)	129.6		76.0											
Intersection Summary														
Intersection Capacity Utilization			120.2%		ICU Level of Service				H					
Reference Times and Phasing Options do not represent an optimized timing plan.														





















13: Vail Ave & Flotilla St

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	234	0	149	1	0	0	58	414	0	3	318	35
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	234	149	0	0	1	0	58	414	0	3	353	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	1360	0	0	1520	0	1520	1600	0	1520	1576	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	No			No			Yes			Yes		
Reference Time (s)	0.0			0.0			4.6	31.1	0.0	0.2	26.9	0.0
Adj Reference Time (s)	0.0			0.0			8.6	35.0	0.0	8.0	30.9	0.0
Permitted Option												
Adj Saturation A (vph)	1621	1360	0	101	101	1600	101	1576	101	1576	101	1576
Reference Time A (s)	17.3	13.1	0.0	1.2	1.2	68.7	31.1	3.6	26.9	3.6	26.9	26.9
Adj Saturation B (vph)	0	1360	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Reference Time B (s)	26.5	13.1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Reference Time (s)	17.3		1.2		68.7		26.9		17.3		26.9	
Adj Reference Time (s)	21.3		8.0		72.7		30.9		21.3		30.9	
Split Option												
Ref Time Combined (s)	18.5	13.1	0.0	0.1	0.1	4.6	31.1	0.2	26.9	0.2	26.9	26.9
Ref Time Seperate (s)	18.5	0.0	0.1	0.0	0.0	4.6	31.1	0.2	24.2	0.2	24.2	24.2
Reference Time (s)	18.5	18.5	0.1	0.1	0.1	31.1	31.1	26.9	26.9	26.9	26.9	26.9
Adj Reference Time (s)	22.5	22.5	8.0	8.0	8.0	35.0	35.0	30.9	30.9	30.9	30.9	30.9
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		43.0									
Permitted Option (s)	21.3		72.7									
Split Option (s)	30.5		65.9									
Minimum (s)	21.3		43.0		64.4							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	53.6%		ICU Level of Service				A					
Reference Times and Phasing Options do not represent an optimized timing plan.												

14: Vail Ave & Washington Blvd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	121	1556	71	31	728	114	75	207	69	178	171	91
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	121	1556	71	31	842	0	0	351	0	0	440	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.96	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1520	3046	1360	1520	4270	0	0	2925	0	0	2892	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	9.6	61.3	6.3	2.4	23.7	0.0			0.0			0.0
Adj Reference Time (s)	13.6	65.3	10.3	8.0	27.7	0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1423		0	97		0	96	
Reference Time A (s)	143.3	61.3		36.7	23.7		0.0	92.3		0.0	221.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		143.3			36.7			92.3			221.6	
Adj Reference Time (s)		147.3			40.7			96.3			225.6	
Split Option												
Ref Time Combined (s)	9.6	61.3		2.4	23.7		0.0	14.4		0.0	18.3	
Ref Time Separate (s)	9.6	61.3		2.4	20.5		5.9	8.5		14.1	7.1	
Reference Time (s)	61.3	61.3		23.7	23.7		14.4	14.4		18.3	18.3	
Adj Reference Time (s)	65.3	65.3		27.7	27.7		18.4	18.4		22.3	22.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	73.3		NA									
Permitted Option (s)	147.3		225.6									
Split Option (s)	93.0		40.7									
Minimum (s)	73.3		40.7		113.9							
Right Turns												
	EBR											
Adj Reference Time (s)	10.3											
Cross Thru Ref Time (s)	22.3											
Oncoming Left Ref Time (s)	8.0											
Combined (s)	40.5											
Intersection Summary												
Intersection Capacity Utilization	95.0%		ICU Level of Service		F							
Reference Times and Phasing Options do not represent an optimized timing plan.												

15: California Ave & Whittier Blvd

PM Peak Hour






















Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Volume (vph)	1238	36	19	772	25	19
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right	No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	1274	0	19	772	25	19
Lane Utilization Factor	0.95	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	1.00	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	3033	0	1520	3046	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00		
Protected Option Allowed	Yes			No		
Reference Time (s)	50.4	0.0	1.5	30.4		1.7
Adj Reference Time (s)	54.4	0.0	8.0	34.4		8.0
Permitted Option						
Adj Saturation A (vph)	1517		101	1523	101	
Reference Time A (s)	50.4		22.5	30.4	29.6	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	50.4			30.4		
Adj Reference Time (s)	54.4			34.4		
Split Option						
Ref Time Combined (s)	50.4		1.5	30.4	2.0	
Ref Time Seperate (s)	49.0		1.5	30.4	2.0	
Reference Time (s)	50.4			30.4	2.0	
Adj Reference Time (s)	54.4			34.4	8.0	
Summary						
	EB WB		NB	Combined		
Protected Option (s)	62.4		NA			
Permitted Option (s)	54.4		Err			
Split Option (s)	88.8		8.0			
Minimum (s)	54.4		8.0	62.4		
Right Turns						
	NBR					
Adj Reference Time (s)	8.0					
Cross Thru Ref Time (s)	54.4					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	62.4					

Intersection Summary

Intersection Capacity Utilization 52.0% ICU Level of Service A
 Reference Times and Phasing Options do not represent an optimized timing plan.

























16: Maple Ave & Beverly Blvd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	1778	103	82	798	35	63	185	83	40	90	31
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	80	1881	0	82	833	0	0	248	83	0	161	0
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1520	4323	0	1520	4331	0	0	1580	1360	0	1534	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	6.3	52.2	0.0	6.5	23.1	0.0			7.3			0.0
Adj Reference Time (s)	10.3	56.2	0.0	10.5	27.1	0.0			11.3			0.0
Permitted Option												
Adj Saturation A (vph)	101	1441		101	1444		0	1175		0	319	
Reference Time A (s)	94.7	52.2		97.1	23.1		0.0	25.3		0.0	60.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		94.7			97.1			25.3			60.6	
Adj Reference Time (s)		98.7			101.1			29.3			64.6	
Split Option												
Ref Time Combined (s)	6.3	52.2		6.5	23.1		0.0	18.8		0.0	12.6	
Ref Time Seperate (s)	6.3	49.4		6.5	22.1		5.0	13.9		3.2	7.0	
Reference Time (s)	52.2	52.2		23.1	23.1		18.8	18.8		12.6	12.6	
Adj Reference Time (s)	56.2	56.2		27.1	27.1		22.8	22.8		16.6	16.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	66.7		NA									
Permitted Option (s)	101.1		64.6									
Split Option (s)	83.3		39.4									
Minimum (s)	66.7		39.4		106.1							
Right Turns												
	NBR											
Adj Reference Time (s)	11.3											
Cross Thru Ref Time (s)	56.2											
Oncoming Left Ref Time (s)	16.6											
Combined (s)	84.1											
Intersection Summary												
Intersection Capacity Utilization			88.4%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												






















17: Maple Ave & Whittier Blvd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	61	1152	51	34	694	33	56	174	37	49	123	44
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	61	1203	0	34	727	0	56	211	0	49	167	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.97	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1520	3027	0	1520	3026	0	1520	1558	0	1520	1537	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	4.8	47.7	0.0	2.7	28.8	0.0	4.4	16.3	0.0	3.9	13.0	0.0
Adj Reference Time (s)	8.8	51.7	0.0	8.0	32.8	0.0	8.4	20.3	0.0	8.0	17.0	0.0
Permitted Option												
Adj Saturation A (vph)	101	1514		101	1513		101	1558		101	1537	
Reference Time A (s)	72.2	47.7		40.3	28.8		66.3	16.3		58.0	13.0	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		72.2			40.3			66.3			58.0	
Adj Reference Time (s)		76.2			44.3			70.3			62.0	
Split Option												
Ref Time Combined (s)	4.8	47.7		2.7	28.8		4.4	16.3		3.9	13.0	
Ref Time Separate (s)	4.8	45.7		2.7	27.5		4.4	13.4		3.9	9.6	
Reference Time (s)	47.7	47.7		28.8	28.8		16.3	16.3		13.0	13.0	
Adj Reference Time (s)	51.7	51.7		32.8	32.8		20.3	20.3		17.0	17.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	59.7		28.3									
Permitted Option (s)	76.2		70.3									
Split Option (s)	84.5		37.3									
Minimum (s)	59.7		28.3		87.9							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			73.3%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

18: Maple Ave & Olympic Blvd

PM Peak Hour























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	285	1099	285	35	419	66	86	0	50	111	0	242
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	285	1099	285	35	485	0	0	86	50	0	111	242
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1520	3046	1360	1520	2984	0	0	1520	1360	0	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	22.5	43.3	25.1	2.8	19.5	0.0			4.4			21.4
Adj Reference Time (s)	26.5	47.3	29.1	8.0	23.5	0.0			8.4			25.4
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1492		0	101		0	101	
Reference Time A (s)	337.5	43.3		41.4	19.5		0.0	101.8		0.0	131.4	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		14.8	14.8		16.8	16.8	
Reference Time (s)		337.5			41.4			14.8			16.8	
Adj Reference Time (s)		341.5			45.4			18.8			20.8	
Split Option												
Ref Time Combined (s)	22.5	43.3		2.8	19.5		0.0	6.8		0.0	8.8	
Ref Time Separate (s)	22.5	43.3		2.8	16.8		6.8	0.0		8.8	0.0	
Reference Time (s)	43.3	43.3		19.5	19.5		6.8	6.8		8.8	8.8	
Adj Reference Time (s)	47.3	47.3		23.5	23.5		10.8	10.8		12.8	12.8	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	55.3		NA									
Permitted Option (s)	341.5		20.8									
Split Option (s)	70.8		23.6									
Minimum (s)	55.3		20.8		76.1							
Right Turns												
	EBR	NBR	SBR									
Adj Reference Time (s)	29.1	8.4	25.4									
Cross Thru Ref Time (s)	12.8	47.3	23.5									
Oncoming Left Ref Time (s)	8.0	12.8	10.8									
Combined (s)	49.9	68.5	59.6									

Intersection Summary

Intersection Capacity Utilization 63.4% ICU Level of Service B
 Reference Times and Phasing Options do not represent an optimized timing plan.

21: Maple Ave & Washington Blvd

PM Peak Hour

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		 			 									
Volume (vph)	83	1630	45	43	687	80	44	79	59	67	71	82		
Pedestrians														
Ped Button														
Pedestrian Timing (s)														
Free Right	No			No			No			No				
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120		
Volume Combined (vph)	83	1675	0	43	767	0	0	123	59	0	138	82		
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85	0.95	0.98	0.85		
Saturated Flow (vph)	1520	4341	0	1520	4290	0	0	1571	1360	0	1561	1360		
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00			
Protected Option Allowed	Yes			Yes			No			No				
Reference Time (s)	6.6	46.3	0.0	3.4	21.5	0.0				5.2	7.2			
Adj Reference Time (s)	10.6	50.3	0.0	8.0	25.5	0.0				9.2	11.2			
Permitted Option														
Adj Saturation A (vph)	101	1447			101	1430			0	240			0	183
Reference Time A (s)	98.3	46.3			50.9	21.5			0.0	61.6			0.0	90.5
Adj Saturation B (vph)	NA	NA			NA	NA			0	0			0	0
Reference Time B (s)	NA	NA			NA	NA			11.5	17.4			13.3	18.6
Reference Time (s)	98.3				50.9				17.4				18.6	
Adj Reference Time (s)	102.3				54.9				21.4				22.6	
Split Option														
Ref Time Combined (s)	6.6	46.3			3.4	21.5			0.0	9.4			0.0	10.6
Ref Time Separate (s)	6.6	45.1			3.4	19.2			3.5	5.9			5.3	5.3
Reference Time (s)	46.3	46.3			21.5	21.5			9.4	9.4			10.6	10.6
Adj Reference Time (s)	50.3	50.3			25.5	25.5			13.4	13.4			14.6	14.6
Summary														
	EB WB		NB SB		Combined									
Protected Option (s)	58.3		NA											
Permitted Option (s)	102.3		22.6											
Split Option (s)	75.8		28.0											
Minimum (s)	58.3		22.6		80.9									
Right Turns														
	NBR		SBR											
Adj Reference Time (s)	9.2		11.2											
Cross Thru Ref Time (s)	50.3		25.5											
Oncoming Left Ref Time (s)	14.6		13.4											
Combined (s)	74.1		50.1											

Intersection Summary

Intersection Capacity Utilization 67.4% ICU Level of Service C
 Reference Times and Phasing Options do not represent an optimized timing plan.

22: Taylor Ave & Whittier Blvd

PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	1188	43	23	684	17	77	60	29	24	53	13
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	12	1231	0	23	701	0	0	137	29	0	77	13
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3030	0	1520	3035	0	0	1555	1360	0	1575	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	0.9	48.7	0.0	1.8	27.7	0.0			2.6			1.1
Adj Reference Time (s)	8.0	52.7	0.0	8.0	31.7	0.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1515		101	1518		0	161		0	271	
Reference Time A (s)	14.2	48.7		27.2	27.7		0.0	102.2		0.0	34.2	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		14.1	18.6		9.9	13.9	
Reference Time (s)		48.7			27.7			18.6			13.9	
Adj Reference Time (s)		52.7			31.7			22.6			17.9	
Split Option												
Ref Time Combined (s)	0.9	48.7		1.8	27.7		0.0	10.6		0.0	5.9	
Ref Time Seperate (s)	0.9	47.0		1.8	27.0		6.1	4.5		1.9	4.0	
Reference Time (s)	48.7	48.7		27.7	27.7		10.6	10.6		5.9	5.9	
Adj Reference Time (s)	52.7	52.7		31.7	31.7		14.6	14.6		9.9	9.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	60.7		NA									
Permitted Option (s)	52.7		22.6									
Split Option (s)	84.5		24.4									
Minimum (s)	52.7		22.6		75.3							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.0									
Cross Thru Ref Time (s)	52.7		31.7									
Oncoming Left Ref Time (s)	9.9		14.6									
Combined (s)	70.6		54.3									

Intersection Summary

Intersection Capacity Utilization 62.8% ICU Level of Service B
 Reference Times and Phasing Options do not represent an optimized timing plan.

25: Greenwood Ave & Olympic Blvd

PM Peak Hour























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	887	356	16	309	45	200	93	27	22	162	28
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	40	1243	0	16	354	0	0	293	27	0	184	28
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.98	0.85	0.95	0.97	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	2916	0	1520	2988	0	0	1545	1360	0	1590	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	3.2	51.2	0.0	1.3	14.2	0.0			2.4			2.5
Adj Reference Time (s)	8.0	55.2	0.0	8.0	18.2	0.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1458		101	1494		0	136		0	573	
Reference Time A (s)	47.4	51.2		18.9	14.2		0.0	258.2		0.0	38.5	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		9.7	21.9	
Reference Time (s)		51.2			18.9			258.2			21.9	
Adj Reference Time (s)		55.2			22.9			262.2			25.9	
Split Option												
Ref Time Combined (s)	3.2	51.2		1.3	14.2		0.0	22.8		0.0	13.9	
Ref Time Seperate (s)	3.2	36.5		1.3	12.4		15.8	7.0		1.7	12.2	
Reference Time (s)	51.2	51.2		14.2	14.2		22.8	22.8		13.9	13.9	
Adj Reference Time (s)	55.2	55.2		18.2	18.2		26.8	26.8		17.9	17.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	63.2		NA									
Permitted Option (s)	55.2		262.2									
Split Option (s)	73.4		44.6									
Minimum (s)	55.2		44.6		99.8							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.0									
Cross Thru Ref Time (s)	55.2		18.2									
Oncoming Left Ref Time (s)	17.9		26.8									
Combined (s)	81.0		53.0									





















Intersection Summary

Intersection Capacity Utilization 83.2% ICU Level of Service E
 Reference Times and Phasing Options do not represent an optimized timing plan.
























27: Greenwood Ave & Mines Ave

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	166	175	100	29	54	41	41	810	44	82	835	119
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	166	275	0	29	54	41	41	854	0	82	954	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	1513	0	1520	1600	1360	1520	3023	0	1520	2989	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00			0.00			0.00		
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	13.1	21.8	0.0	2.3	4.0	3.6	3.2	33.9	0.0	6.5	38.3	0.0
Adj Reference Time (s)	17.1	25.8	0.0	8.0	8.1	8.0	8.0	37.9	0.0	10.5	42.3	0.0
Permitted Option												
Adj Saturation A (vph)	101	1513		101	1600		101	1511		101	1495	
Reference Time A (s)	196.6	21.8		34.3	4.0		48.6	33.9		97.1	38.3	
Adj Saturation B (vph)	0	1513		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	21.1	21.8		NA	NA		NA	NA		NA	NA	
Reference Time (s)		21.8			34.3			48.6			97.1	
Adj Reference Time (s)		25.8			38.3			52.6			101.1	
Split Option												
Ref Time Combined (s)	13.1	21.8		2.3	4.0		3.2	33.9		6.5	38.3	
Ref Time Separate (s)	13.1	13.9		2.3	4.0		3.2	32.2		6.5	33.5	
Reference Time (s)	21.8	21.8		4.0	4.0		33.9	33.9		38.3	38.3	
Adj Reference Time (s)	25.8	25.8		8.1	8.1		37.9	37.9		42.3	42.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	33.8		50.3									
Permitted Option (s)	38.3		101.1									
Split Option (s)	33.9		80.2									
Minimum (s)	33.8		50.3		84.1							
Right Turns												
	WBR											
Adj Reference Time (s)	8.0											
Cross Thru Ref Time (s)	37.9											
Oncoming Left Ref Time (s)	17.1											
Combined (s)	63.0											
Intersection Summary												
Intersection Capacity Utilization			70.1%		ICU Level of Service				C			
Reference Times and Phasing Options do not represent an optimized timing plan.												
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	102	56	22	39	40	43	817	53	75	812	26
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	135	56	0	61	40	43	870	0	75	838	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.99	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1580	1360	0	1571	1360	1520	3019	0	1520	3032	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			4.9			3.5	3.4	34.6	0.0	5.9	33.2	0.0
Adj Reference Time (s)			8.9			8.0	8.0	38.6	0.0	9.9	37.2	0.0
Permitted Option												
Adj Saturation A (vph)	0	333		0	238		101	1509		101	1516	
Reference Time A (s)	0.0	48.7		0.0	30.7		50.9	34.6		88.8	33.2	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	10.6	18.3		9.7	12.7		NA	NA		NA	NA	
Reference Time (s)		18.3			12.7			50.9			88.8	
Adj Reference Time (s)		22.3			16.7			54.9			92.8	
Split Option												
Ref Time Combined (s)	0.0	10.3		0.0	4.7		3.4	34.6		5.9	33.2	
Ref Time Separate (s)	2.6	7.7		1.7	2.9		3.4	32.5		5.9	32.1	
Reference Time (s)	10.3	10.3		4.7	4.7		34.6	34.6		33.2	33.2	
Adj Reference Time (s)	14.3	14.3		8.7	8.7		38.6	38.6		37.2	37.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		48.5									
Permitted Option (s)	22.3		92.8									
Split Option (s)	22.9		75.7									
Minimum (s)	22.3		48.5		70.8							
Right Turns												
	EBR		WBR									
Adj Reference Time (s)	8.9		8.0									
Cross Thru Ref Time (s)	37.2		38.6									
Oncoming Left Ref Time (s)	8.7		14.3									
Combined (s)	54.8		60.8									
Intersection Summary												
Intersection Capacity Utilization			59.0%		ICU Level of Service		B					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	234	1331	221	88	632	84	72	603	103	130	660	102
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	234	1552	0	88	716	0	72	603	103	130	762	0
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	4265	0	1520	4282	0	1520	3046	1360	1520	2985	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	18.5	43.7	0.0	6.9	20.1	0.0	5.7	23.8	9.1	10.3	30.6	0.0
Adj Reference Time (s)	22.5	47.7	0.0	10.9	24.1	0.0	9.7	27.8	13.1	14.3	34.6	0.0
Permitted Option												
Adj Saturation A (vph)	101	1422		101	1427		101	1523		101	1493	
Reference Time A (s)	277.1	43.7		104.2	20.1		85.3	23.8		153.9	30.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		277.1			104.2			85.3			153.9	
Adj Reference Time (s)		281.1			108.2			89.3			157.9	
Split Option												
Ref Time Combined (s)	18.5	43.7		6.9	20.1		5.7	23.8		10.3	30.6	
Ref Time Seperate (s)	18.5	37.4		6.9	17.7		5.7	23.8		10.3	26.5	
Reference Time (s)	43.7	43.7		20.1	20.1		23.8	23.8		30.6	30.6	
Adj Reference Time (s)	47.7	47.7		24.1	24.1		27.8	27.8		34.6	34.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	58.6		44.3									
Permitted Option (s)	281.1		157.9									
Split Option (s)	71.7		62.4									
Minimum (s)	58.6		44.3		102.9							
Right Turns												
	NBR											
Adj Reference Time (s)	13.1											
Cross Thru Ref Time (s)	47.7											
Oncoming Left Ref Time (s)	14.3											
Combined (s)	75.0											
Intersection Summary												
Intersection Capacity Utilization	85.8%		ICU Level of Service						E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	37	1091	13	11	734	12	25	17	10	28	31	30
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	37	1104	0	11	746	0	0	52	0	0	59	30
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3041	0	1520	3039	0	0	1516	0	0	1562	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	2.9	43.6	0.0	0.9	29.5	0.0			0.0			2.6
Adj Reference Time (s)	8.0	47.6	0.0	8.0	33.5	0.0			0.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1521		101	1520		0	179		0	1247	
Reference Time A (s)	43.8	43.6		13.0	29.5		0.0	34.8		0.0	5.7	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		10.0	12.1		10.2	12.5	
Reference Time (s)		43.8			29.5			12.1			5.7	
Adj Reference Time (s)		47.8			33.5			16.1			9.7	
Split Option												
Ref Time Combined (s)	2.9	43.6		0.9	29.5		0.0	4.1		0.0	4.5	
Ref Time Seperate (s)	2.9	43.1		0.9	29.0		2.0	1.4		2.2	2.3	
Reference Time (s)	43.6	43.6		29.5	29.5		4.1	4.1		4.5	4.5	
Adj Reference Time (s)	47.6	47.6		33.5	33.5		8.1	8.1		8.5	8.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	55.6		NA									
Permitted Option (s)	47.8		16.1									
Split Option (s)	81.0		16.6									
Minimum (s)	47.8		16.1		63.9							
Right Turns												
	SBR											
Adj Reference Time (s)	8.0											
Cross Thru Ref Time (s)	33.5											
Oncoming Left Ref Time (s)	8.1											
Combined (s)	49.6											
Intersection Summary												
Intersection Capacity Utilization	53.3%		ICU Level of Service						A			
Reference Times and Phasing Options do not represent an optimized timing plan.												

31: Montebello Blvd & Whittier Blvd





















PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	183	831	57	92	579	75	84	824	110	164	709	86
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	183	831	57	92	654	0	84	824	110	164	709	86
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	2994	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	14.4	32.7	5.0	7.3	26.2	0.0	6.6	32.5	9.7	12.9	27.9	7.6
Adj Reference Time (s)	18.4	36.7	9.0	11.3	30.2	0.0	10.6	36.5	13.7	16.9	31.9	11.6
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1497		101	1523		101	1523	
Reference Time A (s)	216.7	32.7		108.9	26.2		99.5	32.5		194.2	27.9	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		216.7			108.9			99.5			194.2	
Adj Reference Time (s)		220.7			112.9			103.5			198.2	
Split Option												
Ref Time Combined (s)	14.4	32.7		7.3	26.2		6.6	32.5		12.9	27.9	
Ref Time Separate (s)	14.4	32.7		7.3	23.2		6.6	32.5		12.9	27.9	
Reference Time (s)	32.7	32.7		26.2	26.2		32.5	32.5		27.9	27.9	
Adj Reference Time (s)	36.7	36.7		30.2	30.2		36.5	36.5		31.9	31.9	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	48.7		53.4									
Permitted Option (s)	220.7		198.2									
Split Option (s)	66.9		68.4									
Minimum (s)	48.7		53.4		102.1							
Right Turns	EBR	NBR	SBR									
Adj Reference Time (s)	9.0	13.7	11.6									
Cross Thru Ref Time (s)	31.9	36.7	30.2									
Oncoming Left Ref Time (s)	11.3	16.9	10.6									
Combined (s)	52.2	67.4	52.4									
Intersection Summary												
Intersection Capacity Utilization	85.1%		ICU Level of Service				E					
Reference Times and Phasing Options do not represent an optimized timing plan.												

33: Montebello Blvd & Olympic Blvd






















PM Peak Hour



















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	201	529	204	77	126	16	138	769	85	11	725	103
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	934	0	0	203	16	138	769	85	11	725	103
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2915	0	0	2989	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			1.4	10.9	30.3	7.5	0.9	28.6	9.1
Adj Reference Time (s)			0.0			8.0	14.9	34.3	11.5	8.0	32.6	13.1
Permitted Option												
Adj Saturation A (vph)	0	97		0	100		101	1523		101	1523	
Reference Time A (s)	0.0	248.2		0.0	92.8		163.4	30.3		13.0	28.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		248.2			92.8			163.4			28.6	
Adj Reference Time (s)		252.2			96.8			167.4			32.6	
Split Option												
Ref Time Combined (s)	0.0	38.5		0.0	8.2		10.9	30.3		0.9	28.6	
Ref Time Seperate (s)	15.9	21.7		6.1	5.0		10.9	30.3		0.9	28.6	
Reference Time (s)	38.5	38.5		8.2	8.2		30.3	30.3		28.6	28.6	
Adj Reference Time (s)	42.5	42.5		12.2	12.2		34.3	34.3		32.6	32.6	
Summary	EB WB	NB SB		Combined								
Protected Option (s)	NA	47.5										
Permitted Option (s)	252.2	167.4										
Split Option (s)	54.6	66.8										
Minimum (s)	54.6	47.5		102.1								
Right Turns	WBR	NBR	SBR									
Adj Reference Time (s)	8.0	11.5	13.1									
Cross Thru Ref Time (s)	34.3	42.5	12.2									
Oncoming Left Ref Time (s)	42.5	8.0	14.9									
Combined (s)	84.7	62.0	40.1									
Intersection Summary												
Intersection Capacity Utilization	85.0%			ICU Level of Service					E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Volume (vph)	0	0	10	0	0	182	0	750	10	254	631	6	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	0	0	10	0	182	0	0	750	10	254	631	6	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.85	0.85	0.95	1.00	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	0	0	1360	0	1360	0	0	3046	1360	1520	3046	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes		
Reference Time (s)	0.0	0.0	0.9	0.0	16.1	0.0	0.0	29.5	0.9	20.1	24.9	0.5	
Adj Reference Time (s)	0.0	0.0	8.0	0.0	20.1	0.0	0.0	33.5	8.0	24.1	28.9	8.0	
Permitted Option													
Adj Saturation A (vph)	0	0		0	1360		0	1523		101	1523		
Reference Time A (s)	0.0	0.0		0.0	16.1		0.0	29.5		300.8	24.9		
Adj Saturation B (vph)	NA	NA		0	1360		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		0.0	16.1		NA	NA		NA	NA		
Reference Time (s)		0.0			16.1			29.5			300.8		
Adj Reference Time (s)		8.0			20.1			33.5			304.8		
Split Option													
Ref Time Combined (s)	0.0	0.0		0.0	16.1		0.0	29.5		20.1	24.9		
Ref Time Separate (s)	0.0	0.0		0.0	0.0		0.0	29.5		20.1	24.9		
Reference Time (s)	0.0	0.0		16.1	16.1		29.5	29.5		24.9	24.9		
Adj Reference Time (s)	0.0	0.0		20.1	20.1		33.5	33.5		28.9	28.9		
Summary	NW SE		NE SW		Combined								
Protected Option (s)	20.1		57.6										
Permitted Option (s)	20.1		304.8										
Split Option (s)	20.1		62.4										
Minimum (s)	20.1		57.6		77.7								
Right Turns	SER	NER	SWR										
Adj Reference Time (s)	8.0	8.0	8.0										
Cross Thru Ref Time (s)	28.9	0.0	20.1										
Oncoming Left Ref Time (s)	0.0	24.1	0.0										
Combined (s)	36.9	32.1	28.1										
Intersection Summary													
Intersection Capacity Utilization	64.7%		ICU Level of Service		C								
Reference Times and Phasing Options do not represent an optimized timing plan.													


















37: Montebello Blvd & Washington Blvd























PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	1492	42	32	705	62	37	43	21	58	58	53
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	40	1492	42	32	767	0	0	80	21	0	116	53
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	3046	1360	1520	4306	0	0	1563	1360	0	1560	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	3.2	58.8	3.7	2.5	21.4	0.0			1.9			4.7
Adj Reference Time (s)	8.0	62.8	8.0	8.0	25.4	0.0			8.0			8.7
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1435		0	191		0	178	
Reference Time A (s)	47.4	58.8		37.9	21.4		0.0	50.3		0.0	78.1	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		10.9	14.1		12.6	16.9	
Reference Time (s)		58.8			37.9			14.1			16.9	
Adj Reference Time (s)		62.8			41.9			18.1			20.9	
Split Option												
Ref Time Combined (s)	3.2	58.8		2.5	21.4		0.0	6.1		0.0	8.9	
Ref Time Separate (s)	3.2	58.8		2.5	19.6		2.9	3.2		4.6	4.3	
Reference Time (s)	58.8	58.8		21.4	21.4		6.1	6.1		8.9	8.9	
Adj Reference Time (s)	62.8	62.8		25.4	25.4		10.1	10.1		12.9	12.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	70.8		NA									
Permitted Option (s)	62.8		20.9									
Split Option (s)	88.1		23.1									
Minimum (s)	62.8		20.9		83.7							
Right Turns												
	EBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	8.7									
Cross Thru Ref Time (s)	12.9	62.8	25.4									
Oncoming Left Ref Time (s)	8.0	12.9	10.1									
Combined (s)	28.9	83.7	44.2									
Intersection Summary												
Intersection Capacity Utilization	69.7%		ICU Level of Service				C					
Reference Times and Phasing Options do not represent an optimized timing plan.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	1063	14	9	625	21	25	45	27	60	49	40
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	1102	0	0	655	0	0	70	27	0	109	40
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.97	0.85
Saturated Flow (vph)	0	3037	0	0	3030	0	0	1571	1360	0	1556	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			2.4			3.5
Adj Reference Time (s)			0.0			0.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	0	883		0	1071		0	240		0	164	
Reference Time A (s)	0.0	68.1		0.0	34.7		0.0	35.0		0.0	79.8	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		10.0	13.3		12.7	16.4	
Reference Time (s)		68.1			34.7			13.3			16.4	
Adj Reference Time (s)		72.1			38.7			17.3			20.4	
Split Option												
Ref Time Combined (s)	0.0	43.5		0.0	25.9		0.0	5.3		0.0	8.4	
Ref Time Seperate (s)	2.0	42.0		0.7	24.7		2.0	3.4		4.7	3.7	
Reference Time (s)	43.5	43.5		25.9	25.9		5.3	5.3		8.4	8.4	
Adj Reference Time (s)	47.5	47.5		29.9	29.9		9.3	9.3		12.4	12.4	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	72.1		20.4									
Split Option (s)	77.5		21.8									
Minimum (s)	72.1		20.4		92.5							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.0									
Cross Thru Ref Time (s)	47.5		29.9									
Oncoming Left Ref Time (s)	12.4		9.3									
Combined (s)	67.9		47.3									





















Intersection Summary
 Intersection Capacity Utilization 77.0% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	1090	21	37	611	22	13	81	121	24	39	27
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	1139	0	0	670	0	0	215	0	0	63	27
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.91	0.85	0.95	0.98	0.85
Saturated Flow (vph)	0	3034	0	0	3023	0	0	1461	0	0	1570	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			2.4
Adj Reference Time (s)			0.0			0.0			0.0			8.0
Permitted Option												
Adj Saturation A (vph)	0	849		0	484		0	779		0	470	
Reference Time A (s)	0.0	72.6		0.0	64.7		0.0	33.1		0.0	16.1	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		9.0	25.7		NA	NA	
Reference Time (s)		72.6			64.7			25.7			16.1	
Adj Reference Time (s)		76.6			68.7			29.7			20.1	
Split Option												
Ref Time Combined (s)	0.0	45.0		0.0	26.6		0.0	17.7		0.0	4.8	
Ref Time Separate (s)	2.2	43.1		2.9	24.2		1.0	6.7		1.9	2.9	
Reference Time (s)	45.0	45.0		26.6	26.6		17.7	17.7		4.8	4.8	
Adj Reference Time (s)	49.0	49.0		30.6	30.6		21.7	21.7		8.8	8.8	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	76.6		29.7									
Split Option (s)	79.6		30.5									
Minimum (s)	76.6		29.7		106.3							
Right Turns												
	SBR											
Adj Reference Time (s)	8.0											
Cross Thru Ref Time (s)	30.6											
Oncoming Left Ref Time (s)	21.7											
Combined (s)	60.3											
Intersection Summary												
Intersection Capacity Utilization			88.6%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	1137	9	5	700	23	11	50	48	60	26	21
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	19	1137	9	5	700	23	0	61	48	0	86	21
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	1600	1360	1520	1600	1360	0	1586	1360	0	1544	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	1.5	85.3	0.8	0.4	52.5	2.0			4.2			1.9
Adj Reference Time (s)	8.0	89.3	8.0	8.0	56.5	8.0			8.2			8.0
Permitted Option												
Adj Saturation A (vph)	101	1600		101	1600		0	425		0	134	
Reference Time A (s)	22.5	85.3		5.9	52.5		0.0	17.2		0.0	77.2	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.9	12.6		12.7	14.7	
Reference Time (s)		85.3			52.5			12.6			14.7	
Adj Reference Time (s)		89.3			56.5			16.6			18.7	
Split Option												
Ref Time Combined (s)	1.5	85.3		0.4	52.5		0.0	4.6		0.0	6.7	
Ref Time Seperate (s)	1.5	85.3		0.4	52.5		0.9	3.8		4.7	1.9	
Reference Time (s)	85.3	85.3		52.5	52.5		4.6	4.6		6.7	6.7	
Adj Reference Time (s)	89.3	89.3		56.5	56.5		8.6	8.6		10.7	10.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	97.3		NA									
Permitted Option (s)	89.3		18.7									
Split Option (s)	145.8		19.3									
Minimum (s)	89.3		18.7		108.0							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	8.2	8.0								
Cross Thru Ref Time (s)	10.7	8.6	89.3	56.5								
Oncoming Left Ref Time (s)	8.0	8.0	10.7	8.6								
Combined (s)	26.7	24.6	108.2	73.1								
Intersection Summary												
Intersection Capacity Utilization	90.2%		ICU Level of Service				E					
Reference Times and Phasing Options do not represent an optimized timing plan.												

42: Bluff Rd & Whittier Blvd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	1216	9	129	675	50	28	134	486	74	87	26
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	19	1225	0	129	725	0	0	162	486	0	161	26
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3043	0	1520	3015	0	0	1586	1360	0	1563	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	1.5	48.3	0.0	10.2	28.9	0.0			42.9			2.3
Adj Reference Time (s)	8.0	52.3	0.0	14.2	32.9	0.0			46.9			8.0
Permitted Option												
Adj Saturation A (vph)	101	1522		101	1507		0	439		0	192	
Reference Time A (s)	22.5	48.3		152.8	28.9		0.0	44.2		0.0	100.6	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		10.2	20.3		NA	NA	
Reference Time (s)		48.3			152.8			20.3			100.6	
Adj Reference Time (s)		52.3			156.8			24.3			104.6	
Split Option												
Ref Time Combined (s)	1.5	48.3		10.2	28.9		0.0	12.3		0.0	12.4	
Ref Time Seperate (s)	1.5	48.0		10.2	26.9		2.2	10.1		5.8	6.5	
Reference Time (s)	48.3	48.3		28.9	28.9		12.3	12.3		12.4	12.4	
Adj Reference Time (s)	52.3	52.3		32.9	32.9		16.3	16.3		16.4	16.4	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	66.5		NA									
Permitted Option (s)	156.8		104.6									
Split Option (s)	85.2		32.6									
Minimum (s)	66.5		32.6		99.1							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	46.9		8.0									
Cross Thru Ref Time (s)	52.3		32.9									
Oncoming Left Ref Time (s)	16.4		16.3									
Combined (s)	115.5		57.1									

Intersection Summary
 Intersection Capacity Utilization 96.3% ICU Level of Service F
 Reference Times and Phasing Options do not represent an optimized timing plan.

47: Bluff Rd & Washington Blvd





















PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	72	1503	6	51	755	165	19	119	78	290	40	31
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	72	1509	0	51	755	165	19	197	0	0	330	31
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.94	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1520	4356	0	1520	3046	1360	1520	1505	0	0	3059	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	5.7	41.6	0.0	4.0	29.7	14.6	0.0			2.7		
Adj Reference Time (s)	9.7	45.6	0.0	8.0	33.7	18.6	0.0			8.0		
Permitted Option												
Adj Saturation A (vph)	101	1452	101		1523	101		1505	0		222	
Reference Time A (s)	85.3	41.6	60.4		29.7	22.5		15.7	0.0		178.0	
Adj Saturation B (vph)	NA	NA	NA		NA	0		1505	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	9.5		15.7	NA		NA	
Reference Time (s)	85.3		60.4		15.7		178.0					
Adj Reference Time (s)	89.3		64.4		19.7		182.0					
Split Option												
Ref Time Combined (s)	5.7	41.6	4.0		29.7	1.5		15.7	0.0		12.9	
Ref Time Separate (s)	5.7	41.4	4.0		29.7	1.5		9.5	11.4		3.0	
Reference Time (s)	41.6	41.6	29.7		29.7	15.7		15.7	12.9		12.9	
Adj Reference Time (s)	45.6	45.6	33.7		33.7	19.7		19.7	16.9		16.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	53.6		NA									
Permitted Option (s)	89.3		182.0									
Split Option (s)	79.3		36.7									
Minimum (s)	53.6		36.7		90.3							
Right Turns												
	WBR		SBR									
Adj Reference Time (s)	18.6		8.0									
Cross Thru Ref Time (s)	19.7		33.7									
Oncoming Left Ref Time (s)	9.7		19.7									
Combined (s)	48.0		61.4									

Intersection Summary
 Intersection Capacity Utilization 75.2% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

19: Maple Ave & Mines Ave

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	224	208	94	55	66	218	0	109	106	0	10
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	247	208	0	149	66	0	218	109	0	106	10
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Saturated Flow (vph)	0	1593	1360	0	1550	1360	0	1520	1360	0	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	No			No			No			No		
Reference Time (s)	18.4			5.8			9.6			0.9		
Adj Reference Time (s)	22.4			9.8			13.6			8.0		
Permitted Option												
Adj Saturation A (vph)	0	672	0	146	0	101	0	101	0	101	0	101
Reference Time A (s)	0.0	44.1	0.0	122.8	0.0	258.2	0.0	125.5	0.0	125.5	0.0	125.5
Adj Saturation B (vph)	0	0	NA	NA	0	0	0	0	0	0	0	0
Reference Time B (s)	9.8	26.6	NA	NA	25.2	25.2	16.4	16.4	16.4	16.4	16.4	16.4
Reference Time (s)	26.6		122.8		25.2		16.4		16.4		16.4	
Adj Reference Time (s)	30.6		126.8		29.2		20.4		20.4		20.4	
Split Option												
Ref Time Combined (s)	0.0	18.6	0.0	11.5	0.0	17.2	0.0	8.4	0.0	8.4	0.0	8.4
Ref Time Separate (s)	1.8	16.8	7.4	4.1	17.2	0.0	8.4	0.0	8.4	0.0	8.4	0.0
Reference Time (s)	18.6	18.6	11.5	11.5	17.2	17.2	8.4	8.4	8.4	8.4	8.4	8.4
Adj Reference Time (s)	22.6	22.6	15.5	15.5	21.2	21.2	12.4	12.4	12.4	12.4	12.4	12.4
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	126.8		29.2									
Split Option (s)	38.2		33.6									
Minimum (s)	38.2		29.2		67.4							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	22.4	9.8	13.6	8.0								
Cross Thru Ref Time (s)	12.4	21.2	22.6	15.5								
Oncoming Left Ref Time (s)	15.5	22.6	12.4	21.2								
Combined (s)	50.3	53.6	48.6	44.7								
Intersection Summary												
Intersection Capacity Utilization	56.1%				ICU Level of Service				B			
Reference Times and Phasing Options do not represent an optimized timing plan.												























20: Maple Ave & Beach St

PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	138	28	19	45	30	11	183	28	34	149	1
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	144	28	0	94	0	0	194	28	0	184	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.94	0.85	0.95	1.00	0.85	0.95	0.99	0.85
Saturated Flow (vph)	0	1597	1360	0	1508	0	0	1595	1360	0	1584	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			2.5			0.0			2.5			0.0
Adj Reference Time (s)			8.0			0.0			8.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1518		0	370		0	1472		0	417	
Reference Time A (s)	0.0	11.4		0.0	30.5		0.0	15.8		0.0	52.9	
Adj Saturation B (vph)	0	0		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	8.5	18.8		NA	NA		NA	NA		NA	NA	
Reference Time (s)		11.4			30.5			15.8			52.9	
Adj Reference Time (s)		15.4			34.5			19.8			56.9	
Split Option												
Ref Time Combined (s)	0.0	10.8		0.0	7.5		0.0	14.6		0.0	13.9	
Ref Time Separate (s)	0.5	10.3		1.5	3.6		0.9	13.7		2.7	11.2	
Reference Time (s)	10.8	10.8		7.5	7.5		14.6	14.6		13.9	13.9	
Adj Reference Time (s)	14.8	14.8		11.5	11.5		18.6	18.6		17.9	17.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	34.5		56.9									
Split Option (s)	26.3		36.5									
Minimum (s)	26.3		36.5		62.8							
Right Turns												
	EBR		NBR									
Adj Reference Time (s)	8.0		8.0									
Cross Thru Ref Time (s)	17.9		14.8									
Oncoming Left Ref Time (s)	11.5		17.9									
Combined (s)	37.4		40.8									
Intersection Summary												
Intersection Capacity Utilization			52.4%		ICU Level of Service				A			
Reference Times and Phasing Options do not represent an optimized timing plan.												




















23: Greenwood Ave & Whittier Blvd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Volume (vph)	28	1092	111	96	675	13	22	110	36	2	7	19
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	28	1203	0	96	688	0	0	168	0	0	9	19
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.96	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	3004	0	1520	3038	0	0	1538	0	0	1582	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	2.2	48.1	0.0	7.6	27.2	0.0			0.0			1.7
Adj Reference Time (s)	8.0	52.1	0.0	11.6	31.2	0.0			0.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1502		101	1519		0	521		0	967	
Reference Time A (s)	33.2	48.1		113.7	27.2		0.0	38.7		0.0	1.1	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		9.7	21.1		NA	NA	
Reference Time (s)		48.1			113.7			21.1			1.1	
Adj Reference Time (s)		52.1			117.7			25.1			8.0	
Split Option												
Ref Time Combined (s)	2.2	48.1		7.6	27.2		0.0	13.1		0.0	0.7	
Ref Time Separate (s)	2.2	43.6		7.6	26.7		1.7	8.6		0.2	0.5	
Reference Time (s)	48.1	48.1		27.2	27.2		13.1	13.1		0.7	0.7	
Adj Reference Time (s)	52.1	52.1		31.2	31.2		17.1	17.1		8.0	8.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	63.6		NA									
Permitted Option (s)	117.7		25.1									
Split Option (s)	83.2		25.1									
Minimum (s)	63.6		25.1		88.7							
Right Turns												
	SBR											
Adj Reference Time (s)	8.0											
Cross Thru Ref Time (s)	31.2											
Oncoming Left Ref Time (s)	17.1											
Combined (s)	56.3											
Intersection Summary												
Intersection Capacity Utilization			73.9%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

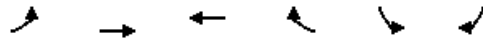
24: Greenwood Ave & Los Angeles Ave

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	8	19	10	10	17	23	140	4	14	170	7
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	17	19	0	37	0	0	163	4	0	184	7
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.92	0.85	0.95	0.99	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1558	1360	0	1470	0	0	1589	1360	0	1594	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			1.7			0.0			0.4			0.6
Adj Reference Time (s)			8.0			0.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	0	840		0	285		0	511		0	755	
Reference Time A (s)	0.0	2.4		0.0	15.6		0.0	38.3		0.0	29.2	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	8.7	9.3		8.8	11.0		NA	NA		NA	NA	
Reference Time (s)		2.4			11.0			38.3			29.2	
Adj Reference Time (s)		8.0			15.0			42.3			33.2	
Split Option												
Ref Time Combined (s)	0.0	1.3		0.0	3.0		0.0	12.3		0.0	13.9	
Ref Time Separate (s)	0.7	0.6		0.8	0.8		1.8	10.5		1.1	12.8	
Reference Time (s)	1.3	1.3		3.0	3.0		12.3	12.3		13.9	13.9	
Adj Reference Time (s)	8.0	8.0		8.0	8.0		16.3	16.3		17.9	17.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	15.0		42.3									
Split Option (s)	16.0		34.2									
Minimum (s)	15.0		34.2		49.2							
Right Turns												
	EBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	8.0									
Cross Thru Ref Time (s)	17.9	8.0	8.0									
Oncoming Left Ref Time (s)	8.0	17.9	16.3									
Combined (s)	33.9	33.9	32.3									
Intersection Summary												
Intersection Capacity Utilization	41.0%		ICU Level of Service						A			
Reference Times and Phasing Options do not represent an optimized timing plan.												

26: Greenwood Ave & Montebello Way























PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↕	↕	↗	↖	↗
Volume (vph)	0	0	0	0	0	13
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	0	0	0	0	0	13
Lane Utilization Factor	1.00	0.95	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1520	3046	3046	1360	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	0.0	0.0	0.0	0.0		1.1
Adj Reference Time (s)	8.0	8.0	8.0	8.0		8.0
Permitted Option						
Adj Saturation A (vph)	101	1523	1523		101	
Reference Time A (s)	0.0	0.0	0.0		0.0	
Adj Saturation B (vph)	0	3046	3046		NA	
Reference Time B (s)	8.0	0.0	0.0		NA	
Reference Time (s)		0.0	0.0			
Adj Reference Time (s)		8.0	8.0			
Split Option						
Ref Time Combined (s)	0.0	0.0	0.0		0.0	
Ref Time Seperate (s)	0.0	0.0	0.0		0.0	
Reference Time (s)	0.0	0.0	0.0		0.0	
Adj Reference Time (s)	0.0	0.0	0.0		0.0	
Summary	EB WB		SB		Combined	
Protected Option (s)	16.0		NA			
Permitted Option (s)	8.0		Err			
Split Option (s)	0.0		0.0			
Minimum (s)	0.0		0.0		0.0	
Right Turns	WBR	SBR				
Adj Reference Time (s)	8.0	8.0				
Cross Thru Ref Time (s)	0.0	0.0				
Oncoming Left Ref Time (s)	0.0	0.0				
Combined (s)	0.0	8.0				

Intersection Summary

Intersection Capacity Utilization 6.7% ICU Level of Service A
 Reference Times and Phasing Options do not represent an optimized timing plan.





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	8	32	16	9	56	6	939	31	53	789	19
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	21	32	0	25	56	6	939	31	53	789	19
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1550	1360	0	1549	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			2.8			4.9	0.5	37.0	2.7	4.2	31.1	1.7
Adj Reference Time (s)			8.0			8.9	8.0	41.0	8.0	8.2	35.1	8.0
Permitted Option												
Adj Saturation A (vph)	0	148		0	144		101	1523		101	1523	
Reference Time A (s)	0.0	17.0		0.0	20.9		7.1	37.0		62.8	31.1	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	9.0	9.6		9.3	9.9		NA	NA		NA	NA	
Reference Time (s)		9.6			9.9			37.0			62.8	
Adj Reference Time (s)		13.6			13.9			41.0			66.8	
Split Option												
Ref Time Combined (s)	0.0	1.6		0.0	1.9		0.5	37.0		4.2	31.1	
Ref Time Separate (s)	1.0	0.6		1.3	0.7		0.5	37.0		4.2	31.1	
Reference Time (s)	1.6	1.6		1.9	1.9		37.0	37.0		31.1	31.1	
Adj Reference Time (s)	8.0	8.0		8.0	8.0		41.0	41.0		35.1	35.1	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		49.2									
Permitted Option (s)	13.9		66.8									
Split Option (s)	16.0		76.1									
Minimum (s)	13.9		49.2		63.1							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.9	8.0	8.0								
Cross Thru Ref Time (s)	35.1	41.0	8.0	8.0								
Oncoming Left Ref Time (s)	8.0	8.0	8.2	8.0								
Combined (s)	51.1	57.9	24.2	24.0								
Intersection Summary												
Intersection Capacity Utilization			52.6%		ICU Level of Service				A			
Reference Times and Phasing Options do not represent an optimized timing plan.												

34: Montebello Blvd & Roosevelt Ave

	↑	↗	↘	↓	↖	↗
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑↑	↗	↘	↑↑	↖	↗
Volume (vph)	893	34	0	867	16	93
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right	No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	893	34	0	867	16	93
Lane Utilization Factor	0.95	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	1.00	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	3046	1360	1520	3046	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes No		
Reference Time (s)	35.2	3.0	0.0	34.2		8.2
Adj Reference Time (s)	39.2	8.0	8.0	38.2		12.2
Permitted Option						
Adj Saturation A (vph)	1523		101	1523	101	
Reference Time A (s)	35.2		0.0	34.2	18.9	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	35.2			34.2		
Adj Reference Time (s)	39.2			38.2		
Split Option						
Ref Time Combined (s)	35.2		0.0	34.2	1.3	
Ref Time Seperate (s)	35.2		0.0	34.2	1.3	
Reference Time (s)	35.2		34.2	34.2	1.3	
Adj Reference Time (s)	39.2		38.2	38.2	8.0	
Summary						
	NB SB		NW		Combined	
Protected Option (s)	47.2		NA			
Permitted Option (s)	39.2		Err			
Split Option (s)	77.3		8.0			
Minimum (s)	39.2		8.0		47.2	
Right Turns						
	NBR	NWR				
Adj Reference Time (s)	8.0	12.2				
Cross Thru Ref Time (s)	0.0	39.2				
Oncoming Left Ref Time (s)	0.0	0.0				
Combined (s)	8.0	51.4				

Intersection Summary

Intersection Capacity Utilization 42.8% ICU Level of Service A
 Reference Times and Phasing Options do not represent an optimized timing plan.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	25	230	51	14	78	41	23	123	28	52	159	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	250	55	15	85	45	25	134	30	57	173	26
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	277	55	100	45	159	30	229	26				
Volume Left (vph)	27	0	15	0	25	0	57	0				
Volume Right (vph)	0	55	0	45	0	30	0	26				
Hadj (s)	0.08	-0.67	0.11	-0.67	0.11	-0.67	0.16	-0.67				
Departure Headway (s)	6.1	5.3	6.4	5.6	6.3	5.5	6.3	5.4				
Degree Utilization, x	0.47	0.08	0.18	0.07	0.28	0.05	0.40	0.04				
Capacity (veh/h)	567	637	525	591	536	600	545	617				
Control Delay (s)	13.1	7.6	9.5	7.8	10.5	7.6	12.2	7.5				
Approach Delay (s)	12.2		9.0		10.1		11.7					
Approach LOS	B		A		B		B					
Intersection Summary												
Delay			11.1									
Level of Service			B									
Intersection Capacity Utilization			55.2%		ICU Level of Service		B					
Analysis Period (min)			15									

40: Roosevelt Ave & 4th St



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↶	↷		↶	↷
Volume (vph)	16	119	78	3	5	11
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	0	135	81	0	16	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.99	0.85	0.88	0.85
Saturated Flow (vph)	0	1591	1591	0	1413	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		No	No		No	
Reference Time (s)				0.0		0.0
Adj Reference Time (s)				0.0		0.0
Permitted Option						
Adj Saturation A (vph)	0	577	1591		94	
Reference Time A (s)	0.0	28.1	6.1		20.4	
Adj Saturation B (vph)	0	0	1591		NA	
Reference Time B (s)	9.3	18.2	6.1		NA	
Reference Time (s)		18.2	6.1			
Adj Reference Time (s)		22.2	10.1			
Split Option						
Ref Time Combined (s)	0.0	10.2	6.1		1.4	
Ref Time Seperate (s)	1.3	8.9	5.9		0.4	
Reference Time (s)	10.2	10.2	6.1		1.4	
Adj Reference Time (s)	14.2	14.2	10.1		8.0	
Summary	NW	SE	SW	Combined		
Protected Option (s)	NA		NA			
Permitted Option (s)	22.2		Err			
Split Option (s)	24.3		8.0			
Minimum (s)	22.2		8.0	30.2		
Right Turns						
Adj Reference Time (s)						
Cross Thru Ref Time (s)						
Oncoming Left Ref Time (s)						
Combined (s)						
Intersection Summary						
Intersection Capacity Utilization			25.2%	ICU Level of Service	A	
Reference Times and Phasing Options do not represent an optimized timing plan.						

43: Bluff Rd & Los Angeles Ave














Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	196	117	67	458	181	41
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	196	117	0	525	181	41
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.99	1.00	0.85
Saturated Flow (vph)	1520	1360	0	1590	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		10.3				3.6
Adj Reference Time (s)		14.3				8.0
Permitted Option						
Adj Saturation A (vph)	101		0	548	1600	
Reference Time A (s)	232.1		0.0	114.9	13.6	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)				114.9	13.6	
Adj Reference Time (s)				118.9	17.6	
Split Option						
Ref Time Combined (s)	15.5		0.0	39.6	13.6	
Ref Time Seperate (s)	15.5		5.3	34.4	13.6	
Reference Time (s)	15.5		39.6	39.6	13.6	
Adj Reference Time (s)	19.5		43.6	43.6	17.6	
Summary	EB		NB SB		Combined	
Protected Option (s)	NA		NA			
Permitted Option (s)	Err		118.9			
Split Option (s)	19.5		61.2			
Minimum (s)	19.5		61.2		80.7	
Right Turns	EBR	SBR				
Adj Reference Time (s)	14.3	8.0				
Cross Thru Ref Time (s)	17.6	0.0				
Oncoming Left Ref Time (s)	0.0	43.6				
Combined (s)	31.9	51.6				

Intersection Summary

Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Reference Times and Phasing Options do not represent an optimized timing plan.			

44: Bluff Rd & Roosevelt Ave

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	25	450	239	56	73	51
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	0	475	239	56	73	51
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	0	1596	1600	1360	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		No	No		No	
Reference Time (s)				4.9		4.5
Adj Reference Time (s)				8.9		8.5
Permitted Option						
Adj Saturation A (vph)	0	907	1600		101	
Reference Time A (s)	0.0	62.8	17.9		86.4	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		62.8	17.9			
Adj Reference Time (s)		66.8	21.9			
Split Option						
Ref Time Combined (s)	0.0	35.7	17.9		5.8	
Ref Time Seperate (s)	2.0	33.8	17.9		5.8	
Reference Time (s)	35.7	35.7	17.9		5.8	
Adj Reference Time (s)	39.7	39.7	21.9		9.8	
Summary	NB SB		SE		Combined	
Protected Option (s)	NA		NA			
Permitted Option (s)	66.8		Err			
Split Option (s)	61.6		9.8			
Minimum (s)	61.6		9.8		71.4	
Right Turns	SBR		SER			
Adj Reference Time (s)	8.9		8.5			
Cross Thru Ref Time (s)	0.0		21.9			
Oncoming Left Ref Time (s)	39.7		0.0			
Combined (s)	48.7		30.4			

Intersection Summary

Intersection Capacity Utilization 59.5% ICU Level of Service B
 Reference Times and Phasing Options do not represent an optimized timing plan.

45: Bluff Rd & Mines Ave



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	141	85	42	337	222	65
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	141	85	0	379	222	65
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.99	1.00	0.85
Saturated Flow (vph)	1520	1360	0	1591	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		7.5				5.7
Adj Reference Time (s)		11.5				9.7
Permitted Option						
Adj Saturation A (vph)	101		0	603	1600	
Reference Time A (s)	167.0		0.0	75.5	16.6	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)				75.5	16.6	
Adj Reference Time (s)				79.5	20.6	
Split Option						
Ref Time Combined (s)	11.1		0.0	28.6	16.6	
Ref Time Seperate (s)	11.1		3.3	25.3	16.6	
Reference Time (s)	11.1		28.6	28.6	16.6	
Adj Reference Time (s)	15.1		32.6	32.6	20.6	
Summary	EB		NB SB		Combined	
Protected Option (s)	NA		NA			
Permitted Option (s)	Err		79.5			
Split Option (s)	15.1		53.2			
Minimum (s)	15.1		53.2		68.4	
Right Turns	EBR	SBR				
Adj Reference Time (s)	11.5	9.7				
Cross Thru Ref Time (s)	20.6	0.0				
Oncoming Left Ref Time (s)	0.0	32.6				
Combined (s)	32.1	42.3				

Intersection Summary

Intersection Capacity Utilization 57.0% ICU Level of Service B
 Reference Times and Phasing Options do not represent an optimized timing plan.

46: Bluff Rd & Beach St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	78	89	41	302	267	34
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	78	89	0	343	301	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	0.99	0.98	0.85
Saturated Flow (vph)	1520	1360	0	1590	1573	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			No	No	
Reference Time (s)		7.9				0.0
Adj Reference Time (s)		11.9				0.0
Permitted Option						
Adj Saturation A (vph)	101		0	573	1573	
Reference Time A (s)	92.4		0.0	71.8	23.0	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)				71.8	23.0	
Adj Reference Time (s)				75.8	27.0	
Split Option						
Ref Time Combined (s)	6.2		0.0	25.9	23.0	
Ref Time Seperate (s)	6.2		3.2	22.6	20.4	
Reference Time (s)	6.2		25.9	25.9	23.0	
Adj Reference Time (s)	10.2		29.9	29.9	27.0	
Summary	EB		NB SB		Combined	
Protected Option (s)	NA		NA			
Permitted Option (s)	Err		75.8			
Split Option (s)	10.2		56.8			
Minimum (s)	10.2		56.8		67.0	
Right Turns	EBR					
Adj Reference Time (s)	11.9					
Cross Thru Ref Time (s)	27.0					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	38.8					

Intersection Summary

Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Reference Times and Phasing Options do not represent an optimized timing plan.			

























APPENDIX H

**YEAR 2020 WITH MONTEBELLO BLVD CLOSURE TRAFFIC
CONDITIONS LOS ANALYSIS WORKSHEETS**

Year 2020 (During Project Construction) - Montebello Blvd Closed

1: Garfield Ave & Whittier Blvd





















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	67	503	133	342	832	158	103	640	239	93	944	70
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	67	503	133	342	832	158	103	640	239	93	944	70
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00			0.00			
Protected Option Allowed	Yes		Yes			Yes			Yes			
Reference Time (s)	5.3	19.8	11.7	27.0	32.8	13.9	8.1	25.2	21.1	7.3	37.2	6.2
Adj Reference Time (s)	9.3	23.8	15.7	31.0	36.8	17.9	12.1	29.2	25.1	11.3	41.2	10.2
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		101	1523		101	1523	
Reference Time A (s)	79.3	19.8		405.0	32.8		122.0	25.2		110.1	37.2	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		79.3			405.0			122.0			110.1	
Adj Reference Time (s)		83.3			409.0			126.0			114.1	
Split Option												
Ref Time Combined (s)	5.3	19.8		27.0	32.8		8.1	25.2		7.3	37.2	
Ref Time Separate (s)	5.3	19.8		27.0	32.8		8.1	25.2		7.3	37.2	
Reference Time (s)	19.8	19.8		32.8	32.8		25.2	25.2		37.2	37.2	
Adj Reference Time (s)	23.8	23.8		36.8	36.8		29.2	29.2		41.2	41.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	54.8		53.3									
Permitted Option (s)	409.0		126.0									
Split Option (s)	60.6		70.4									
Minimum (s)	54.8		53.3		108.1							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	15.7	17.9	25.1	10.2								
Cross Thru Ref Time (s)	41.2	29.2	23.8	36.8								
Oncoming Left Ref Time (s)	31.0	9.3	11.3	12.1								
Combined (s)	87.9	56.4	60.2	59.1								
Intersection Summary												
Intersection Capacity Utilization	90.1%		ICU Level of Service				E					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

2: Garfield Ave & Olympic Blvd

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	93	440	131	144	848	108	82	785	34	59	1245	93
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	93	571	0	144	956	0	82	819	0	59	1338	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.98	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	2942	0	1520	2995	0	1520	3027	0	1520	3015	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	7.3	23.3	0.0	11.4	38.3	0.0	6.5	32.5	0.0	4.7	53.3	0.0
Adj Reference Time (s)	11.3	27.3	0.0	15.4	42.3	0.0	10.5	36.5	0.0	8.7	57.3	0.0
Permitted Option												
Adj Saturation A (vph)	101	1471		101	1497		101	1514		101	1507	
Reference Time A (s)	110.1	23.3		170.5	38.3		97.1	32.5		69.9	53.3	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		110.1			170.5			97.1			69.9	
Adj Reference Time (s)		114.1			174.5			101.1			73.9	
Split Option												
Ref Time Combined (s)	7.3	23.3		11.4	38.3		6.5	32.5		4.7	53.3	
Ref Time Seperate (s)	7.3	17.9		11.4	34.0		6.5	31.1		4.7	49.6	
Reference Time (s)	23.3	23.3		38.3	38.3		32.5	32.5		53.3	53.3	
Adj Reference Time (s)	27.3	27.3		42.3	42.3		36.5	36.5		57.3	57.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	53.6		67.7									
Permitted Option (s)	174.5		101.1									
Split Option (s)	69.6		93.7									
Minimum (s)	53.6		67.7		121.4							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			101.2%		ICU Level of Service				G			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

3: Garfield Ave & Ferguson Dr

AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	80	90	116	92	11	105	876	26	8	1455	42
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	106	90	0	208	11	105	876	26	8	1455	42
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1580	1360	0	1555	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			7.9			1.0	8.3	34.5	2.3	0.6	57.3	3.7
Adj Reference Time (s)			11.9			8.0	12.3	38.5	8.0	8.0	61.3	8.0
Permitted Option												
Adj Saturation A (vph)	0	332		0	162		101	1523		101	1523	
Reference Time A (s)	0.0	38.3		0.0	154.1		124.3	34.5		9.5	57.3	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	10.1	16.0		17.2	24.0		NA	NA		NA	NA	
Reference Time (s)		16.0			24.0			124.3			57.3	
Adj Reference Time (s)		20.0			28.0			128.3			61.3	
Split Option												
Ref Time Combined (s)	0.0	8.0		0.0	16.0		8.3	34.5		0.6	57.3	
Ref Time Separate (s)	2.1	6.0		9.2	6.9		8.3	34.5		0.6	57.3	
Reference Time (s)	8.0	8.0		16.0	16.0		34.5	34.5		57.3	57.3	
Adj Reference Time (s)	12.0	12.0		20.0	20.0		38.5	38.5		61.3	61.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		73.6									
Permitted Option (s)	28.0		128.3									
Split Option (s)	32.1		99.8									
Minimum (s)	28.0		73.6		101.7							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	11.9	8.0	8.0	8.0								
Cross Thru Ref Time (s)	61.3	38.5	12.0	20.0								
Oncoming Left Ref Time (s)	20.0	12.0	8.0	12.3								
Combined (s)	93.3	58.6	28.0	40.3								
Intersection Summary												
Intersection Capacity Utilization			84.7%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

4: Garfield Ave & Flotilla St

AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	19	17	47	118	140	20	812	44	171	1277	221
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	105	0	0	305	0	20	812	44	171	1277	221
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.95	0.92	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2875	0	0	2815	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			0.0	1.6	32.0	3.9	13.5	50.3	19.5
Adj Reference Time (s)			0.0			0.0	8.0	36.0	8.0	17.5	54.3	23.5
Permitted Option												
Adj Saturation A (vph)	0	96		0	109		101	1523		101	1523	
Reference Time A (s)	0.0	86.4		0.0	64.3		23.7	32.0		202.5	50.3	
Adj Saturation B (vph)	NA	NA		0	1399		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		11.7	17.0		NA	NA		NA	NA	
Reference Time (s)		86.4			17.0			32.0			202.5	
Adj Reference Time (s)		90.4			21.0			36.0			206.5	
Split Option												
Ref Time Combined (s)	0.0	4.4		0.0	13.0		1.6	32.0		13.5	50.3	
Ref Time Separate (s)	5.4	0.8		3.7	5.1		1.6	32.0		13.5	50.3	
Reference Time (s)	5.4	5.4		13.0	13.0		32.0	32.0		50.3	50.3	
Adj Reference Time (s)	9.4	9.4		17.0	17.0		36.0	36.0		54.3	54.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		62.3									
Permitted Option (s)	90.4		206.5									
Split Option (s)	26.5		90.3									
Minimum (s)	26.5		62.3		88.8							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		23.5									
Cross Thru Ref Time (s)	9.4		17.0									
Oncoming Left Ref Time (s)	17.5		8.0									
Combined (s)	34.9		48.5									
Intersection Summary												
Intersection Capacity Utilization			74.0%		ICU Level of Service		D					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 5: Garfield Ave & Washington Blvd AM Peak Hour

























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	122	573	65	52	1072	239	68	531	22	216	827	280
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	122	638	0	52	1311	0	68	531	22	216	827	280
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	4292	0	1520	4239	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	9.6	17.8	0.0	4.1	37.1	0.0	5.4	20.9	1.9	17.1	32.6	24.7
Adj Reference Time (s)	13.6	21.8	0.0	8.1	41.1	0.0	9.4	24.9	8.0	21.1	36.6	28.7
Permitted Option												
Adj Saturation A (vph)	101	1431		101	1413		101	1523		101	1523	
Reference Time A (s)	144.5	17.8		61.6	37.1		80.5	20.9		255.8	32.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)	144.5		61.6		80.5		255.8					
Adj Reference Time (s)	148.5		65.6		84.5		259.8					
Split Option												
Ref Time Combined (s)	9.6	17.8		4.1	37.1		5.4	20.9		17.1	32.6	
Ref Time Seperate (s)	9.6	16.0		4.1	30.3		5.4	20.9		17.1	32.6	
Reference Time (s)	17.8	17.8		37.1	37.1		20.9	20.9		32.6	32.6	
Adj Reference Time (s)	21.8	21.8		41.1	41.1		24.9	24.9		36.6	36.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	54.7		46.0									
Permitted Option (s)	148.5		259.8									
Split Option (s)	62.9		61.5									
Minimum (s)	54.7		46.0		100.7							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		28.7									
Cross Thru Ref Time (s)	21.8		41.1									
Oncoming Left Ref Time (s)	21.1		9.4									
Combined (s)	50.9		79.2									

Intersection Summary
 Intersection Capacity Utilization 83.9% ICU Level of Service E
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

6: Concourse Ave & Whittier Blvd























AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	765	17	129	1230	36	57	154	143	58	168	50
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	60	765	17	129	1230	36	57	154	143	58	168	50
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	1600	1360	1520	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	4.7	30.1	1.5	10.2	48.5	3.2	4.5	11.6	12.6	4.6	12.6	4.4
Adj Reference Time (s)	8.7	34.1	8.0	14.2	52.5	8.0	8.5	15.6	16.6	8.6	16.6	8.4
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		101	1600		101	1600	
Reference Time A (s)	71.1	30.1		152.8	48.5		67.5	11.6		68.7	12.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		71.1			152.8			67.5			68.7	
Adj Reference Time (s)		75.1			156.8			71.5			72.7	
Split Option												
Ref Time Combined (s)	4.7	30.1		10.2	48.5		4.5	11.6		4.6	12.6	
Ref Time Seperate (s)	4.7	30.1		10.2	48.5		4.5	11.6		4.6	12.6	
Reference Time (s)	30.1	30.1		48.5	48.5		11.6	11.6		12.6	12.6	
Adj Reference Time (s)	34.1	34.1		52.5	52.5		15.6	15.6		16.6	16.6	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	61.2		25.1									
Permitted Option (s)	156.8		72.7									
Split Option (s)	86.6		32.2									
Minimum (s)	61.2		25.1		86.3							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	16.6	8.4								
Cross Thru Ref Time (s)	16.6	15.6	34.1	52.5								
Oncoming Left Ref Time (s)	14.2	8.7	8.6	8.5								
Combined (s)	38.8	32.3	59.3	69.4								
Intersection Summary												
Intersection Capacity Utilization	71.9%				ICU Level of Service				C			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

7: Concourse Ave & Olympic Blvd

























AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	118	398	12	35	966	52	19	133	41	70	98	173
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	118	398	12	35	966	52	0	152	41	0	168	173
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1590	1360	0	1567	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00				0.00		0.00			
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	9.3	15.7	1.1	2.8	38.1	4.6			3.6			15.3
Adj Reference Time (s)	13.3	19.7	8.0	8.0	42.1	8.6			8.0			19.3
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		0	556		0	210	
Reference Time A (s)	139.7	15.7		41.4	38.1		0.0	32.8		0.0	96.2	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		9.5	19.5		NA	NA	
Reference Time (s)		139.7			41.4			19.5			96.2	
Adj Reference Time (s)		143.7			45.4			23.5			100.2	
Split Option												
Ref Time Combined (s)	9.3	15.7		2.8	38.1		0.0	11.5		0.0	12.9	
Ref Time Seperate (s)	9.3	15.7		2.8	38.1		1.5	10.0		5.5	7.3	
Reference Time (s)	15.7	15.7		38.1	38.1		11.5	11.5		12.9	12.9	
Adj Reference Time (s)	19.7	19.7		42.1	42.1		15.5	15.5		16.9	16.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	55.4		NA									
Permitted Option (s)	143.7		100.2									
Split Option (s)	61.7		32.3									
Minimum (s)	55.4		32.3		87.7							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.6	8.0	19.3								
Cross Thru Ref Time (s)	16.9	15.5	19.7	42.1								
Oncoming Left Ref Time (s)	8.0	13.3	16.9	15.5								
Combined (s)	32.9	37.4	44.5	76.8								
Intersection Summary												
Intersection Capacity Utilization			73.1%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

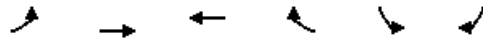
8: Yates Ave & Washington Blvd

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	92	636	58	283	1373	10	9	82	121	16	50	16
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	92	694	0	283	1383	0	9	82	121	16	50	16
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	4304	0	1520	4354	0	1520	1600	1360	1520	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	7.3	19.4	0.0	22.3	38.1	0.0	0.7	6.2	10.7	1.3	3.8	1.4
Adj Reference Time (s)	11.3	23.4	0.0	26.3	42.1	0.0	8.0	10.2	14.7	8.0	8.0	8.0
Permitted Option												
Adj Saturation A (vph)	101	1435		101	1451		101	1600		101	1600	
Reference Time A (s)	108.9	19.4		335.1	38.1		10.7	6.2		18.9	3.8	
Adj Saturation B (vph)	NA	NA		NA	NA		0	1600		0	1600	
Reference Time B (s)	NA	NA		NA	NA		8.7	6.2		9.3	3.8	
Reference Time (s)	108.9				335.1				8.7		9.3	
Adj Reference Time (s)	112.9				339.1				12.7		13.3	
Split Option												
Ref Time Combined (s)	7.3	19.4		22.3	38.1		0.7	6.2		1.3	3.8	
Ref Time Separate (s)	7.3	17.7		22.3	37.8		0.7	6.2		1.3	3.8	
Reference Time (s)	19.4	19.4		38.1	38.1		6.2	6.2		3.8	3.8	
Adj Reference Time (s)	23.4	23.4		42.1	42.1		10.2	10.2		8.0	8.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	53.4		18.1									
Permitted Option (s)	339.1		13.3									
Split Option (s)	65.5		18.1									
Minimum (s)	53.4		13.3		66.6							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	14.7		8.0									
Cross Thru Ref Time (s)	23.4		42.1									
Oncoming Left Ref Time (s)	8.0		8.0									
Combined (s)	46.0		58.1									

Intersection Summary

Intersection Capacity Utilization 55.5% ICU Level of Service B
 Reference Times and Phasing Options do not represent an optimized timing plan.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↕	↕	↗	↘	↗
Volume (vph)	187	721	1234	287	174	258
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	187	721	1234	287	174	258
Lane Utilization Factor	1.00	0.95	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1368	2742	2742	1224	1368	1224
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	16.4	31.6	54.0	28.1		25.3
Adj Reference Time (s)	20.4	35.6	58.0	32.1		29.3
Permitted Option						
Adj Saturation A (vph)	91	1371	1371		91	
Reference Time A (s)	246.1	31.6	54.0		228.9	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		246.1	54.0			
Adj Reference Time (s)		250.1	58.0			
Split Option						
Ref Time Combined (s)	16.4	31.6	54.0		15.3	
Ref Time Seperate (s)	16.4	31.6	54.0		15.3	
Reference Time (s)	31.6	31.6	54.0		15.3	
Adj Reference Time (s)	35.6	35.6	58.0		19.3	
Summary	EB WB		SB		Combined	
Protected Option (s)	78.4		NA			
Permitted Option (s)	250.1		Err			
Split Option (s)	93.6		19.3			
Minimum (s)	78.4		19.3		97.7	
Right Turns	WBR	SBR				
Adj Reference Time (s)	32.1	29.3				
Cross Thru Ref Time (s)	0.0	58.0				
Oncoming Left Ref Time (s)	20.4	0.0				
Combined (s)	52.5	87.3				






















Intersection Summary

Intersection Capacity Utilization 81.4% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

10: 21st St & Whittier Blvd

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	81	827	13	4	1373	90	6	4	0	157	2	124
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	81	827	13	4	1373	90	0	10	0	0	159	124
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1552	0	0	1521	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00				0.00		0.00			
Protected Option Allowed	Yes		Yes				No		No			
Reference Time (s)	6.4	32.6	1.1	0.3	54.1	7.9			0.0			10.9
Adj Reference Time (s)	10.4	36.6	8.0	8.0	58.1	11.9			0.0			14.9
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		0	152		0	1020	
Reference Time A (s)	95.9	32.6		4.7	54.1		0.0	7.9		0.0	18.7	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.5	8.8		20.4	20.5	
Reference Time (s)		95.9			54.1			7.9			18.7	
Adj Reference Time (s)		99.9			58.1			11.9			22.7	
Split Option												
Ref Time Combined (s)	6.4	32.6		0.3	54.1		0.0	0.8		0.0	12.5	
Ref Time Separate (s)	6.4	32.6		0.3	54.1		0.5	0.3		12.4	0.1	
Reference Time (s)	32.6	32.6		54.1	54.1		0.8	0.8		12.5	12.5	
Adj Reference Time (s)	36.6	36.6		58.1	58.1		8.0	8.0		16.5	16.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	68.5		NA									
Permitted Option (s)	99.9		22.7									
Split Option (s)	94.7		24.5									
Minimum (s)	68.5		22.7		91.2							
Right Turns												
	EBR	WBR	SBR									
Adj Reference Time (s)	8.0	11.9	14.9									
Cross Thru Ref Time (s)	16.5	8.0	58.1									
Oncoming Left Ref Time (s)	8.0	10.4	8.0									
Combined (s)	32.5	30.3	81.0									
Intersection Summary												
Intersection Capacity Utilization	76.0%		ICU Level of Service				D					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

11: Vail Ave & Whittier Blvd

AM Peak Hour





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	812	116	438	1283	99	97	199	116	79	180	61
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	60	928	0	438	1382	0	0	296	116	0	259	61
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	2989	0	1520	3014	0	0	1574	1360	0	1576	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	4.7	37.3	0.0	34.6	55.0	0.0			10.2			5.4
Adj Reference Time (s)	8.7	41.3	0.0	38.6	59.0	0.0			14.2			9.4
Permitted Option												
Adj Saturation A (vph)	101	1495		101	1507		0	259		0	276	
Reference Time A (s)	71.1	37.3		518.7	55.0		0.0	137.2		0.0	112.8	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		71.1		518.7				137.2			112.8	
Adj Reference Time (s)		75.1		522.7				141.2			116.8	
Split Option												
Ref Time Combined (s)	4.7	37.3		34.6	55.0		0.0	22.6		0.0	19.7	
Ref Time Separate (s)	4.7	32.6		34.6	51.1		7.7	14.9		6.2	13.5	
Reference Time (s)	37.3	37.3		55.0	55.0		22.6	22.6		19.7	19.7	
Adj Reference Time (s)	41.3	41.3		59.0	59.0		26.6	26.6		23.7	23.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	79.8		NA									
Permitted Option (s)	522.7		141.2									
Split Option (s)	100.3		50.3									
Minimum (s)	79.8		50.3		130.1							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	14.2		9.4									
Cross Thru Ref Time (s)	41.3		59.0									
Oncoming Left Ref Time (s)	23.7		26.6									
Combined (s)	79.2		95.0									

Intersection Summary
 Intersection Capacity Utilization 108.4% ICU Level of Service G
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

12: Vail Ave & Olympic Blvd





















AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	45	389	94	103	892	113	117	268	51	48	638	63	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	45	483	0	103	1005	0	0	385	51	0	686	63	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.98	0.85	0.95	0.98	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	1520	2957	0	1520	2995	0	0	1576	1360	0	1594	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	3.6	19.6	0.0	8.1	40.3	0.0			4.5			5.6	
Adj Reference Time (s)	8.0	23.6	0.0	12.1	44.3	0.0			8.5			9.6	
Permitted Option													
Adj Saturation A (vph)	101	1479		101	1498		0	277		0	790		
Reference Time A (s)	53.3	19.6		122.0	40.3		0.0	167.1		0.0	104.2		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		53.3			122.0			167.1			104.2		
Adj Reference Time (s)		57.3			126.0			171.1			108.2		
Split Option													
Ref Time Combined (s)	3.6	19.6		8.1	40.3		0.0	29.3		0.0	51.6		
Ref Time Seperate (s)	3.6	15.8		8.1	35.7		9.2	20.1		3.8	47.9		
Reference Time (s)	19.6	19.6		40.3	40.3		29.3	29.3		51.6	51.6		
Adj Reference Time (s)	23.6	23.6		44.3	44.3		33.3	33.3		55.6	55.6		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	52.3		NA										
Permitted Option (s)	126.0		171.1										
Split Option (s)	67.9		89.0										
Minimum (s)	52.3		89.0		141.2								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	8.5		9.6										
Cross Thru Ref Time (s)	23.6		44.3										
Oncoming Left Ref Time (s)	55.6		33.3										
Combined (s)	87.7		87.1										
Intersection Summary													
Intersection Capacity Utilization			117.7%		ICU Level of Service				H				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Montebello Blvd Closed

13: Vail Ave & Flotilla St





















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	2	75	1	0	2	168	363	6	0	606	152
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	66	77	0	0	3	0	168	369	0	0	758	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.85	0.95	0.89	0.85	0.95	1.00	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	1366	0	0	1416	0	1520	1596	0	1520	1552	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00			0.00			
Protected Option Allowed	No			No			Yes			Yes		
Reference Time (s)	0.0			0.0			13.3	27.7	0.0	0.0	58.6	0.0
Adj Reference Time (s)	0.0			0.0			17.3	31.7	0.0	8.0	62.6	0.0
Permitted Option												
Adj Saturation A (vph)	608	1366	0		230	101		1596	101		1552	
Reference Time A (s)	13.0	6.8	0.0		1.6	198.9		27.7	0.0		58.6	
Adj Saturation B (vph)	0	1366	0		0	NA		NA	NA		NA	
Reference Time B (s)	13.2	6.8	8.1		8.3	NA		NA	NA		NA	
Reference Time (s)	13.0		1.6			198.9			58.6			
Adj Reference Time (s)	17.0		8.0			202.9			62.6			
Split Option												
Ref Time Combined (s)	5.2	6.8	0.0		0.3	13.3		27.7	0.0		58.6	
Ref Time Separate (s)	5.2	0.2	0.1		0.0	13.3		27.3	0.0		46.9	
Reference Time (s)	6.8	6.8	0.3		0.3	27.7		27.7	58.6		58.6	
Adj Reference Time (s)	10.8	10.8	8.0		8.0	31.7		31.7	62.6		62.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		79.9									
Permitted Option (s)	17.0		202.9									
Split Option (s)	18.8		94.4									
Minimum (s)	17.0		79.9		96.9							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	80.8%		ICU Level of Service				D					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

14: Vail Ave & Washington Blvd

AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	116	585	98	86	1637	249	38	144	50	217	199	101	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	116	585	98	86	1886	0	0	232	0	0	517	0	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.96	0.85	0.95	0.95	0.85	
Saturated Flow (vph)	1520	3046	1360	1520	4272	0	0	2924	0	0	2895	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	9.2	23.0	8.6	6.8	53.0	0.0			0.0			0.0	
Adj Reference Time (s)	13.2	27.0	12.6	10.8	57.0	0.0			0.0			0.0	
Permitted Option													
Adj Saturation A (vph)	101	1523		101	1424		0	101		0	97		
Reference Time A (s)	137.4	23.0		101.8	53.0		0.0	47.6		0.0	269.8		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		137.4			101.8			47.6			269.8		
Adj Reference Time (s)		141.4			105.8			51.6			273.8		
Split Option													
Ref Time Combined (s)	9.2	23.0		6.8	53.0		0.0	9.5		0.0	21.4		
Ref Time Seperate (s)	9.2	23.0		6.8	46.0		3.0	5.9		17.1	8.3		
Reference Time (s)	23.0	23.0		53.0	53.0		9.5	9.5		21.4	21.4		
Adj Reference Time (s)	27.0	27.0		57.0	57.0		13.5	13.5		25.4	25.4		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	70.1		NA										
Permitted Option (s)	141.4		273.8										
Split Option (s)	84.0		39.0										
Minimum (s)	70.1		39.0		109.1								
Right Turns													
	EBR												
Adj Reference Time (s)	12.6												
Cross Thru Ref Time (s)	25.4												
Oncoming Left Ref Time (s)	10.8												
Combined (s)	48.9												
Intersection Summary													
Intersection Capacity Utilization			90.9%		ICU Level of Service				E				
Reference Times and Phasing Options do not represent an optimized timing plan.													



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Volume (vph)	947	65	18	1768	47	9
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right	No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	1012	0	18	1768	47	9
Lane Utilization Factor	0.95	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	0.99	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	3017	0	1520	3046	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00		
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	40.3	0.0	1.4	69.6		0.8
Adj Reference Time (s)	44.3	0.0	8.0	73.6		8.0
Permitted Option						
Adj Saturation A (vph)	1509		101	1523	101	
Reference Time A (s)	40.3		21.3	69.6	55.7	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	40.3			69.6		
Adj Reference Time (s)	44.3			73.6		
Split Option						
Ref Time Combined (s)	40.3		1.4	69.6	3.7	
Ref Time Seperate (s)	37.7		1.4	69.6	3.7	
Reference Time (s)	40.3		69.6	69.6	3.7	
Adj Reference Time (s)	44.3		73.6	73.6	8.0	
Summary						
	EB WB		NB	Combined		
Protected Option (s)	73.6		NA			
Permitted Option (s)	73.6		Err			
Split Option (s)	117.9		8.0			
Minimum (s)	73.6		8.0	81.6		
Right Turns						
	NBR					
Adj Reference Time (s)	8.0					
Cross Thru Ref Time (s)	44.3					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	52.3					




















Intersection Summary

Intersection Capacity Utilization 68.0% ICU Level of Service C
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

16: Maple Ave & Beverly Blvd





















AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	20	645	105	68	1500	38	141	117	43	24	166	49	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	20	750	0	68	1538	0	0	258	43	0	239	0	
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.98	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.96	0.85	
Saturated Flow (vph)	1520	4267	0	1520	4342	0	0	1556	1360	0	1543	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	1.6	21.1	0.0	5.4	42.5	0.0			3.8			0.0	
Adj Reference Time (s)	8.0	25.1	0.0	9.4	46.5	0.0			8.0			0.0	
Permitted Option													
Adj Saturation A (vph)	101	1422		101	1447		0	444		0	622		
Reference Time A (s)	23.7	21.1		80.5	42.5		0.0	69.7		0.0	46.1		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		9.9	26.6		
Reference Time (s)		23.7			80.5			69.7			26.6		
Adj Reference Time (s)		27.7			84.5			73.7			30.6		
Split Option													
Ref Time Combined (s)	1.6	21.1		5.4	42.5		0.0	19.9		0.0	18.6		
Ref Time Seperate (s)	1.6	18.1		5.4	41.5		11.1	8.8		1.9	12.9		
Reference Time (s)	21.1	21.1		42.5	42.5		19.9	19.9		18.6	18.6		
Adj Reference Time (s)	25.1	25.1		46.5	46.5		23.9	23.9		22.6	22.6		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	54.5		NA										
Permitted Option (s)	84.5		73.7										
Split Option (s)	71.6		46.5										
Minimum (s)	54.5		46.5		101.0								
Right Turns													
	NBR												
Adj Reference Time (s)	8.0												
Cross Thru Ref Time (s)	25.1												
Oncoming Left Ref Time (s)	22.6												
Combined (s)	55.7												
Intersection Summary													
Intersection Capacity Utilization			84.2%		ICU Level of Service				E				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Montebello Blvd Closed

17: Maple Ave & Whittier Blvd






















AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	66	843	47	93	1603	40	92	182	99	73	150	91	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	66	890	0	93	1643	0	92	281	0	73	241	0	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.94	0.85	
Saturated Flow (vph)	1520	3022	0	1520	3035	0	1520	1515	0	1520	1509	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes		
Reference Time (s)	5.2	35.3	0.0	7.3	65.0	0.0	7.3	22.3	0.0	5.8	19.2	0.0	
Adj Reference Time (s)	9.2	39.3	0.0	11.3	69.0	0.0	11.3	26.3	0.0	9.8	23.2	0.0	
Permitted Option													
Adj Saturation A (vph)	101	1511		101	1518		101	1515		101	1509		
Reference Time A (s)	78.2	35.3		110.1	65.0		108.9	22.3		86.4	19.2		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		78.2			110.1			108.9			86.4		
Adj Reference Time (s)		82.2			114.1			112.9			90.4		
Split Option													
Ref Time Combined (s)	5.2	35.3		7.3	65.0		7.3	22.3		5.8	19.2		
Ref Time Separate (s)	5.2	33.5		7.3	63.4		7.3	14.4		5.8	11.9		
Reference Time (s)	35.3	35.3		65.0	65.0		22.3	22.3		19.2	19.2		
Adj Reference Time (s)	39.3	39.3		69.0	69.0		26.3	26.3		23.2	23.2		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	78.2		36.0										
Permitted Option (s)	114.1		112.9										
Split Option (s)	108.3		49.4										
Minimum (s)	78.2		36.0		114.2								
Right Turns													
Adj Reference Time (s)													
Cross Thru Ref Time (s)													
Oncoming Left Ref Time (s)													
Combined (s)													
Intersection Summary													
Intersection Capacity Utilization	95.2%		ICU Level of Service				F						
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Montebello Blvd Closed

18: Maple Ave & Olympic Blvd























AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	35	362	35	22	899	53	114	250	44	25	204	71	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	35	362	35	22	952	0	0	364	44	0	229	71	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	3046	1360	1520	3021	0	0	1575	1360	0	1591	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	2.8	14.3	3.1	1.7	37.8	0.0			3.9			6.3	
Adj Reference Time (s)	8.0	18.3	8.0	8.0	41.8	0.0			8.0			10.3	
Permitted Option													
Adj Saturation A (vph)	101	1523		101	1510		0	269		0	609		
Reference Time A (s)	41.4	14.3		26.1	37.8		0.0	162.1		0.0	45.2		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		41.4			37.8			162.1			45.2		
Adj Reference Time (s)		45.4			41.8			166.1			49.2		
Split Option													
Ref Time Combined (s)	2.8	14.3		1.7	37.8		0.0	27.7		0.0	17.3		
Ref Time Separate (s)	2.8	14.3		1.7	35.7		9.0	18.8		2.0	15.3		
Reference Time (s)	14.3	14.3		37.8	37.8		27.7	27.7		17.3	17.3		
Adj Reference Time (s)	18.3	18.3		41.8	41.8		31.7	31.7		21.3	21.3		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	49.8		NA										
Permitted Option (s)	45.4		166.1										
Split Option (s)	60.1		53.0										
Minimum (s)	45.4		53.0		98.5								
Right Turns													
	EBR	NBR	SBR										
Adj Reference Time (s)	8.0	8.0	10.3										
Cross Thru Ref Time (s)	21.3	18.3	41.8										
Oncoming Left Ref Time (s)	8.0	21.3	31.7										
Combined (s)	37.3	47.5	83.8										
Intersection Summary													
Intersection Capacity Utilization	82.0%		ICU Level of Service					E					
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Montebello Blvd Closed

21: Maple Ave & Washington Blvd

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	71	672	29	79	1750	159	40	39	25	124	74	92
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	71	701	0	79	1909	0	0	79	25	0	198	92
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.97	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	4331	0	1520	4304	0	0	1559	1360	0	1550	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00			0.00			
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	5.6	19.4	0.0	6.2	53.2	0.0	2.2			8.1		
Adj Reference Time (s)	9.6	23.4	0.0	10.2	57.2	0.0	8.0			12.1		
Permitted Option												
Adj Saturation A (vph)	101	1444		101	1435		0	176		0	147	
Reference Time A (s)	84.1	19.4		93.6	53.2		0.0	53.8		0.0	162.2	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		11.2	14.1		17.8	23.3	
Reference Time (s)		84.1			93.6			14.1			23.3	
Adj Reference Time (s)		88.1			97.6			18.1			27.3	
Split Option												
Ref Time Combined (s)	5.6	19.4		6.2	53.2		0.0	6.1		0.0	15.3	
Ref Time Separate (s)	5.6	18.6		6.2	48.8		3.2	2.9		9.8	5.5	
Reference Time (s)	19.4	19.4		53.2	53.2		6.1	6.1		15.3	15.3	
Adj Reference Time (s)	23.4	23.4		57.2	57.2		10.1	10.1		19.3	19.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	66.8		NA									
Permitted Option (s)	97.6		27.3									
Split Option (s)	80.6		29.4									
Minimum (s)	66.8		27.3		94.2							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		12.1									
Cross Thru Ref Time (s)	23.4		57.2									
Oncoming Left Ref Time (s)	19.3		10.1									
Combined (s)	50.8		79.4									























Intersection Summary

Intersection Capacity Utilization 78.5% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

22: Taylor Ave & Whittier Blvd

AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 								
Volume (vph)	22	957	25	29	1623	34	66	103	21	37	68	32	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	22	982	0	29	1657	0	0	169	21	0	105	32	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	1520	3035	0	1520	3037	0	0	1569	1360	0	1572	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	1.7	38.8	0.0	2.3	65.5	0.0			1.9			2.8	
Adj Reference Time (s)	8.0	42.8	0.0	8.0	69.5	0.0			8.0			8.0	
Permitted Option													
Adj Saturation A (vph)	101	1517		101	1519		0	222		0	243		
Reference Time A (s)	26.1	38.8		34.3	65.5		0.0	91.4		0.0	51.9		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0		
Reference Time B (s)	NA	NA		NA	NA		13.2	20.9		10.9	16.0		
Reference Time (s)		38.8			65.5			20.9			16.0		
Adj Reference Time (s)		42.8			69.5			24.9			20.0		
Split Option													
Ref Time Combined (s)	1.7	38.8		2.3	65.5		0.0	12.9		0.0	8.0		
Ref Time Separate (s)	1.7	37.8		2.3	64.1		5.2	7.7		2.9	5.1		
Reference Time (s)	38.8	38.8		65.5	65.5		12.9	12.9		8.0	8.0		
Adj Reference Time (s)	42.8	42.8		69.5	69.5		16.9	16.9		12.0	12.0		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	77.5		NA										
Permitted Option (s)	69.5		24.9										
Split Option (s)	112.3		28.9										
Minimum (s)	69.5		24.9		94.4								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	8.0		8.0										
Cross Thru Ref Time (s)	42.8		69.5										
Oncoming Left Ref Time (s)	12.0		16.9										
Combined (s)	62.8		94.4										

Intersection Summary

Intersection Capacity Utilization 78.7% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

25: Greenwood Ave & Olympic Blvd

AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	307	110	11	646	10	292	475	21	7	213	53
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	17	417	0	11	656	0	0	767	21	0	220	53
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	2926	0	1520	3039	0	0	1570	1360	0	1597	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	1.3	17.1	0.0	0.9	25.9	0.0			1.9			4.7
Adj Reference Time (s)	8.0	21.1	0.0	8.0	29.9	0.0			8.0			8.7
Permitted Option												
Adj Saturation A (vph)	101	1463		101	1520		0	227		0	1099	
Reference Time A (s)	20.1	17.1		13.0	25.9		0.0	405.5		0.0	24.0	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		20.1			25.9			405.5			24.0	
Adj Reference Time (s)		24.1			29.9			409.5			28.0	
Split Option												
Ref Time Combined (s)	1.3	17.1		0.9	25.9		0.0	58.6		0.0	16.5	
Ref Time Separate (s)	1.3	12.6		0.9	25.5		23.1	35.6		0.6	16.0	
Reference Time (s)	17.1	17.1		25.9	25.9		58.6	58.6		16.5	16.5	
Adj Reference Time (s)	21.1	21.1		29.9	29.9		62.6	62.6		20.5	20.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	37.9		NA									
Permitted Option (s)	29.9		409.5									
Split Option (s)	51.0		83.2									
Minimum (s)	29.9		83.2		113.1							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.7									
Cross Thru Ref Time (s)	21.1		29.9									
Oncoming Left Ref Time (s)	20.5		62.6									
Combined (s)	49.6		101.2									
























Intersection Summary

Intersection Capacity Utilization 94.2% ICU Level of Service F
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

27: Greenwood Ave & Mines Ave






















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	83	157	40	147	69	88	275	28	27	725	129
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	69	240	0	40	147	69	88	303	0	27	854	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.90	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	1443	0	1520	1600	1360	1520	3004	0	1520	2977	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	5.4	20.0	0.0	3.2	11.0	6.1	6.9	12.1	0.0	2.1	34.4	0.0
Adj Reference Time (s)	9.4	24.0	0.0	8.0	15.0	10.1	10.9	16.1	0.0	8.0	38.4	0.0
Permitted Option												
Adj Saturation A (vph)	101	1443		101	1600		101	1502		101	1489	
Reference Time A (s)	81.7	20.0		47.4	11.0		104.2	12.1		32.0	34.4	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		81.7			47.4			104.2			34.4	
Adj Reference Time (s)		85.7			51.4			108.2			38.4	
Split Option												
Ref Time Combined (s)	5.4	20.0		3.2	11.0		6.9	12.1		2.1	34.4	
Ref Time Seperate (s)	5.4	6.9		3.2	11.0		6.9	11.0		2.1	29.2	
Reference Time (s)	20.0	20.0		11.0	11.0		12.1	12.1		34.4	34.4	
Adj Reference Time (s)	24.0	24.0		15.0	15.0		16.1	16.1		38.4	38.4	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	32.0		49.4									
Permitted Option (s)	85.7		108.2									
Split Option (s)	39.0		54.5									
Minimum (s)	32.0		49.4		81.3							
Right Turns												
	WBR											
Adj Reference Time (s)	10.1											
Cross Thru Ref Time (s)	16.1											
Oncoming Left Ref Time (s)	9.4											
Combined (s)	35.6											
Intersection Summary												
Intersection Capacity Utilization	67.8%		ICU Level of Service						C			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

28: Greenwood Ave & Beach St



























AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	36	122	53	142	103	63	262	59	72	821	23
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	53	122	0	195	103	63	321	0	72	844	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.99	0.85	0.95	0.97	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1574	1360	0	1578	1360	1520	2962	0	1520	3034	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			10.8			9.1	5.0	13.0	0.0	5.7	33.4	0.0
Adj Reference Time (s)			14.8			13.1	9.0	17.0	0.0	9.7	37.4	0.0
Permitted Option												
Adj Saturation A (vph)	0	264		0	304		101	1481		101	1517	
Reference Time A (s)	0.0	24.1		0.0	76.9		74.6	13.0		85.3	33.4	
Adj Saturation B (vph)	NA	NA		0	0		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		12.2	22.8		NA	NA		NA	NA	
Reference Time (s)		24.1			22.8			74.6			85.3	
Adj Reference Time (s)		28.1			26.8			78.6			89.3	
Split Option												
Ref Time Combined (s)	0.0	4.0		0.0	14.8		5.0	13.0		5.7	33.4	
Ref Time Seperate (s)	1.3	2.7		4.2	10.7		5.0	10.6		5.7	32.5	
Reference Time (s)	4.0	4.0		14.8	14.8		13.0	13.0		33.4	33.4	
Adj Reference Time (s)	8.0	8.0		18.8	18.8		17.0	17.0		37.4	37.4	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		46.4									
Permitted Option (s)	28.1		89.3									
Split Option (s)	26.9		54.4									
Minimum (s)	26.9		46.4		73.2							
Right Turns												
	EBR		WBR									
Adj Reference Time (s)	14.8		13.1									
Cross Thru Ref Time (s)	37.4		17.0									
Oncoming Left Ref Time (s)	18.8		8.0									
Combined (s)	71.0		38.1									
Intersection Summary												
Intersection Capacity Utilization			61.0%		ICU Level of Service				B			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

29: Greenwood Ave & Washington Blvd
























AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	82	489	243	238	1499	129	345	169	177	98	773	128
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	82	732	0	238	1628	0	345	169	177	98	901	0
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	4141	0	1520	4307	0	1520	3046	1360	1520	2981	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	6.5	21.2	0.0	18.8	45.4	0.0	27.2	6.7	15.6	7.7	36.3	0.0
Adj Reference Time (s)	10.5	25.2	0.0	22.8	49.4	0.0	31.2	10.7	19.6	11.7	40.3	0.0
Permitted Option												
Adj Saturation A (vph)	101	1380		101	1436		101	1523		101	1491	
Reference Time A (s)	97.1	21.2		281.8	45.4		408.6	6.7		116.1	36.3	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		97.1			281.8			408.6			116.1	
Adj Reference Time (s)		101.1			285.8			412.6			120.1	
Split Option												
Ref Time Combined (s)	6.5	21.2		18.8	45.4		27.2	6.7		7.7	36.3	
Ref Time Separate (s)	6.5	14.2		18.8	41.8		27.2	6.7		7.7	31.1	
Reference Time (s)	21.2	21.2		45.4	45.4		27.2	27.2		36.3	36.3	
Adj Reference Time (s)	25.2	25.2		49.4	49.4		31.2	31.2		40.3	40.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	59.8		71.5									
Permitted Option (s)	285.8		412.6									
Split Option (s)	74.6		71.5									
Minimum (s)	59.8		71.5		131.3							
Right Turns												
	NBR											
Adj Reference Time (s)	19.6											
Cross Thru Ref Time (s)	25.2											
Oncoming Left Ref Time (s)	11.7											
Combined (s)	56.6											
Intersection Summary												
Intersection Capacity Utilization			109.4%		ICU Level of Service				H			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

30: 10th St & Whittier Blvd
























AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	24	1168	13	10	1844	43	13	13	9	22	16	49
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	24	1181	0	10	1887	0	0	35	0	0	38	49
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.94	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	3041	0	1520	3036	0	0	1510	0	0	1554	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes				Yes				No		No	
Reference Time (s)	1.9	46.6	0.0	0.8	74.6	0.0			0.0			4.3
Adj Reference Time (s)	8.0	50.6	0.0	8.0	78.6	0.0			0.0			8.3
Permitted Option												
Adj Saturation A (vph)	101	1521		101	1518		0	223		0	972	
Reference Time A (s)	28.4	46.6		11.8	74.6		0.0	18.8		0.0	4.7	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		9.0	10.8		9.7	10.9	
Reference Time (s)		46.6			74.6			10.8			4.7	
Adj Reference Time (s)		50.6			78.6			14.8			8.7	
Split Option												
Ref Time Combined (s)	1.9	46.6		0.8	74.6		0.0	2.8		0.0	2.9	
Ref Time Seperate (s)	1.9	46.1		0.8	72.9		1.0	1.0		1.7	1.2	
Reference Time (s)	46.6	46.6		74.6	74.6		2.8	2.8		2.9	2.9	
Adj Reference Time (s)	50.6	50.6		78.6	78.6		8.0	8.0		8.0	8.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	86.6		NA									
Permitted Option (s)	78.6		14.8									
Split Option (s)	129.2		16.0									
Minimum (s)	78.6		14.8		93.4							
Right Turns												
	SBR											
Adj Reference Time (s)	8.3											
Cross Thru Ref Time (s)	78.6											
Oncoming Left Ref Time (s)	8.0											
Combined (s)	94.9											
Intersection Summary												
Intersection Capacity Utilization			79.1%		ICU Level of Service		D					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

31: Montebello Blvd & Whittier Blvd



























AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	748	428	5	11	1133	194	14	60	3	174	55	630
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	748	428	5	11	1327	0	14	60	3	174	55	630
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	2980	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	59.1	16.9	0.4	0.9	53.4	0.0	1.1	2.4	0.3	13.7	2.2	55.6
Adj Reference Time (s)	63.1	20.9	8.0	8.0	57.4	0.0	8.0	8.0	8.0	17.7	8.0	59.6
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1490		101	1523		101	1523	
Reference Time A (s)	885.8	16.9		13.0	53.4		16.6	2.4		206.1	2.2	
Adj Saturation B (vph)	NA	NA		NA	NA		0	3046		0	3046	
Reference Time B (s)	NA	NA		NA	NA		9.1	2.4		21.7	2.2	
Reference Time (s)	885.8				53.4				9.1		21.7	
Adj Reference Time (s)	889.8				57.4				13.1		25.7	
Split Option												
Ref Time Combined (s)	59.1	16.9		0.9	53.4		1.1	2.4		13.7	2.2	
Ref Time Separate (s)	59.1	16.9		0.9	45.6		1.1	2.4		13.7	2.2	
Reference Time (s)	59.1	59.1		53.4	53.4		2.4	2.4		13.7	13.7	
Adj Reference Time (s)	63.1	63.1		57.4	57.4		8.0	8.0		17.7	17.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	120.5		25.7									
Permitted Option (s)	889.8		25.7									
Split Option (s)	120.5		25.7									
Minimum (s)	120.5		25.7		146.2							
Right Turns												
	EBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	59.6									
Cross Thru Ref Time (s)	8.0	20.9	57.4									
Oncoming Left Ref Time (s)	8.0	17.7	8.0									
Combined (s)	24.0	46.6	125.0									
Intersection Summary												
Intersection Capacity Utilization	121.9%		ICU Level of Service				H					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

33: Montebello Blvd & Olympic Blvd





















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 		 	 	
Volume (vph)	77	187	0	0	376	9	0	0	0	0	0	14
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	264	0	0	376	9	0	0	0	0	0	14
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	3002	0	0	3046	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			0.8	0.0	0.0	0.0	0.0	0.0	1.2
Adj Reference Time (s)			0.0			8.0	8.0	8.0	8.0	8.0	8.0	8.0
Permitted Option												
Adj Saturation A (vph)	0	100		0	1523		101	1523		101	1523	
Reference Time A (s)	0.0	92.3		0.0	14.8		0.0	0.0		0.0	0.0	
Adj Saturation B (vph)	NA	NA		NA	NA		0	3046		0	3046	
Reference Time B (s)	NA	NA		NA	NA		8.0	0.0		8.0	0.0	
Reference Time (s)		92.3			14.8			0.0			0.0	
Adj Reference Time (s)		96.3			18.8			8.0			8.0	
Split Option												
Ref Time Combined (s)	0.0	10.6		0.0	14.8		0.0	0.0		0.0	0.0	
Ref Time Separate (s)	6.1	7.4		0.0	14.8		0.0	0.0		0.0	0.0	
Reference Time (s)	10.6	10.6		14.8	14.8		0.0	0.0		0.0	0.0	
Adj Reference Time (s)	14.6	14.6		18.8	18.8		0.0	0.0		0.0	0.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		16.0									
Permitted Option (s)	96.3		8.0									
Split Option (s)	33.4		0.0									
Minimum (s)	33.4		0.0		33.4							
Right Turns												
	WBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	8.0									
Cross Thru Ref Time (s)	0.0	0.0	18.8									
Oncoming Left Ref Time (s)	14.6	0.0	0.0									
Combined (s)	22.6	0.0	26.8									
Intersection Summary												
Intersection Capacity Utilization	27.8%		ICU Level of Service		A							
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

35: Montebello Way/Montebello Blvd & Truck Way






















AM Peak Hour

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Volume (vph)	0	0	5	0	0	0	0	0	0	0	0	0	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	0	0	5	0	0	0	0	0	0	0	0	0	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	0	0	1360	0	1600	0	0	3046	1360	1520	3046	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			Yes			Yes		
Reference Time (s)	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Adj Reference Time (s)	0.0	0.0	8.0	0.0	8.0	0.0	0.0	8.0	8.0	8.0	8.0	8.0	
Permitted Option													
Adj Saturation A (vph)	0	0		0	1600		0	1523		101	1523		
Reference Time A (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		
Adj Saturation B (vph)	0	0		0	1600		0	3046		0	3046		
Reference Time B (s)	0.0	0.0		0.0	0.0		0.0	0.0		8.0	0.0		
Reference Time (s)		0.0			0.0			0.0			0.0		
Adj Reference Time (s)		8.0			8.0			8.0			8.0		
Split Option													
Ref Time Combined (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		
Ref Time Separate (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		
Reference Time (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		
Adj Reference Time (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		
Summary	NW SE		NE SW		Combined								
Protected Option (s)	8.0		16.0										
Permitted Option (s)	8.0		8.0										
Split Option (s)	0.0		0.0										
Minimum (s)	0.0		0.0		0.0								
Right Turns	SER	NER	SWR										
Adj Reference Time (s)	8.0	8.0	8.0										
Cross Thru Ref Time (s)	0.0	0.0	0.0										
Oncoming Left Ref Time (s)	0.0	0.0	0.0										
Combined (s)	8.0	0.0	0.0										
Intersection Summary													
Intersection Capacity Utilization	6.7%		ICU Level of Service						A				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Montebello Blvd Closed

37: Montebello Blvd & Washington Blvd

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	726	24	32	1774	57	62	133	28	63	92	55
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	28	726	24	32	1831	0	0	195	28	0	155	55
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3046	1360	1520	4338	0	0	1575	1360	0	1567	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	2.2	28.6	2.1	2.5	50.6	0.0			2.5			4.9
Adj Reference Time (s)	8.0	32.6	8.0	8.0	54.6	0.0			8.0			8.9
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1446		0	266		0	214	
Reference Time A (s)	33.2	28.6		37.9	50.6		0.0	88.0		0.0	86.8	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		12.9	22.9		NA	NA	
Reference Time (s)		33.2			50.6			22.9			86.8	
Adj Reference Time (s)		37.2			54.6			26.9			90.8	
Split Option												
Ref Time Combined (s)	2.2	28.6		2.5	50.6		0.0	14.9		0.0	11.9	
Ref Time Separate (s)	2.2	28.6		2.5	49.1		4.9	10.0		5.0	6.9	
Reference Time (s)	28.6	28.6		50.6	50.6		14.9	14.9		11.9	11.9	
Adj Reference Time (s)	32.6	32.6		54.6	54.6		18.9	18.9		15.9	15.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	62.6		NA									
Permitted Option (s)	54.6		90.8									
Split Option (s)	87.2		34.7									
Minimum (s)	54.6		34.7		89.4							
Right Turns												
	EBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	8.9									
Cross Thru Ref Time (s)	15.9	32.6	54.6									
Oncoming Left Ref Time (s)	8.0	15.9	18.9									
Combined (s)	31.9	56.5	82.4									



















Intersection Summary

Intersection Capacity Utilization 74.5% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

38: 5th St & Whittier Blvd

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	612	6	28	1389	14	16	26	11	14	25	49
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	632	0	0	1431	0	0	42	11	0	39	49
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85
Saturated Flow (vph)	0	3039	0	0	3039	0	0	1570	1360	0	1571	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			1.0			4.3
Adj Reference Time (s)			0.0			0.0			8.0			8.3
Permitted Option												
Adj Saturation A (vph)	0	894		0	944		0	227		0	239	
Reference Time A (s)	0.0	38.7		0.0	83.8		0.0	22.2		0.0	19.6	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		9.3	11.2		9.1	11.0	
Reference Time (s)		38.7			83.8			11.2			11.0	
Adj Reference Time (s)		42.7			87.8			15.2			15.0	
Split Option												
Ref Time Combined (s)	0.0	25.0		0.0	56.5		0.0	3.2		0.0	3.0	
Ref Time Separate (s)	1.1	24.1		2.2	54.8		1.3	1.9		1.1	1.9	
Reference Time (s)	25.0	25.0		56.5	56.5		3.2	3.2		3.0	3.0	
Adj Reference Time (s)	29.0	29.0		60.5	60.5		8.0	8.0		8.0	8.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	87.8		15.2									
Split Option (s)	89.5		16.0									
Minimum (s)	87.8		15.2		103.0							
Right Turns	NBR		SBR									
Adj Reference Time (s)	8.0		8.3									
Cross Thru Ref Time (s)	29.0		60.5									
Oncoming Left Ref Time (s)	8.0		8.0									
Combined (s)	45.0		76.8									


















Intersection Summary

Intersection Capacity Utilization 85.9% ICU Level of Service E
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

39: 4th St & Whittier Blvd























AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	589	27	83	1343	33	9	65	44	31	100	88
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	641	0	0	1459	0	0	118	0	0	131	88
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.94	0.85	0.95	0.99	0.85
Saturated Flow (vph)	0	3021	0	0	3027	0	0	1505	0	0	1581	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			7.8
Adj Reference Time (s)			0.0			0.0			0.0			11.8
Permitted Option												
Adj Saturation A (vph)	0	641		0	472		0	712		0	747	
Reference Time A (s)	0.0	50.7		0.0	143.3		0.0	19.9		0.0	21.1	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.7	17.4		10.4	17.9	
Reference Time (s)		50.7			143.3			17.4			17.9	
Adj Reference Time (s)		54.7			147.3			21.4			21.9	
Split Option												
Ref Time Combined (s)	0.0	25.5		0.0	57.8		0.0	9.4		0.0	9.9	
Ref Time Separate (s)	2.0	23.4		6.6	53.1		0.7	5.2		2.4	7.5	
Reference Time (s)	25.5	25.5		57.8	57.8		9.4	9.4		9.9	9.9	
Adj Reference Time (s)	29.5	29.5		61.8	61.8		13.4	13.4		13.9	13.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	147.3		21.9									
Split Option (s)	91.3		27.4									
Minimum (s)	91.3		21.9		113.2							
Right Turns												
	SBR											
Adj Reference Time (s)	11.8											
Cross Thru Ref Time (s)	61.8											
Oncoming Left Ref Time (s)	13.4											
Combined (s)	87.0											
Intersection Summary												
Intersection Capacity Utilization	94.4%		ICU Level of Service				F					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

41: 2nd St & Whittier Blvd





















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	606	8	7	1475	22	10	40	39	51	28	23
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	17	606	8	7	1475	22	0	50	39	0	79	23
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	1600	1360	1520	1600	1360	0	1584	1360	0	1548	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00				0.00		0.00			
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	1.3	45.5	0.7	0.6	110.6	1.9			3.4			2.0
Adj Reference Time (s)	8.0	49.5	8.0	8.0	114.6	8.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1600		101	1600		0	392		0	143	
Reference Time A (s)	20.1	45.5		8.3	110.6		0.0	15.3		0.0	66.4	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.8	11.8		12.0	14.1	
Reference Time (s)		45.5			110.6			11.8			14.1	
Adj Reference Time (s)		49.5			114.6			15.8			18.1	
Split Option												
Ref Time Combined (s)	1.3	45.5		0.6	110.6		0.0	3.8		0.0	6.1	
Ref Time Separate (s)	1.3	45.5		0.6	110.6		0.8	3.0		4.0	2.1	
Reference Time (s)	45.5	45.5		110.6	110.6		3.8	3.8		6.1	6.1	
Adj Reference Time (s)	49.5	49.5		114.6	114.6		8.0	8.0		10.1	10.1	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	122.6		NA									
Permitted Option (s)	114.6		18.1									
Split Option (s)	164.1		18.1									
Minimum (s)	114.6		18.1		132.7							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	8.0	8.0								
Cross Thru Ref Time (s)	10.1	8.0	49.5	114.6								
Oncoming Left Ref Time (s)	8.0	8.0	10.1	8.0								
Combined (s)	26.1	24.0	67.6	130.6								
Intersection Summary												
Intersection Capacity Utilization	110.6%		ICU Level of Service				H					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

42: Bluff Rd & Whittier Blvd



























AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	555	120	185	1283	43	144	136	116	44	203	72
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	24	675	0	185	1326	0	0	280	116	0	247	72
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	2965	0	1520	3032	0	0	1559	1360	0	1586	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	1.9	27.3	0.0	14.6	52.5	0.0			10.2			6.4
Adj Reference Time (s)	8.0	31.3	0.0	18.6	56.5	0.0			14.2			10.4
Permitted Option												
Adj Saturation A (vph)	101	1483		101	1516		0	174		0	429	
Reference Time A (s)	28.4	27.3		219.1	52.5		0.0	193.2		0.0	69.0	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		28.4			219.1			193.2			69.0	
Adj Reference Time (s)		32.4			223.1			197.2			73.0	
Split Option												
Ref Time Combined (s)	1.9	27.3		14.6	52.5		0.0	21.6		0.0	18.7	
Ref Time Seperate (s)	1.9	22.5		14.6	50.8		11.4	10.2		3.5	15.2	
Reference Time (s)	27.3	27.3		52.5	52.5		21.6	21.6		18.7	18.7	
Adj Reference Time (s)	31.3	31.3		56.5	56.5		25.6	25.6		22.7	22.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	64.5		NA									
Permitted Option (s)	223.1		197.2									
Split Option (s)	87.8		48.2									
Minimum (s)	64.5		48.2		112.7							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	14.2		10.4									
Cross Thru Ref Time (s)	31.3		56.5									
Oncoming Left Ref Time (s)	22.7		25.6									
Combined (s)	68.2		92.4									
Intersection Summary												
Intersection Capacity Utilization			93.9%		ICU Level of Service				F			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

47: Bluff Rd & Washington Blvd





















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	131	678	14	42	1724	132	11	160	85	189	38	149
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	131	692	0	42	1724	132	11	245	0	0	227	149
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1520	4345	0	1520	3046	1360	1520	1517	0	0	3067	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	10.3	19.1	0.0	3.3	67.9	11.6				0.0		
Adj Reference Time (s)	14.3	23.1	0.0	8.0	71.9	15.6				0.0		
Permitted Option												
Adj Saturation A (vph)	101	1448			101	1523	101	1517			0	232
Reference Time A (s)	155.1	19.1			49.7	67.9	13.0	19.4			0.0	117.5
Adj Saturation B (vph)	NA	NA			NA	NA	0	1517			NA	NA
Reference Time B (s)	NA	NA			NA	NA	8.9	19.4			NA	NA
Reference Time (s)	155.1				67.9		19.4				117.5	
Adj Reference Time (s)	159.1				71.9		23.4				121.5	
Split Option												
Ref Time Combined (s)	10.3	19.1			3.3	67.9	0.9	19.4			0.0	8.9
Ref Time Separate (s)	10.3	18.7			3.3	67.9	0.9	12.7			7.5	2.9
Reference Time (s)	19.1	19.1			67.9	67.9	19.4	19.4			8.9	8.9
Adj Reference Time (s)	23.1	23.1			71.9	71.9	23.4	23.4			12.9	12.9
Summary	EB WB		NB SB		Combined							
Protected Option (s)	86.3		NA									
Permitted Option (s)	159.1		121.5									
Split Option (s)	95.0		36.3									
Minimum (s)	86.3		36.3		122.5							
Right Turns	WBR		SBR									
Adj Reference Time (s)	15.6		17.1									
Cross Thru Ref Time (s)	23.4		71.9									
Oncoming Left Ref Time (s)	14.3		23.4									
Combined (s)	53.4		112.4									
Intersection Summary												
Intersection Capacity Utilization	102.1%				ICU Level of Service				G			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

19: Maple Ave & Mines Ave




















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	34	194	17	49	153	162	14	205	185	98	178	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	211	18	53	166	176	15	223	201	107	193	20
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	248	18	220	176	238	201	300	20				
Volume Left (vph)	37	0	53	0	15	0	107	0				
Volume Right (vph)	0	18	0	176	0	201	0	20				
Hadj (s)	0.11	-0.67	0.16	-0.67	0.07	-0.67	0.21	-0.67				
Departure Headway (s)	7.6	6.9	7.5	6.7	7.3	6.6	7.6	6.7				
Degree Utilization, x	0.53	0.04	0.46	0.33	0.48	0.37	0.63	0.04				
Capacity (veh/h)	449	489	457	510	466	522	451	507				
Control Delay (s)	17.6	8.9	15.5	11.7	15.8	12.2	21.4	8.7				
Approach Delay (s)	17.0		13.9		14.1		20.6					
Approach LOS	C		B		B		C					
Intersection Summary												
Delay			16.0									
Level of Service			C									
Intersection Capacity Utilization			71.8%		ICU Level of Service				C			
Analysis Period (min)			15									

Year 2020 (During Project Construction) - Montebello Blvd Closed

20: Maple Ave & Beach St

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	7	147	12	43	151	41	14	188	16	21	214	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	160	13	47	164	45	15	204	17	23	233	14
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total (vph)	167	13	255	220	17	270						
Volume Left (vph)	8	0	47	15	0	23						
Volume Right (vph)	0	13	45	0	17	14						
Hadj (s)	0.06	-0.67	-0.03	0.07	-0.67	0.02						
Departure Headway (s)	6.7	5.9	6.5	6.5	5.7	6.4						
Degree Utilization, x	0.31	0.02	0.46	0.40	0.03	0.48						
Capacity (veh/h)	490	542	520	511	573	527						
Control Delay (s)	11.5	7.9	14.8	12.5	7.7	15.2						
Approach Delay (s)	11.2		14.8	12.1		15.2						
Approach LOS	B		B	B		C						
Intersection Summary												
Delay			13.6									
Level of Service			B									
Intersection Capacity Utilization			66.6%	ICU Level of Service	C							
Analysis Period (min)			15									

Year 2020 (During Project Construction) - Montebello Blvd Closed

23: Greenwood Ave & Whittier Blvd






















AM Peak Hour

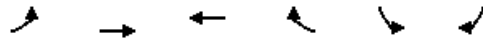
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (veh/h)	28	878	113	166	1656	16	20	44	418	2	8	19	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	30	954	123	180	1800	17	22	48	454	2	9	21	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None			None									
Median storage (veh)													
Upstream signal (ft)	674			325									
pX, platoon unblocked	0.64			0.74			0.77	0.77	0.74	0.77	0.77	0.64	
vC, conflicting volume	1817			1077			2362	3255	539	3186	3308	909	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1161			412			675	1831	0	1742	1900	0	
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9	
tC, 2 stage (s)													
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	92			79			87	0	44	0	77	97	
cM capacity (veh/h)	384			849			167	42	806	0	38	697	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2				
Volume Total	30	636	441	180	1200	617	524	11	21				
Volume Left	30	0	0	180	0	0	22	2	0				
Volume Right	0	0	123	0	0	17	454	0	21				
cSH	384	1700	1700	849	1700	1700	287	0	697				
Volume to Capacity	0.08	0.37	0.26	0.21	0.71	0.36	1.83	Err	0.03				
Queue Length 95th (ft)	6	0	0	20	0	0	880	Err	2				
Control Delay (s)	15.2	0.0	0.0	10.4	0.0	0.0	415.2	Err	10.3				
Lane LOS	C			B			F	F	B				
Approach Delay (s)	0.4			0.9			415.2	Err					
Approach LOS							F	F					
Intersection Summary													
Average Delay				Err									
Intersection Capacity Utilization	109.7%			ICU Level of Service						H			
Analysis Period (min)	15												

Year 2020 (During Project Construction) - Montebello Blvd Closed

24: Greenwood Ave & Los Angeles Ave

AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (veh/h)	4	8	19	11	22	11	31	460	7	10	253	8	
Sign Control		Stop			Stop			Free			Free		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	4	9	21	12	24	12	34	500	8	11	275	9	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type								None			None		
Median storage (veh)													
Upstream signal (ft)								694					
pX, platoon unblocked	0.81	0.81		0.81	0.81	0.81				0.81			
vC, conflicting volume	888	872	275	889	873	500	284			508			
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	741	721	275	742	722	259	284			269			
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1			
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2			
p0 queue free %	98	97	97	95	91	98	97			99			
cM capacity (veh/h)	238	275	764	247	274	628	1279			1044			
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	13	21	48	534	8	286	9						
Volume Left	4	0	12	34	0	11	0						
Volume Right	0	21	12	0	8	0	9						
cSH	261	764	309	1279	1700	1044	1700						
Volume to Capacity	0.05	0.03	0.15	0.03	0.00	0.01	0.01						
Queue Length 95th (ft)	4	2	14	2	0	1	0						
Control Delay (s)	19.5	9.8	18.8	0.8	0.0	0.4	0.0						
Lane LOS	C	A	C	A		A							
Approach Delay (s)	13.6		18.8	0.8		0.4							
Approach LOS	B		C										
Intersection Summary													
Average Delay			2.1										
Intersection Capacity Utilization			66.8%		ICU Level of Service					C			
Analysis Period (min)			15										



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗↗	↗↗	↗	↘	↗
Volume (veh/h)	771	0	0	0	0	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	838	0	0	0	0	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		311	1270			
pX, platoon unblocked						
vC, conflicting volume	0				1676	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				1676	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	48				100	99
cM capacity (veh/h)	1622				42	1084























Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	838	0	0	0	0	0	0	11
Volume Left	838	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	11
cSH	1622	1700	1700	1700	1700	1700	1700	1084
Volume to Capacity	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Queue Length 95th (ft)	78	0	0	0	0	0	0	1
Control Delay (s)	9.6	0.0	0.0	0.0	0.0	0.0	0.0	8.4
Lane LOS	A						A	A
Approach Delay (s)	9.6			0.0			8.4	
Approach LOS							A	

Intersection Summary			
Average Delay		9.6	
Intersection Capacity Utilization	54.1%		ICU Level of Service A
Analysis Period (min)		15	

Year 2020 (During Project Construction) - Montebello Blvd Closed

32: Montebello Blvd & Los Angeles Ave

AM Peak Hour





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	3	2	2	18	86	2	69	2	2	74	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	3	2	2	20	93	2	75	2	2	80	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								693			684	
pX, platoon unblocked												
vC, conflicting volume	230	166	40	128	166	38	83			77		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	230	166	40	128	166	38	83			77		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	100	100	97	91	100			100		
cM capacity (veh/h)	627	723	1022	826	723	1026	1513			1519		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	8	2	22	93	2	38	38	2	2	40	40	2
Volume Left	4	0	2	0	2	0	0	0	2	0	0	0
Volume Right	0	2	0	93	0	0	0	2	0	0	0	2
cSH	665	1022	732	1026	1513	1700	1700	1700	1519	1700	1700	1700
Volume to Capacity	0.01	0.00	0.03	0.09	0.00	0.02	0.02	0.00	0.00	0.02	0.02	0.00
Queue Length 95th (ft)	1	0	2	7	0	0	0	0	0	0	0	0
Control Delay (s)	10.5	8.5	10.1	8.9	7.4	0.0	0.0	0.0	7.4	0.0	0.0	0.0
Lane LOS	B	A	B	A	A				A			
Approach Delay (s)	10.0		9.1		0.2				0.2			
Approach LOS	B		A									
Intersection Summary												
Average Delay			4.1									
Intersection Capacity Utilization			23.0%		ICU Level of Service				A			
Analysis Period (min)			15									

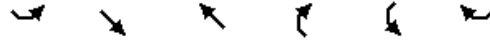
	↑	↗	↘	↓	↖	↗		
Movement	NBT	NBR	SBL	SBT	NWL	NWR		
Lane Configurations	↑↑	↗	↘	↑↑	↖	↗		
Volume (veh/h)	0	0	0	0	0	0		
Sign Control	Free		Free		Stop			
Grade	0%		0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	0	0	0	0	0	0		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None			None				
Median storage (veh)								
Upstream signal (ft)	234			344				
pX, platoon unblocked								
vC, conflicting volume				0	0	0		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol				0	0	0		
tC, single (s)				4.1	6.8	6.9		
tC, 2 stage (s)								
tF (s)				2.2	3.5	3.3		
p0 queue free %				100	100	100		
cM capacity (veh/h)				1622	1023	1084		
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	NW 1	NW 2
Volume Total	0	0	0	0	0	0	0	0
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							A	A
Approach Delay (s)	0.0			0.0			0.0	
Approach LOS							A	
Intersection Summary								
Average Delay				0.0				
Intersection Capacity Utilization				0.0%			ICU Level of Service	
Analysis Period (min)				15			A	

Year 2020 (During Project Construction) - Montebello Blvd Closed

36: Montebello Blvd & Mines Ave

AM Peak Hour

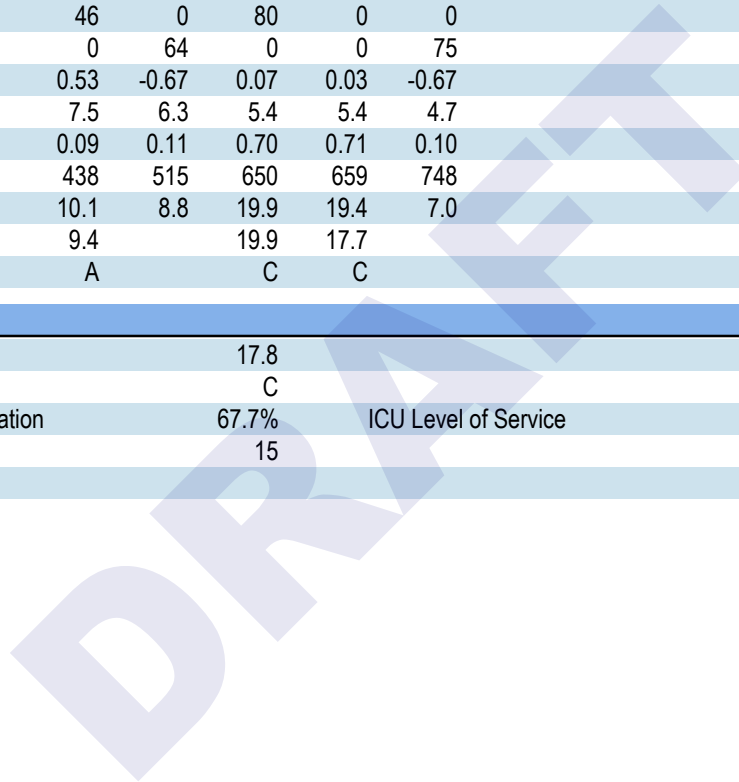
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	14	88	33	23	176	54	56	189	18	28	105	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	96	36	25	191	59	61	205	20	30	114	20
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	111	36	216	59	266	20	145	20				
Volume Left (vph)	15	0	25	0	61	0	30	0				
Volume Right (vph)	0	36	0	59	0	20	0	20				
Hadj (s)	0.10	-0.67	0.09	-0.67	0.15	-0.67	0.14	-0.67				
Departure Headway (s)	6.3	5.5	6.1	5.3	6.1	5.2	6.2	5.4				
Degree Utilization, x	0.19	0.05	0.37	0.09	0.45	0.03	0.25	0.03				
Capacity (veh/h)	532	601	560	631	562	646	544	616				
Control Delay (s)	9.6	7.6	11.4	7.6	12.7	7.2	10.1	7.4				
Approach Delay (s)	9.1		10.6		12.3		9.7					
Approach LOS	A		B		B		A					
Intersection Summary												
Delay			10.7									
Level of Service			B									
Intersection Capacity Utilization			53.5%		ICU Level of Service		A					
Analysis Period (min)			15									














Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Volume (veh/h)	20	77	133	1	3	17
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	84	145	1	3	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	146				272	145
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	146				272	145
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	98
cM capacity (veh/h)	1436				706	902
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	105	146	22			
Volume Left	22	0	3			
Volume Right	0	1	18			
cSH	1436	1700	866			
Volume to Capacity	0.02	0.09	0.03			
Queue Length 95th (ft)	1	0	2			
Control Delay (s)	1.7	0.0	9.3			
Lane LOS	A		A			
Approach Delay (s)	1.7	0.0	9.3			
Approach LOS			A			
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			27.8%	ICU Level of Service	A	
Analysis Period (min)			15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	42	59	74	354	438	69
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	64	80	385	476	75
Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2	
Volume Total (vph)	46	64	465	476	75	
Volume Left (vph)	46	0	80	0	0	
Volume Right (vph)	0	64	0	0	75	
Hadj (s)	0.53	-0.67	0.07	0.03	-0.67	
Departure Headway (s)	7.5	6.3	5.4	5.4	4.7	
Degree Utilization, x	0.09	0.11	0.70	0.71	0.10	
Capacity (veh/h)	438	515	650	659	748	
Control Delay (s)	10.1	8.8	19.9	19.4	7.0	
Approach Delay (s)	9.4		19.9	17.7		
Approach LOS	A		C	C		
Intersection Summary						
Delay			17.8			
Level of Service			C			
Intersection Capacity Utilization			67.7%	ICU Level of Service	C	
Analysis Period (min)			15			













						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	38	381	406	89	48	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	414	441	97	52	43
Direction, Lane #	NB 1	SB 1	SB 2	SE 1	SE 2	
Volume Total (vph)	455	441	97	52	43	
Volume Left (vph)	41	0	0	52	0	
Volume Right (vph)	0	0	97	0	43	
Hadj (s)	0.05	0.03	-0.67	0.53	-0.67	
Departure Headway (s)	5.3	5.3	4.6	7.4	6.2	
Degree Utilization, x	0.67	0.65	0.12	0.11	0.07	
Capacity (veh/h)	662	667	760	439	517	
Control Delay (s)	18.4	16.5	7.1	10.1	8.5	
Approach Delay (s)	18.4	14.8		9.3		
Approach LOS	C	B		A		
Intersection Summary						
Delay			15.8			
Level of Service			C			
Intersection Capacity Utilization			65.0%	ICU Level of Service		C
Analysis Period (min)			15			

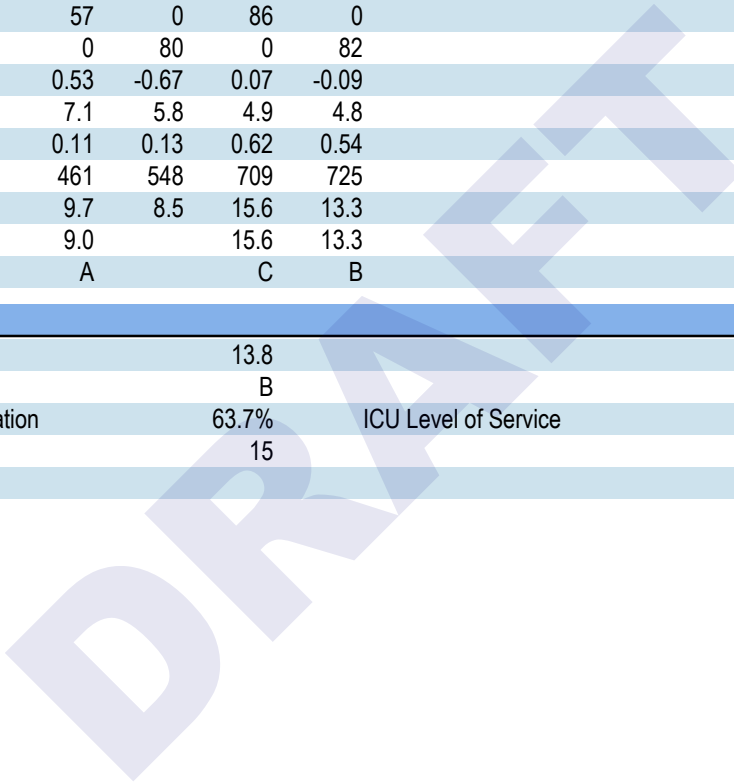


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	75	57	59	338	325	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	82	62	64	367	353	135
Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2	
Volume Total (vph)	82	62	432	353	135	
Volume Left (vph)	82	0	64	0	0	
Volume Right (vph)	0	62	0	0	135	
Hadj (s)	0.53	-0.67	0.06	0.03	-0.67	
Departure Headway (s)	7.2	6.0	5.4	5.5	4.8	
Degree Utilization, x	0.16	0.10	0.65	0.54	0.18	
Capacity (veh/h)	454	538	646	641	728	
Control Delay (s)	10.5	8.5	17.9	13.5	7.6	
Approach Delay (s)	9.6		17.9	11.9		
Approach LOS	A		C	B		
Intersection Summary						
Delay			14.0			
Level of Service			B			
Intersection Capacity Utilization			60.2%	ICU Level of Service	B	
Analysis Period (min)			15			

46: Bluff Rd & Beach St

AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	52	74	79	340	295	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	57	80	86	370	321	82
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total (vph)	57	80	455	402		
Volume Left (vph)	57	0	86	0		
Volume Right (vph)	0	80	0	82		
Hadj (s)	0.53	-0.67	0.07	-0.09		
Departure Headway (s)	7.1	5.8	4.9	4.8		
Degree Utilization, x	0.11	0.13	0.62	0.54		
Capacity (veh/h)	461	548	709	725		
Control Delay (s)	9.7	8.5	15.6	13.3		
Approach Delay (s)	9.0		15.6	13.3		
Approach LOS	A		C	B		
Intersection Summary						
Delay			13.8			
Level of Service			B			
Intersection Capacity Utilization			63.7%	ICU Level of Service	B	
Analysis Period (min)			15			



Year 2020 (During Project Construction) - Montebello Blvd Closed

1: Garfield Ave & Whittier Blvd

PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	96	1005	139	234	529	129	110	1157	322	83	909	42
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	96	1005	139	234	529	129	110	1157	322	83	909	42
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	7.6	39.6	12.3	18.5	20.8	11.4	8.7	45.6	28.4	6.6	35.8	3.7
Adj Reference Time (s)	11.6	43.6	16.3	22.5	24.8	15.4	12.7	49.6	32.4	10.6	39.8	8.0
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		101	1523		101	1523	
Reference Time A (s)	113.7	39.6		277.1	20.8		130.3	45.6		98.3	35.8	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		113.7			277.1			130.3			98.3	
Adj Reference Time (s)		117.7			281.1			134.3			102.3	
Split Option												
Ref Time Combined (s)	7.6	39.6		18.5	20.8		8.7	45.6		6.6	35.8	
Ref Time Seperate (s)	7.6	39.6		18.5	20.8		8.7	45.6		6.6	35.8	
Reference Time (s)	39.6	39.6		20.8	20.8		45.6	45.6		35.8	35.8	
Adj Reference Time (s)	43.6	43.6		24.8	24.8		49.6	49.6		39.8	39.8	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	66.1		60.1									
Permitted Option (s)	281.1		134.3									
Split Option (s)	68.4		89.4									
Minimum (s)	66.1		60.1		126.2							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	16.3	15.4	32.4	8.0								
Cross Thru Ref Time (s)	39.8	49.6	43.6	24.8								
Oncoming Left Ref Time (s)	22.5	11.6	10.6	12.7								
Combined (s)	78.5	76.5	86.6	45.5								
Intersection Summary												
Intersection Capacity Utilization			105.2%		ICU Level of Service				G			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

2: Garfield Ave & Olympic Blvd























PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	143	1181	241	58	454	99	89	1393	48	61	1172	45	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	143	1422	0	58	553	0	89	1441	0	61	1217	0	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	2969	0	1520	2965	0	1520	3031	0	1520	3030	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			Yes			Yes		
Reference Time (s)	11.3	57.5	0.0	4.6	22.4	0.0	7.0	57.0	0.0	4.8	48.2	0.0	
Adj Reference Time (s)	15.3	61.5	0.0	8.6	26.4	0.0	11.0	61.0	0.0	8.8	52.2	0.0	
Permitted Option													
Adj Saturation A (vph)	101	1484		101	1482		101	1516		101	1515		
Reference Time A (s)	169.3	57.5		68.7	22.4		105.4	57.0		72.2	48.2		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		169.3			68.7			105.4			72.2		
Adj Reference Time (s)		173.3			72.7			109.4			76.2		
Split Option													
Ref Time Combined (s)	11.3	57.5		4.6	22.4		7.0	57.0		4.8	48.2		
Ref Time Seperate (s)	11.3	47.7		4.6	18.4		7.0	55.1		4.8	46.4		
Reference Time (s)	57.5	57.5		22.4	22.4		57.0	57.0		48.2	48.2		
Adj Reference Time (s)	61.5	61.5		26.4	26.4		61.0	61.0		52.2	52.2		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	70.1		69.9										
Permitted Option (s)	173.3		109.4										
Split Option (s)	87.9		113.3										
Minimum (s)	70.1		69.9		139.9								
Right Turns													
Adj Reference Time (s)													
Cross Thru Ref Time (s)													
Oncoming Left Ref Time (s)													
Combined (s)													
Intersection Summary													
Intersection Capacity Utilization			116.6%		ICU Level of Service				H				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Montebello Blvd Closed

3: Garfield Ave & Ferguson Dr





















PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	190	175	79	62	7	103	1519	149	23	1427	40
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	226	175	0	141	7	103	1519	149	23	1427	40
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1587	1360	0	1555	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			15.4			0.6	8.1	59.8	13.1	1.8	56.2	3.5
Adj Reference Time (s)			19.4			8.0	12.1	63.8	17.1	8.0	60.2	8.0
Permitted Option												
Adj Saturation A (vph)	0	467		0	161		101	1523		101	1523	
Reference Time A (s)	0.0	58.0		0.0	104.9		122.0	59.8		27.2	56.2	
Adj Saturation B (vph)	0	0		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	10.8	25.1		NA	NA		NA	NA		NA	NA	
Reference Time (s)		25.1			104.9			122.0			56.2	
Adj Reference Time (s)		29.1			108.9			126.0			60.2	
Split Option												
Ref Time Combined (s)	0.0	17.1		0.0	10.9		8.1	59.8		1.8	56.2	
Ref Time Separate (s)	2.8	14.3		6.2	4.7		8.1	59.8		1.8	56.2	
Reference Time (s)	17.1	17.1		10.9	10.9		59.8	59.8		56.2	56.2	
Adj Reference Time (s)	21.1	21.1		14.9	14.9		63.8	63.8		60.2	60.2	
Summary	EB WB	NB SB		Combined								
Protected Option (s)	NA	72.3										
Permitted Option (s)	108.9	126.0										
Split Option (s)	36.0	124.0										
Minimum (s)	36.0	72.3		108.3								
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	19.4	8.0	17.1	8.0								
Cross Thru Ref Time (s)	60.2	63.8	21.1	14.9								
Oncoming Left Ref Time (s)	14.9	21.1	8.0	12.1								
Combined (s)	94.5	92.9	46.2	35.0								
Intersection Summary												
Intersection Capacity Utilization	90.3%			ICU Level of Service					E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

4: Garfield Ave & Flotilla St

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	279	184	14	29	20	205	10	1290	33	157	1375	150
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	477	0	0	254	0	10	1290	33	157	1375	150
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.87	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2944	0	0	2662	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			0.0	0.8	50.8	2.9	12.4	54.2	13.2
Adj Reference Time (s)			0.0			0.0	8.0	54.8	8.0	16.4	58.2	17.2
Permitted Option												
Adj Saturation A (vph)	0	98		0	177		101	1523		101	1523	
Reference Time A (s)	0.0	341.1		0.0	46.9		11.8	50.8		185.9	54.2	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		341.1			46.9			50.8			185.9	
Adj Reference Time (s)		345.1			50.9			54.8			189.9	
Split Option												
Ref Time Combined (s)	0.0	19.4		0.0	11.4		0.8	50.8		12.4	54.2	
Ref Time Separate (s)	22.0	7.3		2.3	0.9		0.8	50.8		12.4	54.2	
Reference Time (s)	22.0	22.0		11.4	11.4		50.8	50.8		54.2	54.2	
Adj Reference Time (s)	26.0	26.0		15.4	15.4		54.8	54.8		58.2	58.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		71.2									
Permitted Option (s)	345.1		189.9									
Split Option (s)	41.5		113.0									
Minimum (s)	41.5		71.2		112.7							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		17.2									
Cross Thru Ref Time (s)	26.0		15.4									
Oncoming Left Ref Time (s)	16.4		8.0									
Combined (s)	50.4		40.7									
Intersection Summary												
Intersection Capacity Utilization			93.9%		ICU Level of Service				F			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

5: Garfield Ave & Washington Blvd

PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	226	1030	39	54	709	318	37	804	62	284	870	295
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	226	1069	0	54	1027	0	37	804	62	284	870	295
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	4335	0	1520	4156	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes	
Reference Time (s)	17.8	29.6	0.0	4.3	29.7	0.0	2.9	31.7	5.5	22.4	34.3	26.0
Adj Reference Time (s)	21.8	33.6	0.0	8.3	33.7	0.0	8.0	35.7	9.5	26.4	38.3	30.0
Permitted Option												
Adj Saturation A (vph)	101	1445		101	1385		101	1523		101	1523	
Reference Time A (s)	267.6	29.6		63.9	29.7		43.8	31.7		336.3	34.3	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		267.6			63.9			43.8			336.3	
Adj Reference Time (s)		271.6			67.9			47.8			340.3	
Split Option												
Ref Time Combined (s)	17.8	29.6		4.3	29.7		2.9	31.7		22.4	34.3	
Ref Time Seperate (s)	17.8	28.5		4.3	20.5		2.9	31.7		22.4	34.3	
Reference Time (s)	29.6	29.6		29.7	29.7		31.7	31.7		34.3	34.3	
Adj Reference Time (s)	33.6	33.6		33.7	33.7		35.7	35.7		38.3	38.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	55.5		62.1									
Permitted Option (s)	271.6		340.3									
Split Option (s)	67.2		73.9									
Minimum (s)	55.5		62.1		117.6							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	9.5		30.0									
Cross Thru Ref Time (s)	33.6		33.7									
Oncoming Left Ref Time (s)	26.4		8.0									
Combined (s)	69.5		71.7									

























Intersection Summary

Intersection Capacity Utilization 98.0% ICU Level of Service F
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

6: Concourse Ave & Whittier Blvd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	1320	55	124	820	24	87	181	143	126	183	31
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	60	1320	55	124	820	24	87	181	143	126	183	31
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	1600	1360	1520	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	4.7	52.0	4.9	9.8	32.3	2.1	6.9	13.6	12.6	9.9	13.7	2.7
Adj Reference Time (s)	8.7	56.0	8.9	13.8	36.3	8.0	10.9	17.6	16.6	13.9	17.7	8.0
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		101	1600		101	1600	
Reference Time A (s)	71.1	52.0		146.8	32.3		103.0	13.6		149.2	13.7	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		71.1			146.8			103.0			149.2	
Adj Reference Time (s)		75.1			150.8			107.0			153.2	
Split Option												
Ref Time Combined (s)	4.7	52.0		9.8	32.3		6.9	13.6		9.9	13.7	
Ref Time Seperate (s)	4.7	52.0		9.8	32.3		6.9	13.6		9.9	13.7	
Reference Time (s)	52.0	52.0		32.3	32.3		13.6	13.6		13.7	13.7	
Adj Reference Time (s)	56.0	56.0		36.3	36.3		17.6	17.6		17.7	17.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	69.8		31.5									
Permitted Option (s)	150.8		153.2									
Split Option (s)	92.3		35.3									
Minimum (s)	69.8		31.5		101.3							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.9	8.0	16.6	8.0								
Cross Thru Ref Time (s)	17.7	17.6	56.0	36.3								
Oncoming Left Ref Time (s)	13.8	8.7	13.9	10.9								
Combined (s)	40.4	34.3	86.6	55.2								
Intersection Summary												
Intersection Capacity Utilization			84.4%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

7: Concourse Ave & Olympic Blvd

























PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	1094	30	22	510	41	16	215	87	147	138	98
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	150	1094	30	22	510	41	0	231	87	0	285	98
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1594	1360	0	1559	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	11.8	43.1	2.6	1.7	20.1	3.6			7.7			8.6
Adj Reference Time (s)	15.8	47.1	8.0	8.0	24.1	8.0			11.7			12.6
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		0	794		0	173	
Reference Time A (s)	177.6	43.1		26.1	20.1		0.0	34.9		0.0	197.2	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		177.6			26.1			34.9			197.2	
Adj Reference Time (s)		181.6			30.1			38.9			201.2	
Split Option												
Ref Time Combined (s)	11.8	43.1		1.7	20.1		0.0	17.4		0.0	21.9	
Ref Time Seperate (s)	11.8	43.1		1.7	20.1		1.3	16.1		11.6	10.3	
Reference Time (s)	43.1	43.1		20.1	20.1		17.4	17.4		21.9	21.9	
Adj Reference Time (s)	47.1	47.1		24.1	24.1		21.4	21.4		25.9	25.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	55.1		NA									
Permitted Option (s)	181.6		201.2									
Split Option (s)	71.2		47.3									
Minimum (s)	55.1		47.3		102.4							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	11.7	12.6								
Cross Thru Ref Time (s)	25.9	21.4	47.1	24.1								
Oncoming Left Ref Time (s)	8.0	15.8	25.9	21.4								
Combined (s)	41.9	45.2	84.7	58.1								
Intersection Summary												
Intersection Capacity Utilization			85.3%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

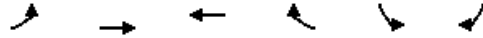
8: Yates Ave & Washington Blvd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	34	1318	21	72	904	12	100	124	274	48	78	80
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	34	1339	0	72	916	0	100	124	274	48	78	80
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	4348	0	1520	4350	0	1520	1600	1360	1520	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00			0.00			
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	2.7	37.0	0.0	5.7	25.3	0.0	7.9	9.3	24.2	3.8	5.8	7.1
Adj Reference Time (s)	8.0	41.0	0.0	9.7	29.3	0.0	11.9	13.3	28.2	8.0	9.8	11.1
Permitted Option												
Adj Saturation A (vph)	101	1449		101	1450		101	1600		101	1600	
Reference Time A (s)	40.3	37.0		85.3	25.3		118.4	9.3		56.8	5.8	
Adj Saturation B (vph)	NA	NA		NA	NA		0	1600		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		15.9	9.3		NA	NA	
Reference Time (s)		40.3			85.3			15.9			56.8	
Adj Reference Time (s)		44.3			89.3			19.9			60.8	
Split Option												
Ref Time Combined (s)	2.7	37.0		5.7	25.3		7.9	9.3		3.8	5.8	
Ref Time Separate (s)	2.7	36.4		5.7	24.9		7.9	9.3		3.8	5.8	
Reference Time (s)	37.0	37.0		25.3	25.3		9.3	9.3		5.8	5.8	
Adj Reference Time (s)	41.0	41.0		29.3	29.3		13.3	13.3		9.8	9.8	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	50.6		21.7									
Permitted Option (s)	89.3		60.8									
Split Option (s)	70.2		23.1									
Minimum (s)	50.6		21.7		72.4							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	28.2		11.1									
Cross Thru Ref Time (s)	41.0		29.3									
Oncoming Left Ref Time (s)	8.0		11.9									
Combined (s)	77.1		52.2									

Intersection Summary

Intersection Capacity Utilization 64.3% ICU Level of Service C
 Reference Times and Phasing Options do not represent an optimized timing plan.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↕↕	↕↕	↗	↘	↗
Volume (vph)	273	1344	737	166	226	196
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	273	1344	737	166	226	196
Lane Utilization Factor	1.00	0.95	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1368	2742	2742	1224	1368	1224
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	23.9	58.8	32.3	16.3		19.2
Adj Reference Time (s)	27.9	62.8	36.3	20.3		23.2
Permitted Option						
Adj Saturation A (vph)	91	1371	1371		91	
Reference Time A (s)	359.2	58.8	32.3		297.4	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		359.2	32.3			
Adj Reference Time (s)		363.2	36.3			
Split Option						
Ref Time Combined (s)	23.9	58.8	32.3		19.8	
Ref Time Seperate (s)	23.9	58.8	32.3		19.8	
Reference Time (s)	58.8	58.8	32.3		19.8	
Adj Reference Time (s)	62.8	62.8	36.3		23.8	
Summary	EB WB		SB		Combined	
Protected Option (s)	64.2		NA			
Permitted Option (s)	363.2		Err			
Split Option (s)	99.1		23.8			
Minimum (s)	64.2		23.8		88.0	
Right Turns	WBR	SBR				
Adj Reference Time (s)	20.3	23.2				
Cross Thru Ref Time (s)	0.0	36.3				
Oncoming Left Ref Time (s)	27.9	0.0				
Combined (s)	48.2	59.5				






















Intersection Summary

Intersection Capacity Utilization 73.4% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

10: 21st St & Whittier Blvd





















PM Peak Hour

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Volume (vph)	72	1460	14	13	873	27	18	0	4	52	1	57		
Pedestrians														
Ped Button														
Pedestrian Timing (s)														
Free Right	No			No			No			No				
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120		
Volume Combined (vph)	72	1460	14	13	873	27	0	22	0	0	53	57		
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.93	0.85	0.95	0.95	0.85		
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1493	0	0	1522	1360		
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00			
Protected Option Allowed	Yes				Yes				No		No			
Reference Time (s)	5.7	57.5	1.2	1.0	34.4	2.4			0.0			5.0		
Adj Reference Time (s)	9.7	61.5	8.0	8.0	38.4	8.0			0.0			9.0		
Permitted Option														
Adj Saturation A (vph)	101	1523			101	1523			0	114			0	1353
Reference Time A (s)	85.3	57.5			15.4	34.4			0.0	23.1			0.0	4.7
Adj Saturation B (vph)	NA	NA			NA	NA			0	0			0	0
Reference Time B (s)	NA	NA			NA	NA			9.4	9.8			12.1	12.2
Reference Time (s)	85.3				34.4				9.8				4.7	
Adj Reference Time (s)	89.3				38.4				13.8				8.7	
Split Option														
Ref Time Combined (s)	5.7	57.5			1.0	34.4			0.0	1.8			0.0	4.2
Ref Time Separate (s)	5.7	57.5			1.0	34.4			1.4	0.0			4.1	0.1
Reference Time (s)	57.5	57.5			34.4	34.4			1.8	1.8			4.2	4.2
Adj Reference Time (s)	61.5	61.5			38.4	38.4			8.0	8.0			8.2	8.2
Summary														
	EB WB		NB SB		Combined									
Protected Option (s)	69.5		NA											
Permitted Option (s)	89.3		13.8											
Split Option (s)	99.9		16.2											
Minimum (s)	69.5		13.8		83.3									
Right Turns														
	EBR	WBR	SBR											
Adj Reference Time (s)	8.0	8.0	9.0											
Cross Thru Ref Time (s)	8.2	8.0	38.4											
Oncoming Left Ref Time (s)	8.0	9.7	8.0											
Combined (s)	24.2	25.7	55.4											
Intersection Summary														
Intersection Capacity Utilization			69.4%		ICU Level of Service				C					
Reference Times and Phasing Options do not represent an optimized timing plan.														

Year 2020 (During Project Construction) - Montebello Blvd Closed

11: Vail Ave & Whittier Blvd





















PM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	65	1316	111	415	798	69	102	323	163	34	141	55	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	65	1427	0	415	867	0	0	425	163	0	175	55	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	3011	0	1520	3010	0	0	1581	1360	0	1584	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	5.1	56.9	0.0	32.8	34.6	0.0			14.4			4.9	
Adj Reference Time (s)	9.1	60.9	0.0	36.8	38.6	0.0			18.4			8.9	
Permitted Option													
Adj Saturation A (vph)	101	1505		101	1505		0	338		0	401		
Reference Time A (s)	77.0	56.9		491.4	34.6		0.0	150.9		0.0	52.3		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		77.0			491.4			150.9			52.3		
Adj Reference Time (s)		81.0			495.4			154.9			56.3		
Split Option													
Ref Time Combined (s)	5.1	56.9		32.8	34.6		0.0	32.3		0.0	13.3		
Ref Time Separate (s)	5.1	52.5		32.8	31.8		8.1	24.2		2.7	10.6		
Reference Time (s)	56.9	56.9		34.6	34.6		32.3	32.3		13.3	13.3		
Adj Reference Time (s)	60.9	60.9		38.6	38.6		36.3	36.3		17.3	17.3		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	97.6		NA										
Permitted Option (s)	495.4		154.9										
Split Option (s)	99.4		53.5										
Minimum (s)	97.6		53.5		151.2								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	18.4		8.9										
Cross Thru Ref Time (s)	60.9		38.6										
Oncoming Left Ref Time (s)	17.3		36.3										
Combined (s)	96.5		83.7										
Intersection Summary													
Intersection Capacity Utilization			126.0%		ICU Level of Service				H				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Montebello Blvd Closed

12: Vail Ave & Olympic Blvd




















PM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	86	1146	120	44	460	56	113	499	132	48	592	31	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	86	1266	0	44	516	0	0	612	132	0	640	31	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.99	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	1520	3003	0	1520	2997	0	0	1585	1360	0	1594	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	6.8	50.6	0.0	3.5	20.7	0.0			11.6			2.7	
Adj Reference Time (s)	10.8	54.6	0.0	8.0	24.7	0.0			15.6			8.0	
Permitted Option													
Adj Saturation A (vph)	101	1502		101	1498		0	418		0	761		
Reference Time A (s)	101.8	50.6		52.1	20.7		0.0	175.9		0.0	100.9		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		101.8			52.1			175.9			100.9		
Adj Reference Time (s)		105.8			56.1			179.9			104.9		
Split Option													
Ref Time Combined (s)	6.8	50.6		3.5	20.7		0.0	46.3		0.0	48.2		
Ref Time Seperate (s)	6.8	45.8		3.5	18.4		8.9	37.4		3.8	44.4		
Reference Time (s)	50.6	50.6		20.7	20.7		46.3	46.3		48.2	48.2		
Adj Reference Time (s)	54.6	54.6		24.7	24.7		50.3	50.3		52.2	52.2		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	62.6		NA										
Permitted Option (s)	105.8		179.9										
Split Option (s)	79.2		102.5										
Minimum (s)	62.6		102.5		165.1								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	15.6		8.0										
Cross Thru Ref Time (s)	54.6		24.7										
Oncoming Left Ref Time (s)	52.2		50.3										
Combined (s)	122.4		83.0										
Intersection Summary													
Intersection Capacity Utilization			137.6%		ICU Level of Service				H				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Montebello Blvd Closed

13: Vail Ave & Flotilla St




















PM Peak Hour

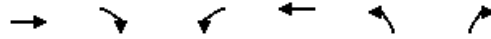
													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	234	0	149	1	0	0	58	507	0	3	627	35	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	234	149	0	0	1	0	58	507	0	3	662	0	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.85	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	1360	0	0	1520	0	1520	1600	0	1520	1587	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	No			No			Yes			Yes			
Reference Time (s)	0.0			0.0			4.6	38.0	0.0	0.2	50.0	0.0	
Adj Reference Time (s)	0.0			0.0			8.6	42.0	0.0	8.0	54.0	0.0	
Permitted Option													
Adj Saturation A (vph)	1621	1360	0	101	101	1600	101	1587	101	1587			
Reference Time A (s)	17.3	13.1	0.0	1.2	1.2	68.7	38.0	3.6	50.0				
Adj Saturation B (vph)	0	1360	NA	NA	NA	NA	NA	NA	NA	NA			
Reference Time B (s)	26.5	13.1	NA	NA	NA	NA	NA	NA	NA	NA			
Reference Time (s)	17.3		1.2		68.7		50.0						
Adj Reference Time (s)	21.3		8.0		72.7		54.0						
Split Option													
Ref Time Combined (s)	18.5	13.1	0.0	0.1	4.6	38.0	0.2	50.0					
Ref Time Seperate (s)	18.5	0.0	0.1	0.0	4.6	38.0	0.2	47.4					
Reference Time (s)	18.5	18.5	0.1	0.1	38.0	38.0	50.0	50.0					
Adj Reference Time (s)	22.5	22.5	8.0	8.0	42.0	42.0	54.0	54.0					
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	NA		62.6										
Permitted Option (s)	21.3		72.7										
Split Option (s)	30.5		96.1										
Minimum (s)	21.3		62.6		83.9								
Right Turns													
Adj Reference Time (s)													
Cross Thru Ref Time (s)													
Oncoming Left Ref Time (s)													
Combined (s)													
Intersection Summary													
Intersection Capacity Utilization	70.0%		ICU Level of Service						C				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Montebello Blvd Closed

14: Vail Ave & Washington Blvd

PM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	121	1556	71	31	867	207	75	207	69	294	171	91	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	121	1556	71	31	1074	0	0	351	0	0	556	0	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.96	0.85	0.95	0.95	0.85	
Saturated Flow (vph)	1520	3046	1360	1520	4232	0	0	2925	0	0	2893	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	9.6	61.3	6.3	2.4	30.5	0.0			0.0			0.0	
Adj Reference Time (s)	13.6	65.3	10.3	8.0	34.5	0.0			0.0			0.0	
Permitted Option													
Adj Saturation A (vph)	101	1523		101	1411		0	97		0	96		
Reference Time A (s)	143.3	61.3		36.7	30.5		0.0	92.3		0.0	365.8		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		143.3			36.7			92.3			365.8		
Adj Reference Time (s)		147.3			40.7			96.3			369.8		
Split Option													
Ref Time Combined (s)	9.6	61.3		2.4	30.5		0.0	14.4		0.0	23.1		
Ref Time Separate (s)	9.6	61.3		2.4	24.6		5.9	8.5		23.2	7.1		
Reference Time (s)	61.3	61.3		30.5	30.5		14.4	14.4		23.2	23.2		
Adj Reference Time (s)	65.3	65.3		34.5	34.5		18.4	18.4		27.2	27.2		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	73.3		NA										
Permitted Option (s)	147.3		369.8										
Split Option (s)	99.7		45.6										
Minimum (s)	73.3		45.6		118.9								
Right Turns													
	EBR												
Adj Reference Time (s)	10.3												
Cross Thru Ref Time (s)	27.2												
Oncoming Left Ref Time (s)	8.0												
Combined (s)	45.5												
Intersection Summary													
Intersection Capacity Utilization			99.1%		ICU Level of Service				F				
Reference Times and Phasing Options do not represent an optimized timing plan.													



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Volume (vph)	1469	36	19	1275	25	19
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	1505	0	19	1275	25	19
Lane Utilization Factor	0.95	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	1.00	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	3035	0	1520	3046	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	59.5	0.0	1.5	50.2		1.7
Adj Reference Time (s)	63.5	0.0	8.0	54.2		8.0
Permitted Option						
Adj Saturation A (vph)	1518		101	1523	101	
Reference Time A (s)	59.5		22.5	50.2	29.6	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	59.5			50.2		
Adj Reference Time (s)	63.5			54.2		
Split Option						
Ref Time Combined (s)	59.5		1.5	50.2	2.0	
Ref Time Seperate (s)	58.1		1.5	50.2	2.0	
Reference Time (s)	59.5		50.2	50.2	2.0	
Adj Reference Time (s)	63.5		54.2	54.2	8.0	
Summary	EB WB		NB		Combined	
Protected Option (s)	71.5		NA			
Permitted Option (s)	63.5		Err			
Split Option (s)	117.7		8.0			
Minimum (s)	63.5		8.0		71.5	
Right Turns	NBR					
Adj Reference Time (s)	8.0					
Cross Thru Ref Time (s)	63.5					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	71.5					




















Intersection Summary

Intersection Capacity Utilization 59.6% ICU Level of Service B
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

16: Maple Ave & Beverly Blvd






















PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	1778	103	82	798	35	63	185	83	40	90	31
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	80	1881	0	82	833	0	0	248	83	0	161	0
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1520	4323	0	1520	4331	0	0	1580	1360	0	1534	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	6.3	52.2	0.0	6.5	23.1	0.0			7.3			0.0
Adj Reference Time (s)	10.3	56.2	0.0	10.5	27.1	0.0			11.3			0.0
Permitted Option												
Adj Saturation A (vph)	101	1441		101	1444		0	1175		0	319	
Reference Time A (s)	94.7	52.2		97.1	23.1		0.0	25.3		0.0	60.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		94.7			97.1			25.3			60.6	
Adj Reference Time (s)		98.7			101.1			29.3			64.6	
Split Option												
Ref Time Combined (s)	6.3	52.2		6.5	23.1		0.0	18.8		0.0	12.6	
Ref Time Separate (s)	6.3	49.4		6.5	22.1		5.0	13.9		3.2	7.0	
Reference Time (s)	52.2	52.2		23.1	23.1		18.8	18.8		12.6	12.6	
Adj Reference Time (s)	56.2	56.2		27.1	27.1		22.8	22.8		16.6	16.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	66.7		NA									
Permitted Option (s)	101.1		64.6									
Split Option (s)	83.3		39.4									
Minimum (s)	66.7		39.4		106.1							
Right Turns												
	NBR											
Adj Reference Time (s)	11.3											
Cross Thru Ref Time (s)	56.2											
Oncoming Left Ref Time (s)	16.6											
Combined (s)	84.1											
Intersection Summary												
Intersection Capacity Utilization			88.4%		ICU Level of Service		E					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

17: Maple Ave & Whittier Blvd






















PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	1383	51	112	1197	33	56	174	130	49	123	44
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	61	1434	0	112	1230	0	56	304	0	49	167	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.94	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1520	3030	0	1520	3034	0	1520	1497	0	1520	1537	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	4.8	56.8	0.0	8.8	48.6	0.0	4.4	24.4	0.0	3.9	13.0	0.0
Adj Reference Time (s)	8.8	60.8	0.0	12.8	52.6	0.0	8.4	28.4	0.0	8.0	17.0	0.0
Permitted Option												
Adj Saturation A (vph)	101	1515		101	1517		101	1497		101	1537	
Reference Time A (s)	72.2	56.8		132.6	48.6		66.3	24.4		58.0	13.0	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		72.2			132.6			66.3			58.0	
Adj Reference Time (s)		76.2			136.6			70.3			62.0	
Split Option												
Ref Time Combined (s)	4.8	56.8		8.8	48.6		4.4	24.4		3.9	13.0	
Ref Time Separate (s)	4.8	54.8		8.8	47.3		4.4	13.9		3.9	9.6	
Reference Time (s)	56.8	56.8		48.6	48.6		24.4	24.4		13.0	13.0	
Adj Reference Time (s)	60.8	60.8		52.6	52.6		28.4	28.4		17.0	17.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	73.6		36.4									
Permitted Option (s)	136.6		70.3									
Split Option (s)	113.4		45.4									
Minimum (s)	73.6		36.4		110.0							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	91.7%		ICU Level of Service				F					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

18: Maple Ave & Olympic Blvd























PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	1099	74	35	419	37	86	242	50	44	201	43
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	74	1099	74	35	456	0	0	328	50	0	245	43
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3009	0	0	1579	1360	0	1586	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	5.8	43.3	6.5	2.8	18.2	0.0			4.4			3.8
Adj Reference Time (s)	9.8	47.3	10.5	8.0	22.2	0.0			8.4			8.0
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1505		0	314		0	427	
Reference Time A (s)	87.6	43.3		41.4	18.2		0.0	125.4		0.0	68.9	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		87.6			41.4			125.4			68.9	
Adj Reference Time (s)		91.6			45.4			129.4			72.9	
Split Option												
Ref Time Combined (s)	5.8	43.3		2.8	18.2		0.0	24.9		0.0	18.5	
Ref Time Separate (s)	5.8	43.3		2.8	16.7		6.8	18.1		3.5	15.1	
Reference Time (s)	43.3	43.3		18.2	18.2		24.9	24.9		18.5	18.5	
Adj Reference Time (s)	47.3	47.3		22.2	22.2		28.9	28.9		22.5	22.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	55.3		NA									
Permitted Option (s)	91.6		129.4									
Split Option (s)	69.5		51.5									
Minimum (s)	55.3		51.5		106.8							
Right Turns												
Adj Reference Time (s)	EBR	NBR	SBR									
	10.5	8.4	8.0									
Cross Thru Ref Time (s)	22.5	47.3	22.2									
Oncoming Left Ref Time (s)	8.0	22.5	28.9									
Combined (s)	41.1	78.2	59.1									
Intersection Summary												
Intersection Capacity Utilization	89.0%		ICU Level of Service						E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

21: Maple Ave & Washington Blvd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	83	1746	45	43	918	173	44	79	59	145	71	82
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	83	1791	0	43	1091	0	0	123	59	0	216	82
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	4342	0	1520	4255	0	0	1571	1360	0	1546	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00			0.00			
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	6.6	49.5	0.0	3.4	30.8	0.0	5.2			7.2		
Adj Reference Time (s)	10.6	53.5	0.0	8.0	34.8	0.0	9.2			11.2		
Permitted Option												
Adj Saturation A (vph)	101	1447	101		1418	0		240	0		138	
Reference Time A (s)	98.3	49.5	50.9		30.8	0.0		61.6	0.0		187.7	
Adj Saturation B (vph)	NA	NA	NA		NA	0		0	0		0	
Reference Time B (s)	NA	NA	NA		NA	11.5		17.4	19.4		24.8	
Reference Time (s)	98.3		50.9			17.4			24.8			
Adj Reference Time (s)	102.3		54.9			21.4			28.8			
Split Option												
Ref Time Combined (s)	6.6	49.5	3.4		30.8	0.0		9.4	0.0		16.8	
Ref Time Seperate (s)	6.6	48.3	3.4		25.9	3.5		5.9	11.4		5.3	
Reference Time (s)	49.5	49.5	30.8		30.8	9.4		9.4	16.8		16.8	
Adj Reference Time (s)	53.5	53.5	34.8		34.8	13.4		13.4	20.8		20.8	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	61.5		NA									
Permitted Option (s)	102.3		28.8									
Split Option (s)	88.3		34.2									
Minimum (s)	61.5		28.8		90.3							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	9.2		11.2									
Cross Thru Ref Time (s)	53.5		34.8									
Oncoming Left Ref Time (s)	20.8		13.4									
Combined (s)	83.5		59.4									





















Intersection Summary

Intersection Capacity Utilization 75.2% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

22: Taylor Ave & Whittier Blvd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	1511	43	23	1264	17	77	60	29	24	53	13
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	12	1554	0	23	1281	0	0	137	29	0	77	13
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3034	0	1520	3040	0	0	1555	1360	0	1575	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	0.9	61.5	0.0	1.8	50.6	0.0			2.6			1.1
Adj Reference Time (s)	8.0	65.5	0.0	8.0	54.6	0.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1517		101	1520		0	161		0	271	
Reference Time A (s)	14.2	61.5		27.2	50.6		0.0	102.2		0.0	34.2	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		14.1	18.6		9.9	13.9	
Reference Time (s)		61.5			50.6			18.6			13.9	
Adj Reference Time (s)		65.5			54.6			22.6			17.9	
Split Option												
Ref Time Combined (s)	0.9	61.5		1.8	50.6		0.0	10.6		0.0	5.9	
Ref Time Separate (s)	0.9	59.8		1.8	49.9		6.1	4.5		1.9	4.0	
Reference Time (s)	61.5	61.5		50.6	50.6		10.6	10.6		5.9	5.9	
Adj Reference Time (s)	65.5	65.5		54.6	54.6		14.6	14.6		9.9	9.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	73.5		NA									
Permitted Option (s)	65.5		22.6									
Split Option (s)	120.0		24.4									
Minimum (s)	65.5		22.6		88.0							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.0									
Cross Thru Ref Time (s)	65.5		54.6									
Oncoming Left Ref Time (s)	9.9		14.6									
Combined (s)	83.3		77.1									

Intersection Summary

Intersection Capacity Utilization 73.4% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

25: Greenwood Ave & Olympic Blvd

PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↗	↗↘		↗	↗↘			↗	↗		↗	↗	
Volume (vph)	40	860	316	16	280	30	200	554	27	22	240	28	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	40	1176	0	16	310	0	0	754	27	0	262	28	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.99	0.85	0.95	0.99	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	1520	2924	0	1520	3002	0	0	1579	1360	0	1593	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	3.2	48.3	0.0	1.3	12.4	0.0			2.4			2.5	
Adj Reference Time (s)	8.0	52.3	0.0	8.0	16.4	0.0			8.0			8.0	
Permitted Option													
Adj Saturation A (vph)	101	1462		101	1501		0	311		0	715		
Reference Time A (s)	47.4	48.3		18.9	12.4		0.0	291.2		0.0	44.0		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		48.3			18.9			291.2			44.0		
Adj Reference Time (s)		52.3			22.9			295.2			48.0		
Split Option													
Ref Time Combined (s)	3.2	48.3		1.3	12.4		0.0	57.3		0.0	19.7		
Ref Time Separate (s)	3.2	35.3		1.3	11.2		15.8	41.5		1.7	18.0		
Reference Time (s)	48.3	48.3		12.4	12.4		57.3	57.3		19.7	19.7		
Adj Reference Time (s)	52.3	52.3		16.4	16.4		61.3	61.3		23.7	23.7		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	60.3		NA										
Permitted Option (s)	52.3		295.2										
Split Option (s)	68.7		85.0										
Minimum (s)	52.3		85.0		137.3								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	8.0		8.0										
Cross Thru Ref Time (s)	52.3		16.4										
Oncoming Left Ref Time (s)	23.7		61.3										
Combined (s)	84.0		85.7										
























Intersection Summary

Intersection Capacity Utilization 114.4% ICU Level of Service H
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

27: Greenwood Ave & Mines Ave























PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	95	175	178	29	54	41	41	349	44	82	913	52
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	95	353	0	29	54	41	41	393	0	82	965	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.92	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	1479	0	1520	1600	1360	1520	2995	0	1520	3022	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	7.5	28.6	0.0	2.3	4.0	3.6	3.2	15.7	0.0	6.5	38.3	0.0
Adj Reference Time (s)	11.5	32.6	0.0	8.0	8.1	8.0	8.0	19.7	0.0	10.5	42.3	0.0
Permitted Option												
Adj Saturation A (vph)	101	1479		101	1600		101	1498		101	1511	
Reference Time A (s)	112.5	28.6		34.3	4.0		48.6	15.7		97.1	38.3	
Adj Saturation B (vph)	0	1479		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	15.5	28.6		NA	NA		NA	NA		NA	NA	
Reference Time (s)		28.6			34.3			48.6			97.1	
Adj Reference Time (s)		32.6			38.3			52.6			101.1	
Split Option												
Ref Time Combined (s)	7.5	28.6		2.3	4.0		3.2	15.7		6.5	38.3	
Ref Time Separate (s)	7.5	14.2		2.3	4.0		3.2	14.0		6.5	36.3	
Reference Time (s)	28.6	28.6		4.0	4.0		15.7	15.7		38.3	38.3	
Adj Reference Time (s)	32.6	32.6		8.1	8.1		19.7	19.7		42.3	42.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	40.6		50.3									
Permitted Option (s)	38.3		101.1									
Split Option (s)	40.7		62.1									
Minimum (s)	38.3		50.3		88.7							
Right Turns												
	WBR											
Adj Reference Time (s)	8.0											
Cross Thru Ref Time (s)	19.7											
Oncoming Left Ref Time (s)	11.5											
Combined (s)	39.2											
Intersection Summary												
Intersection Capacity Utilization	73.9%		ICU Level of Service						D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

28: Greenwood Ave & Beach St

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	102	134	22	39	40	43	356	53	75	967	26
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	135	134	0	61	40	43	409	0	75	993	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.98	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1580	1360	0	1571	1360	1520	2987	0	1520	3034	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	No			No			Yes			Yes		
Reference Time (s)	11.8			3.5			3.4			16.4		
Adj Reference Time (s)	15.8			8.0			8.0			20.4		
Permitted Option												
Adj Saturation A (vph)	0	333	0	238	101	1494	101	1517				
Reference Time A (s)	0.0	48.7	0.0	30.7	50.9	16.4	88.8	39.3				
Adj Saturation B (vph)	0	0	0	0	NA	NA	NA	NA				
Reference Time B (s)	10.6	18.3	9.7	12.7	NA	NA	NA	NA				
Reference Time (s)	18.3		12.7		50.9		88.8					
Adj Reference Time (s)	22.3		16.7		54.9		92.8					
Split Option												
Ref Time Combined (s)	0.0	10.3	0.0	4.7	3.4	16.4	5.9	39.3				
Ref Time Separate (s)	2.6	7.7	1.7	2.9	3.4	14.3	5.9	38.2				
Reference Time (s)	10.3	10.3	4.7	4.7	16.4	16.4	39.3	39.3				
Adj Reference Time (s)	14.3	14.3	8.7	8.7	20.4	20.4	43.3	43.3				
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		51.3									
Permitted Option (s)	22.3		92.8									
Split Option (s)	22.9		63.7									
Minimum (s)	22.3		51.3		73.5							
Right Turns	EBR		WBR									
Adj Reference Time (s)	15.8		8.0									
Cross Thru Ref Time (s)	43.3		20.4									
Oncoming Left Ref Time (s)	8.7		14.3									
Combined (s)	67.8		42.7									
Intersection Summary												
Intersection Capacity Utilization	61.3%		ICU Level of Service		B							
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

29: Greenwood Ave & Washington Blvd




















PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	234	1331	415	204	632	84	395	142	242	130	892	102
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	234	1746	0	204	716	0	395	142	242	130	994	0
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	4203	0	1520	4282	0	1520	3046	1360	1520	3000	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	18.5	49.8	0.0	16.1	20.1	0.0	31.2	5.6	21.4	10.3	39.8	0.0
Adj Reference Time (s)	22.5	53.8	0.0	20.1	24.1	0.0	35.2	9.6	25.4	14.3	43.8	0.0
Permitted Option												
Adj Saturation A (vph)	101	1401		101	1427		101	1523		101	1500	
Reference Time A (s)	277.1	49.8		241.6	20.1		467.8	5.6		153.9	39.8	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		277.1			241.6			467.8			153.9	
Adj Reference Time (s)		281.1			245.6			471.8			157.9	
Split Option												
Ref Time Combined (s)	18.5	49.8		16.1	20.1		31.2	5.6		10.3	39.8	
Ref Time Seperate (s)	18.5	38.0		16.1	17.7		31.2	5.6		10.3	35.7	
Reference Time (s)	49.8	49.8		20.1	20.1		31.2	31.2		39.8	39.8	
Adj Reference Time (s)	53.8	53.8		24.1	24.1		35.2	35.2		43.8	43.8	
Summary												
	EB WB			NB SB			Combined					
Protected Option (s)	74.0			79.0								
Permitted Option (s)	281.1			471.8								
Split Option (s)	77.9			79.0								
Minimum (s)	74.0			79.0			152.9					
Right Turns												
	NBR											
Adj Reference Time (s)	25.4											
Cross Thru Ref Time (s)	53.8											
Oncoming Left Ref Time (s)	14.3											
Combined (s)	93.5											
Intersection Summary												
Intersection Capacity Utilization	127.4%			ICU Level of Service			H					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

30: 10th St & Whittier Blvd
























PM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	37	1874	13	11	1391	12	25	17	10	28	31	30	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	37	1887	0	11	1403	0	0	52	0	0	59	30	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	1520	3043	0	1520	3042	0	0	1516	0	0	1562	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	2.9	74.4	0.0	0.9	55.3	0.0			0.0			2.6	
Adj Reference Time (s)	8.0	78.4	0.0	8.0	59.3	0.0			0.0			8.0	
Permitted Option													
Adj Saturation A (vph)	101	1522		101	1521		0	179		0	1247		
Reference Time A (s)	43.8	74.4		13.0	55.3		0.0	34.8		0.0	5.7		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0		
Reference Time B (s)	NA	NA		NA	NA		10.0	12.1		10.2	12.5		
Reference Time (s)		74.4			55.3			12.1			5.7		
Adj Reference Time (s)		78.4			59.3			16.1			9.7		
Split Option													
Ref Time Combined (s)	2.9	74.4		0.9	55.3		0.0	4.1		0.0	4.5		
Ref Time Separate (s)	2.9	73.9		0.9	54.9		2.0	1.4		2.2	2.3		
Reference Time (s)	74.4	74.4		55.3	55.3		4.1	4.1		4.5	4.5		
Adj Reference Time (s)	78.4	78.4		59.3	59.3		8.1	8.1		8.5	8.5		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	86.4		NA										
Permitted Option (s)	78.4		16.1										
Split Option (s)	137.7		16.6										
Minimum (s)	78.4		16.1		94.5								
Right Turns													
	SBR												
Adj Reference Time (s)	8.0												
Cross Thru Ref Time (s)	59.3												
Oncoming Left Ref Time (s)	8.1												
Combined (s)	75.5												
Intersection Summary													
Intersection Capacity Utilization			78.8%		ICU Level of Service				D				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Montebello Blvd Closed

31: Montebello Blvd & Whittier Blvd



























PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	966	831	5	9	579	214	8	79	11	280	70	743
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	966	831	5	9	793	0	8	79	11	280	70	743
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.96	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	2923	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	76.3	32.7	0.4	0.7	32.6	0.0	0.6	3.1	1.0	22.1	2.8	65.6
Adj Reference Time (s)	80.3	36.7	8.0	8.0	36.6	0.0	8.0	8.0	8.0	26.1	8.0	69.6
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1462		101	1523		101	1523	
Reference Time A (s)	1143.9	32.7		10.7	32.6		9.5	3.1		331.6	2.8	
Adj Saturation B (vph)	NA	NA		NA	NA		0	3046		0	3046	
Reference Time B (s)	NA	NA		NA	NA		8.6	3.1		30.1	2.8	
Reference Time (s)		1143.9			32.6			8.6			30.1	
Adj Reference Time (s)		1147.9			36.6			12.6			34.1	
Split Option												
Ref Time Combined (s)	76.3	32.7		0.7	32.6		0.6	3.1		22.1	2.8	
Ref Time Separate (s)	76.3	32.7		0.7	23.8		0.6	3.1		22.1	2.8	
Reference Time (s)	76.3	76.3		32.6	32.6		3.1	3.1		22.1	22.1	
Adj Reference Time (s)	80.3	80.3		36.6	36.6		8.0	8.0		26.1	26.1	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	116.8		34.1									
Permitted Option (s)	1147.9		34.1									
Split Option (s)	116.8		34.1									
Minimum (s)	116.8		34.1		150.9							
Right Turns	EBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	69.6									
Cross Thru Ref Time (s)	8.0	36.7	36.6									
Oncoming Left Ref Time (s)	8.0	26.1	8.0									
Combined (s)	24.0	70.8	114.1									
Intersection Summary												
Intersection Capacity Utilization			125.8%		ICU Level of Service		H					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

33: Montebello Blvd & Olympic Blvd





















PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 		 	 	
Volume (vph)	201	529	0	0	126	16	0	0	0	0	0	9
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	730	0	0	126	16	0	0	0	0	0	9
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	3004	0	0	3046	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	No			No			Yes			Yes		
Reference Time (s)	0.0			1.4			0.0			0.8		
Adj Reference Time (s)	0.0			8.0			8.0			8.0		
Permitted Option												
Adj Saturation A (vph)	0	100		0	1523		101	1523		101	1523	
Reference Time A (s)	0.0	240.8		0.0	5.0		0.0	0.0		0.0	0.0	
Adj Saturation B (vph)	NA	NA		NA	NA		0	3046		0	3046	
Reference Time B (s)	NA	NA		NA	NA		8.0	0.0		8.0	0.0	
Reference Time (s)	240.8				5.0				0.0			
Adj Reference Time (s)	244.8				9.0				8.0			
Split Option												
Ref Time Combined (s)	0.0	29.2		0.0	5.0		0.0	0.0		0.0	0.0	
Ref Time Separate (s)	15.9	20.8		0.0	5.0		0.0	0.0		0.0	0.0	
Reference Time (s)	29.2	29.2		5.0	5.0		0.0	0.0		0.0	0.0	
Adj Reference Time (s)	33.2	33.2		9.0	9.0		0.0	0.0		0.0	0.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		16.0									
Permitted Option (s)	244.8		8.0									
Split Option (s)	42.1		0.0									
Minimum (s)	42.1		0.0		42.1							
Right Turns	WBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	8.0									
Cross Thru Ref Time (s)	0.0	0.0	9.0									
Oncoming Left Ref Time (s)	33.2	0.0	0.0									
Combined (s)	41.2	0.0	17.0									
Intersection Summary												
Intersection Capacity Utilization	35.1%		ICU Level of Service				A					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Montebello Blvd Closed

35: Montebello Way/Montebello Blvd & Truck Way






















PM Peak Hour

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Volume (vph)	0	0	10	0	0	0	0	0	0	0	0	0	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	0	0	10	0	0	0	0	0	0	0	0	0	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	0	0	1360	0	1600	0	0	3046	1360	1520	3046	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			Yes			Yes		
Reference Time (s)	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Adj Reference Time (s)	0.0	0.0	8.0	0.0	8.0	0.0	0.0	8.0	8.0	8.0	8.0	8.0	
Permitted Option													
Adj Saturation A (vph)	0	0		0	1600		0	1523		101	1523		
Reference Time A (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		
Adj Saturation B (vph)	0	0		0	1600		0	3046		0	3046		
Reference Time B (s)	0.0	0.0		0.0	0.0		0.0	0.0		8.0	0.0		
Reference Time (s)		0.0			0.0			0.0			0.0		
Adj Reference Time (s)		8.0			8.0			8.0			8.0		
Split Option													
Ref Time Combined (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		
Ref Time Separate (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		
Reference Time (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		
Adj Reference Time (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		
Summary	NW SE		NE SW		Combined								
Protected Option (s)	8.0		16.0										
Permitted Option (s)	8.0		8.0										
Split Option (s)	0.0		0.0										
Minimum (s)	0.0		0.0		0.0								
Right Turns	SER	NER	SWR										
Adj Reference Time (s)	8.0	8.0	8.0										
Cross Thru Ref Time (s)	0.0	0.0	0.0										
Oncoming Left Ref Time (s)	0.0	0.0	0.0										
Combined (s)	8.0	0.0	0.0										
Intersection Summary													
Intersection Capacity Utilization	6.7%		ICU Level of Service		A								
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Montebello Blvd Closed

37: Montebello Blvd & Washington Blvd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	1631	42	32	821	62	37	43	21	58	58	53
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	40	1631	42	32	883	0	0	80	21	0	116	53
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	3046	1360	1520	4312	0	0	1563	1360	0	1560	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	3.2	64.2	3.7	2.5	24.6	0.0			1.9			4.7
Adj Reference Time (s)	8.0	68.2	8.0	8.0	28.6	0.0			8.0			8.7
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1437		0	191		0	178	
Reference Time A (s)	47.4	64.2		37.9	24.6		0.0	50.3		0.0	78.1	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		10.9	14.1		12.6	16.9	
Reference Time (s)		64.2			37.9			14.1			16.9	
Adj Reference Time (s)		68.2			41.9			18.1			20.9	
Split Option												
Ref Time Combined (s)	3.2	64.2		2.5	24.6		0.0	6.1		0.0	8.9	
Ref Time Separate (s)	3.2	64.2		2.5	22.8		2.9	3.2		4.6	4.3	
Reference Time (s)	64.2	64.2		24.6	24.6		6.1	6.1		8.9	8.9	
Adj Reference Time (s)	68.2	68.2		28.6	28.6		10.1	10.1		12.9	12.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	76.2		NA									
Permitted Option (s)	68.2		20.9									
Split Option (s)	96.8		23.1									
Minimum (s)	68.2		20.9		89.2							
Right Turns												
	EBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	8.7									
Cross Thru Ref Time (s)	12.9	68.2	28.6									
Oncoming Left Ref Time (s)	8.0	12.9	10.1									
Combined (s)	28.9	89.2	47.4									



















Intersection Summary

Intersection Capacity Utilization 74.3% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

38: 5th St & Whittier Blvd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	1179	14	9	764	21	25	45	27	60	49	40
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	1218	0	0	794	0	0	70	27	0	109	40
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.97	0.85
Saturated Flow (vph)	0	3038	0	0	3033	0	0	1571	1360	0	1556	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			2.4			3.5
Adj Reference Time (s)			0.0			0.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	0	925		0	1134		0	240		0	164	
Reference Time A (s)	0.0	72.5		0.0	40.1		0.0	35.0		0.0	79.8	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		10.0	13.3		12.7	16.4	
Reference Time (s)		72.5			40.1			13.3			16.4	
Adj Reference Time (s)		76.5			44.1			17.3			20.4	
Split Option												
Ref Time Combined (s)	0.0	48.1		0.0	31.4		0.0	5.3		0.0	8.4	
Ref Time Seperate (s)	2.0	46.5		0.7	30.2		2.0	3.4		4.7	3.7	
Reference Time (s)	48.1	48.1		31.4	31.4		5.3	5.3		8.4	8.4	
Adj Reference Time (s)	52.1	52.1		35.4	35.4		9.3	9.3		12.4	12.4	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	76.5		20.4									
Split Option (s)	87.5		21.8									
Minimum (s)	76.5		20.4		96.9							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.0									
Cross Thru Ref Time (s)	52.1		35.4									
Oncoming Left Ref Time (s)	12.4		9.3									
Combined (s)	72.5		52.8									

Intersection Summary
 Intersection Capacity Utilization 80.8% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

39: 4th St & Whittier Blvd























PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	28	1206	21	37	750	22	13	81	121	24	39	27	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	0	1255	0	0	809	0	0	215	0	0	63	27	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.91	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	0	3035	0	0	3027	0	0	1461	0	0	1570	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		No			No			No			No		
Reference Time (s)			0.0			0.0			0.0			2.4	
Adj Reference Time (s)			0.0			0.0			0.0			8.0	
Permitted Option													
Adj Saturation A (vph)	0	890		0	570		0	779		0	470		
Reference Time A (s)	0.0	77.1		0.0	69.6		0.0	33.1		0.0	16.1		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		9.0	25.7		NA	NA		
Reference Time (s)		77.1			69.6			25.7			16.1		
Adj Reference Time (s)		81.1			73.6			29.7			20.1		
Split Option													
Ref Time Combined (s)	0.0	49.6		0.0	32.1		0.0	17.7		0.0	4.8		
Ref Time Seperate (s)	2.2	47.6		2.9	29.7		1.0	6.7		1.9	2.9		
Reference Time (s)	49.6	49.6		32.1	32.1		17.7	17.7		4.8	4.8		
Adj Reference Time (s)	53.6	53.6		36.1	36.1		21.7	21.7		8.8	8.8		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	NA		NA										
Permitted Option (s)	81.1		29.7										
Split Option (s)	89.7		30.5										
Minimum (s)	81.1		29.7		110.7								
Right Turns													
	SBR												
Adj Reference Time (s)	8.0												
Cross Thru Ref Time (s)	36.1												
Oncoming Left Ref Time (s)	21.7												
Combined (s)	65.7												
Intersection Summary													
Intersection Capacity Utilization			92.3%		ICU Level of Service				F				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Montebello Blvd Closed

41: 2nd St & Whittier Blvd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	1253	9	5	839	23	11	50	48	60	26	21
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	19	1253	9	5	839	23	0	61	48	0	86	21
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	1600	1360	1520	1600	1360	0	1586	1360	0	1544	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00				0.00		0.00			
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	1.5	94.0	0.8	0.4	62.9	2.0			4.2			1.9
Adj Reference Time (s)	8.0	98.0	8.0	8.0	66.9	8.0			8.2			8.0
Permitted Option												
Adj Saturation A (vph)	101	1600		101	1600		0	425		0	134	
Reference Time A (s)	22.5	94.0		5.9	62.9		0.0	17.2		0.0	77.2	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.9	12.6		12.7	14.7	
Reference Time (s)		94.0			62.9			12.6			14.7	
Adj Reference Time (s)		98.0			66.9			16.6			18.7	
Split Option												
Ref Time Combined (s)	1.5	94.0		0.4	62.9		0.0	4.6		0.0	6.7	
Ref Time Seperate (s)	1.5	94.0		0.4	62.9		0.9	3.8		4.7	1.9	
Reference Time (s)	94.0	94.0		62.9	62.9		4.6	4.6		6.7	6.7	
Adj Reference Time (s)	98.0	98.0		66.9	66.9		8.6	8.6		10.7	10.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	106.0		NA									
Permitted Option (s)	98.0		18.7									
Split Option (s)	164.9		19.3									
Minimum (s)	98.0		18.7		116.7							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	8.2	8.0								
Cross Thru Ref Time (s)	10.7	8.6	98.0	66.9								
Oncoming Left Ref Time (s)	8.0	8.0	10.7	8.6								
Combined (s)	26.7	24.6	116.9	83.5								





















Intersection Summary

Intersection Capacity Utilization 97.4% ICU Level of Service F
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

42: Bluff Rd & Whittier Blvd


























PM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	19	1216	125	129	675	50	167	134	486	74	87	26	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	19	1341	0	129	725	0	0	301	486	0	161	26	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.97	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	1520	3004	0	1520	3015	0	0	1556	1360	0	1563	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	1.5	53.6	0.0	10.2	28.9	0.0			42.9			2.3	
Adj Reference Time (s)	8.0	57.6	0.0	14.2	32.9	0.0			46.9			8.0	
Permitted Option													
Adj Saturation A (vph)	101	1502		101	1507		0	163		0	192		
Reference Time A (s)	22.5	53.6		152.8	28.9		0.0	222.0		0.0	100.6		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		21.2	31.2		NA	NA		
Reference Time (s)		53.6			152.8			31.2			100.6		
Adj Reference Time (s)		57.6			156.8			35.2			104.6		
Split Option													
Ref Time Combined (s)	1.5	53.6		10.2	28.9		0.0	23.2		0.0	12.4		
Ref Time Seperate (s)	1.5	48.6		10.2	26.9		13.2	10.1		5.8	6.5		
Reference Time (s)	53.6	53.6		28.9	28.9		23.2	23.2		12.4	12.4		
Adj Reference Time (s)	57.6	57.6		32.9	32.9		27.2	27.2		16.4	16.4		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	71.8		NA										
Permitted Option (s)	156.8		104.6										
Split Option (s)	90.4		43.6										
Minimum (s)	71.8		43.6		115.3								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	46.9		8.0										
Cross Thru Ref Time (s)	57.6		32.9										
Oncoming Left Ref Time (s)	16.4		27.2										
Combined (s)	120.8		68.1										
Intersection Summary													
Intersection Capacity Utilization			100.7%		ICU Level of Service				G				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Montebello Blvd Closed

47: Bluff Rd & Washington Blvd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Volume (vph)	211	1503	6	51	755	165	19	119	78	290	40	147
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	211	1509	0	51	755	165	19	197	0	0	330	147
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.94	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1520	4356	0	1520	3046	1360	1520	1505	0	0	3059	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes				Yes				No		No	
Reference Time (s)	16.7	41.6	0.0	4.0	29.7	14.6			0.0			13.0
Adj Reference Time (s)	20.7	45.6	0.0	8.0	33.7	18.6			0.0			17.0
Permitted Option												
Adj Saturation A (vph)	101	1452			101	1523	101	1505			0	222
Reference Time A (s)	249.9	41.6			60.4	29.7	22.5	15.7			0.0	178.0
Adj Saturation B (vph)	NA	NA			NA	NA	0	1505			NA	NA
Reference Time B (s)	NA	NA			NA	NA	9.5	15.7			NA	NA
Reference Time (s)	249.9				60.4				15.7		178.0	
Adj Reference Time (s)	253.9				64.4				19.7		182.0	
Split Option												
Ref Time Combined (s)	16.7	41.6			4.0	29.7	1.5	15.7			0.0	12.9
Ref Time Separate (s)	16.7	41.4			4.0	29.7	1.5	9.5			11.4	3.0
Reference Time (s)	41.6	41.6			29.7	29.7	15.7	15.7			12.9	12.9
Adj Reference Time (s)	45.6	45.6			33.7	33.7	19.7	19.7			16.9	16.9
Summary	EB WB		NB SB		Combined							
Protected Option (s)	54.4		NA									
Permitted Option (s)	253.9		182.0									
Split Option (s)	79.3		36.7									
Minimum (s)	54.4		36.7		91.0							
Right Turns	WBR		SBR									
Adj Reference Time (s)	18.6		17.0									
Cross Thru Ref Time (s)	19.7		33.7									
Oncoming Left Ref Time (s)	20.7		19.7									
Combined (s)	58.9		70.4									





















Intersection Summary

Intersection Capacity Utilization 75.9% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Montebello Blvd Closed

19: Maple Ave & Mines Ave





















PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	23	302	9	27	55	66	7	284	232	106	229	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	328	10	29	60	72	8	309	252	115	249	11
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	353	10	89	72	316	252	364	11				
Volume Left (vph)	25	0	29	0	8	0	115	0				
Volume Right (vph)	0	10	0	72	0	252	0	11				
Hadj (s)	0.07	-0.67	0.20	-0.67	0.05	-0.67	0.19	-0.67				
Departure Headway (s)	7.6	6.8	8.3	7.4	7.2	6.5	7.5	6.6				
Degree Utilization, x	0.74	0.02	0.20	0.15	0.63	0.46	0.76	0.02				
Capacity (veh/h)	456	501	398	441	481	535	463	514				
Control Delay (s)	28.0	8.7	12.2	10.5	20.7	13.6	29.3	8.6				
Approach Delay (s)	27.5		11.4		17.6		28.7					
Approach LOS	D		B		C		D					
Intersection Summary												
Delay			22.2									
Level of Service			C									
Intersection Capacity Utilization			78.4%		ICU Level of Service		D					
Analysis Period (min)			15									

Year 2020 (During Project Construction) - Montebello Blvd Closed

20: Maple Ave & Beach St

PM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Sign Control		Stop			Stop			Stop			Stop		
Volume (vph)	6	216	28	19	45	30	11	276	28	34	227	1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	7	235	30	21	49	33	12	300	30	37	247	1	
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1							
Volume Total (vph)	241	30	102	312	30	285							
Volume Left (vph)	7	0	21	12	0	37							
Volume Right (vph)	0	30	33	0	30	1							
Hadj (s)	0.05	-0.67	-0.12	0.05	-0.67	0.06							
Departure Headway (s)	6.7	5.9	6.9	6.3	5.6	6.4							
Degree Utilization, x	0.45	0.05	0.20	0.55	0.05	0.51							
Capacity (veh/h)	502	555	443	541	606	532							
Control Delay (s)	13.7	8.1	11.6	15.4	7.6	15.9							
Approach Delay (s)	13.1		11.6	14.7		15.9							
Approach LOS	B		B	B		C							
Intersection Summary													
Delay			14.3										
Level of Service			B										
Intersection Capacity Utilization			67.9%	ICU Level of Service	C								
Analysis Period (min)			15										

Year 2020 (During Project Construction) - Montebello Blvd Closed

23: Greenwood Ave & Whittier Blvd

PM Peak Hour

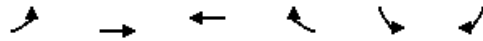
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	1415	111	174	1255	13	22	95	497	2	7	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	1538	121	189	1364	14	24	103	540	2	8	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		674			325							
pX, platoon unblocked	0.64			0.68			0.80	0.80	0.68	0.80	0.80	0.64
vC, conflicting volume	1378			1659			2744	3416	829	3171	3469	689
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	477			1038			904	1742	0	1437	1809	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			58			76	0	27	0	78	97
cM capacity (veh/h)	695			455			100	38	741	0	35	697
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	30	1025	633	189	909	469	667	10	21			
Volume Left	30	0	0	189	0	0	24	2	0			
Volume Right	0	0	121	0	0	14	540	0	21			
cSH	695	1700	1700	455	1700	1700	182	0	697			
Volume to Capacity	0.04	0.60	0.37	0.42	0.53	0.28	3.66	Err	0.03			
Queue Length 95th (ft)	3	0	0	50	0	0	Err	Err	2			
Control Delay (s)	10.4	0.0	0.0	18.4	0.0	0.0	Err	Err	10.3			
Lane LOS	B			C			F	F	B			
Approach Delay (s)	0.2			2.2			Err	Err				
Approach LOS							F	F				
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization			122.5%		ICU Level of Service				H			
Analysis Period (min)			15									

Year 2020 (During Project Construction) - Montebello Blvd Closed

24: Greenwood Ave & Los Angeles Ave

PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	8	19	10	10	17	23	586	4	14	248	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	9	21	11	11	18	25	637	4	15	270	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								694				
pX, platoon unblocked	0.72	0.72		0.72	0.72	0.72				0.72		
vC, conflicting volume	1011	991	270	1012	995	637	277			641		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	822	795	270	823	799	304	277			310		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	96	97	94	95	97	98			98		
cM capacity (veh/h)	191	223	769	194	221	531	1286			902		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2					
Volume Total	18	21	40	662	4	285	8					
Volume Left	10	0	11	25	0	15	0					
Volume Right	0	21	18	0	4	0	8					
cSH	205	769	287	1286	1700	902	1700					
Volume to Capacity	0.09	0.03	0.14	0.02	0.00	0.02	0.00					
Queue Length 95th (ft)	7	2	12	1	0	1	0					
Control Delay (s)	24.3	9.8	19.6	0.5	0.0	0.7	0.0					
Lane LOS	C	A	C	A		A						
Approach Delay (s)	16.7		19.6	0.5		0.6						
Approach LOS	C		C									
Intersection Summary												
Average Delay			1.9									
Intersection Capacity Utilization			73.7%		ICU Level of Service					D		
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↘	↗↗	↗↗	↗	↘	↗		
Volume (veh/h)	745	0	0	0	0	13		
Sign Control		Free	Free		Stop			
Grade		0%	0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	810	0	0	0	0	14		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type		None	None					
Median storage (veh)								
Upstream signal (ft)		311	1270					
pX, platoon unblocked								
vC, conflicting volume	0				1620	0		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	0				1620	0		
tC, single (s)	4.1				6.8	6.9		
tC, 2 stage (s)								
tF (s)	2.2				3.5	3.3		
p0 queue free %	50				100	99		
cM capacity (veh/h)	1622				47	1084		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	810	0	0	0	0	0	0	14
Volume Left	810	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	14
cSH	1622	1700	1700	1700	1700	1700	1700	1084
Volume to Capacity	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Queue Length 95th (ft)	73	0	0	0	0	0	0	1
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0	0.0	8.4
Lane LOS	A						A	A
Approach Delay (s)	9.4			0.0			8.4	
Approach LOS							A	
Intersection Summary								
Average Delay			9.4					
Intersection Capacity Utilization			52.3%		ICU Level of Service			A
Analysis Period (min)			15					

Year 2020 (During Project Construction) - Montebello Blvd Closed

32: Montebello Blvd & Los Angeles Ave

PM Peak Hour





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	8	3	2	9	56	0	91	3	5	93	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	9	3	2	10	61	0	99	3	5	101	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								693			684	
pX, platoon unblocked												
vC, conflicting volume	227	214	51	168	213	49	103			102		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	227	214	51	168	213	49	103			102		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	100	100	99	94	100			100		
cM capacity (veh/h)	657	680	1007	768	681	1008	1486			1488		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	23	3	12	61	0	49	49	3	5	51	51	2
Volume Left	14	0	2	0	0	0	0	0	5	0	0	0
Volume Right	0	3	0	61	0	0	0	3	0	0	0	2
cSH	665	1007	695	1008	1700	1700	1700	1700	1488	1700	1700	1700
Volume to Capacity	0.03	0.00	0.02	0.06	0.00	0.03	0.03	0.00	0.00	0.03	0.03	0.00
Queue Length 95th (ft)	3	0	1	5	0	0	0	0	0	0	0	0
Control Delay (s)	10.6	8.6	10.3	8.8	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0
Lane LOS	B	A	B	A					A			
Approach Delay (s)	10.4		9.0		0.0				0.4			
Approach LOS	B		A									
Intersection Summary												
Average Delay			3.1									
Intersection Capacity Utilization			20.8%		ICU Level of Service				A			
Analysis Period (min)			15									

	↑	↗	↘	↓	↖	↗		
Movement	NBT	NBR	SBL	SBT	NWL	NWR		
Lane Configurations	↑↑	↗	↘	↑↑	↖	↗		
Volume (veh/h)	0	0	0	0	0	0		
Sign Control	Free		Free		Stop			
Grade	0%		0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	0	0	0	0	0	0		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None			None				
Median storage (veh)								
Upstream signal (ft)	234			344				
pX, platoon unblocked								
vC, conflicting volume				0	0	0		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol				0	0	0		
tC, single (s)				4.1	6.8	6.9		
tC, 2 stage (s)								
tF (s)				2.2	3.5	3.3		
p0 queue free %				100	100	100		
cM capacity (veh/h)				1622	1023	1084		
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	NW 1	NW 2
Volume Total	0	0	0	0	0	0	0	0
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							A	A
Approach Delay (s)	0.0			0.0			0.0	
Approach LOS							A	
Intersection Summary								
Average Delay				0.0				
Intersection Capacity Utilization				0.0%			ICU Level of Service	
Analysis Period (min)				15			A	

Year 2020 (During Project Construction) - Montebello Blvd Closed

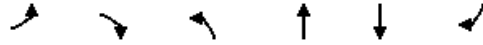
36: Montebello Blvd & Mines Ave

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	25	230	51	14	78	41	23	123	28	52	159	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	250	55	15	85	45	25	134	30	57	173	26
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	277	55	100	45	159	30	229	26				
Volume Left (vph)	27	0	15	0	25	0	57	0				
Volume Right (vph)	0	55	0	45	0	30	0	26				
Hadj (s)	0.08	-0.67	0.11	-0.67	0.11	-0.67	0.16	-0.67				
Departure Headway (s)	6.1	5.3	6.4	5.6	6.3	5.5	6.3	5.4				
Degree Utilization, x	0.47	0.08	0.18	0.07	0.28	0.05	0.40	0.04				
Capacity (veh/h)	567	637	525	591	536	600	545	617				
Control Delay (s)	13.1	7.6	9.5	7.8	10.5	7.6	12.2	7.5				
Approach Delay (s)	12.2		9.0		10.1		11.7					
Approach LOS	B		A		B		B					
Intersection Summary												
Delay			11.1									
Level of Service			B									
Intersection Capacity Utilization			55.2%		ICU Level of Service		B					
Analysis Period (min)			15									



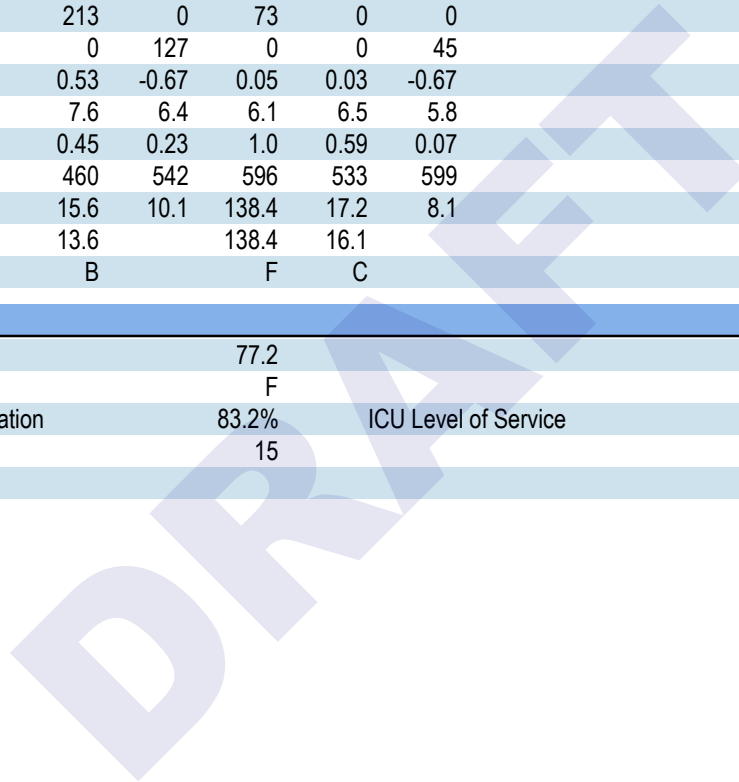
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↶	↷		↶	↷
Volume (veh/h)	16	119	78	3	5	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	129	85	3	5	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	88				251	86
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	88				251	86
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1508				729	972
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	147	88	17			
Volume Left	17	0	5			
Volume Right	0	3	12			
cSH	1508	1700	881			
Volume to Capacity	0.01	0.05	0.02			
Queue Length 95th (ft)	1	0	2			
Control Delay (s)	1.0	0.0	9.2			
Lane LOS	A		A			
Approach Delay (s)	1.0	0.0	9.2			
Approach LOS			A			
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			25.2%	ICU Level of Service	A	
Analysis Period (min)			15			














Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗		↕	↕	↗
Sign Control	Stop			Stop	Stop	
Volume (vph)	196	117	67	597	297	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	213	127	73	649	323	45

Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2
Volume Total (vph)	213	127	722	323	45
Volume Left (vph)	213	0	73	0	0
Volume Right (vph)	0	127	0	0	45
Hadj (s)	0.53	-0.67	0.05	0.03	-0.67
Departure Headway (s)	7.6	6.4	6.1	6.5	5.8
Degree Utilization, x	0.45	0.23	1.0	0.59	0.07
Capacity (veh/h)	460	542	596	533	599
Control Delay (s)	15.6	10.1	138.4	17.2	8.1
Approach Delay (s)	13.6		138.4	16.1	
Approach LOS	B		F	C	

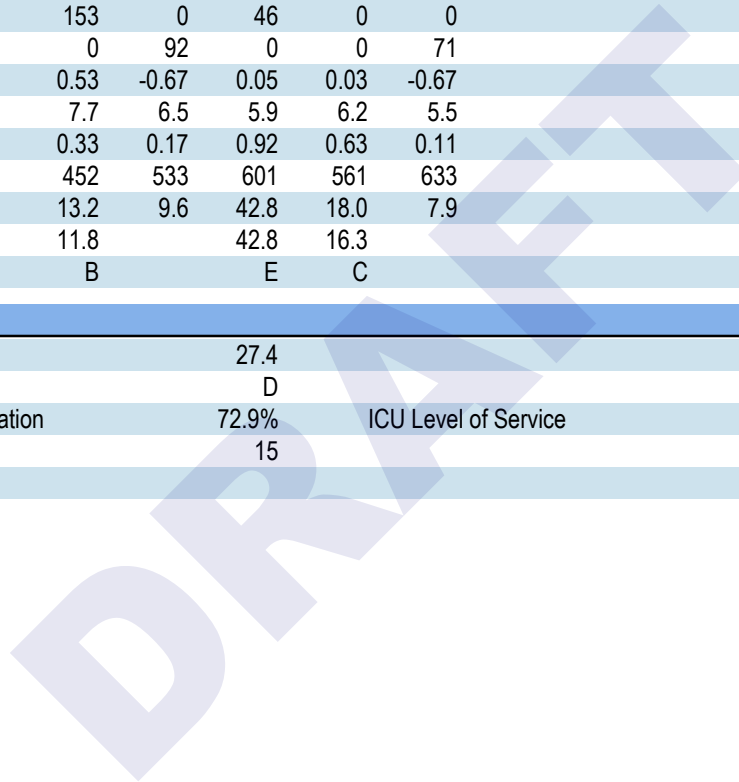
Intersection Summary					
Delay			77.2		
Level of Service			F		
Intersection Capacity Utilization	83.2%		ICU Level of Service	E	
Analysis Period (min)	15				













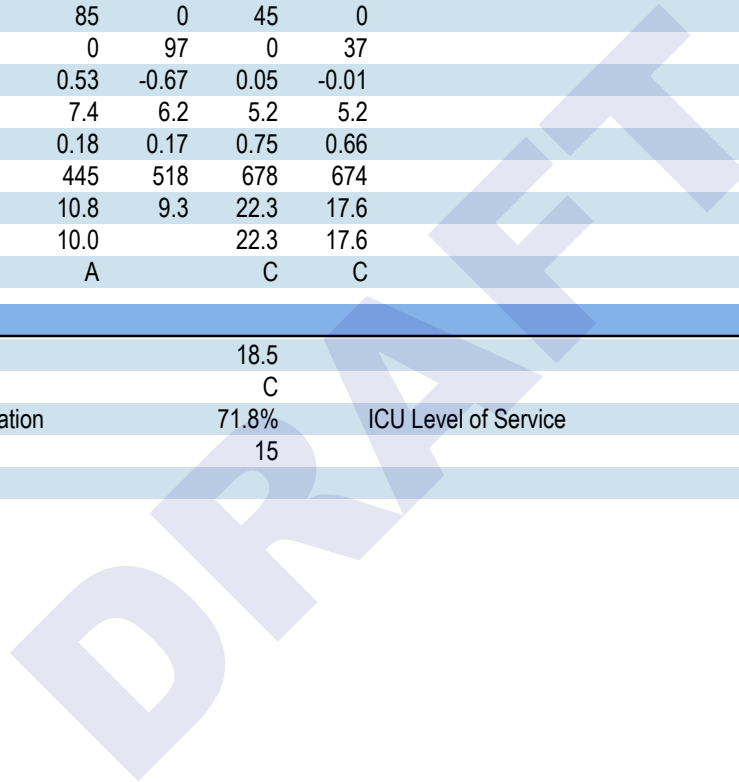
						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	25	589	355	56	73	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	640	386	61	79	55
Direction, Lane #	NB 1	SB 1	SB 2	SE 1	SE 2	
Volume Total (vph)	667	386	61	79	55	
Volume Left (vph)	27	0	0	79	0	
Volume Right (vph)	0	0	61	0	55	
Hadj (s)	0.04	0.03	-0.67	0.53	-0.67	
Departure Headway (s)	5.4	5.7	5.0	7.7	6.5	
Degree Utilization, x	1.0	0.61	0.08	0.17	0.10	
Capacity (veh/h)	667	627	707	450	530	
Control Delay (s)	59.4	15.9	7.2	11.0	9.0	
Approach Delay (s)	59.4	14.7		10.2		
Approach LOS	F	B		B		
Intersection Summary						
Delay			38.1			
Level of Service			E			
Intersection Capacity Utilization			72.4%	ICU Level of Service	C	
Analysis Period (min)			15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷		↶	↶	↷
Sign Control	Stop			Stop	Stop	
Volume (vph)	141	85	42	476	338	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	153	92	46	517	367	71
Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2	
Volume Total (vph)	153	92	563	367	71	
Volume Left (vph)	153	0	46	0	0	
Volume Right (vph)	0	92	0	0	71	
Hadj (s)	0.53	-0.67	0.05	0.03	-0.67	
Departure Headway (s)	7.7	6.5	5.9	6.2	5.5	
Degree Utilization, x	0.33	0.17	0.92	0.63	0.11	
Capacity (veh/h)	452	533	601	561	633	
Control Delay (s)	13.2	9.6	42.8	18.0	7.9	
Approach Delay (s)	11.8		42.8	16.3		
Approach LOS	B		E	C		
Intersection Summary						
Delay			27.4			
Level of Service			D			
Intersection Capacity Utilization			72.9%	ICU Level of Service	C	
Analysis Period (min)			15			



						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	78	89	41	441	383	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	85	97	45	479	416	37
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total (vph)	85	97	524	453		
Volume Left (vph)	85	0	45	0		
Volume Right (vph)	0	97	0	37		
Hadj (s)	0.53	-0.67	0.05	-0.01		
Departure Headway (s)	7.4	6.2	5.2	5.2		
Degree Utilization, x	0.18	0.17	0.75	0.66		
Capacity (veh/h)	445	518	678	674		
Control Delay (s)	10.8	9.3	22.3	17.6		
Approach Delay (s)	10.0		22.3	17.6		
Approach LOS	A		C	C		
Intersection Summary						
Delay			18.5			
Level of Service			C			
Intersection Capacity Utilization			71.8%	ICU Level of Service		C
Analysis Period (min)			15			



APPENDIX I

**YEAR 2020 WITH MAPLE AVE AND MONTEBELLO BLVD CLOSURE
TRAFFIC CONDITIONS LOS ANALYSIS WORKSHEETS**

*Traffic Study Report
Montebello Corridor Grade Separation Project*





















LIN Consulting, Inc.

Traffic, Civil, Electrical Consulting Engineers

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 1: Garfield Ave & Whittier Blvd AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	67	503	133	342	832	158	103	640	239	93	944	70
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	67	503	133	342	832	158	103	640	239	93	944	70
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	5.3	19.8	11.7	27.0	32.8	13.9	8.1	25.2	21.1	7.3	37.2	6.2
Adj Reference Time (s)	9.3	23.8	15.7	31.0	36.8	17.9	12.1	29.2	25.1	11.3	41.2	10.2
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		101	1523		101	1523	
Reference Time A (s)	79.3	19.8		405.0	32.8		122.0	25.2		110.1	37.2	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		79.3			405.0			122.0			110.1	
Adj Reference Time (s)		83.3			409.0			126.0			114.1	
Split Option												
Ref Time Combined (s)	5.3	19.8		27.0	32.8		8.1	25.2		7.3	37.2	
Ref Time Seperate (s)	5.3	19.8		27.0	32.8		8.1	25.2		7.3	37.2	
Reference Time (s)	19.8	19.8		32.8	32.8		25.2	25.2		37.2	37.2	
Adj Reference Time (s)	23.8	23.8		36.8	36.8		29.2	29.2		41.2	41.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	54.8		53.3									
Permitted Option (s)	409.0		126.0									
Split Option (s)	60.6		70.4									
Minimum (s)	54.8		53.3		108.1							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	15.7	17.9	25.1	10.2								
Cross Thru Ref Time (s)	41.2	29.2	23.8	36.8								
Oncoming Left Ref Time (s)	31.0	9.3	11.3	12.1								
Combined (s)	87.9	56.4	60.2	59.1								
Intersection Summary												
Intersection Capacity Utilization	90.1%		ICU Level of Service				E					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 2: Garfield Ave & Olympic Blvd AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	93	440	131	144	848	108	82	785	34	59	1245	93
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	93	571	0	144	956	0	82	819	0	59	1338	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.98	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	2942	0	1520	2995	0	1520	3027	0	1520	3015	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes	
Reference Time (s)	7.3	23.3	0.0	11.4	38.3	0.0	6.5	32.5	0.0	4.7	53.3	0.0
Adj Reference Time (s)	11.3	27.3	0.0	15.4	42.3	0.0	10.5	36.5	0.0	8.7	57.3	0.0
Permitted Option												
Adj Saturation A (vph)	101	1471		101	1497		101	1514		101	1507	
Reference Time A (s)	110.1	23.3		170.5	38.3		97.1	32.5		69.9	53.3	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		110.1			170.5			97.1			69.9	
Adj Reference Time (s)		114.1			174.5			101.1			73.9	
Split Option												
Ref Time Combined (s)	7.3	23.3		11.4	38.3		6.5	32.5		4.7	53.3	
Ref Time Seperate (s)	7.3	17.9		11.4	34.0		6.5	31.1		4.7	49.6	
Reference Time (s)	23.3	23.3		38.3	38.3		32.5	32.5		53.3	53.3	
Adj Reference Time (s)	27.3	27.3		42.3	42.3		36.5	36.5		57.3	57.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	53.6		67.7									
Permitted Option (s)	174.5		101.1									
Split Option (s)	69.6		93.7									
Minimum (s)	53.6		67.7		121.4							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	101.2%		ICU Level of Service		G							
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 3: Garfield Ave & Ferguson Dr AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	26	80	90	116	92	11	105	876	26	8	1455	42	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	0	106	90	0	208	11	105	876	26	8	1455	42	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	0	1580	1360	0	1555	1360	1520	3046	1360	1520	3046	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		No			No			Yes			Yes		
Reference Time (s)			7.9			1.0	8.3	34.5	2.3	0.6	57.3	3.7	
Adj Reference Time (s)			11.9			8.0	12.3	38.5	8.0	8.0	61.3	8.0	
Permitted Option													
Adj Saturation A (vph)	0	332		0	162		101	1523		101	1523		
Reference Time A (s)	0.0	38.3		0.0	154.1		124.3	34.5		9.5	57.3		
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA		
Reference Time B (s)	10.1	16.0		17.2	24.0		NA	NA		NA	NA		
Reference Time (s)		16.0			24.0			124.3			57.3		
Adj Reference Time (s)		20.0			28.0			128.3			61.3		
Split Option													
Ref Time Combined (s)	0.0	8.0		0.0	16.0		8.3	34.5		0.6	57.3		
Ref Time Separate (s)	2.1	6.0		9.2	6.9		8.3	34.5		0.6	57.3		
Reference Time (s)	8.0	8.0		16.0	16.0		34.5	34.5		57.3	57.3		
Adj Reference Time (s)	12.0	12.0		20.0	20.0		38.5	38.5		61.3	61.3		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	NA		73.6										
Permitted Option (s)	28.0		128.3										
Split Option (s)	32.1		99.8										
Minimum (s)	28.0		73.6		101.7								
Right Turns													
	EBR	WBR	NBR	SBR									
Adj Reference Time (s)	11.9	8.0	8.0	8.0									
Cross Thru Ref Time (s)	61.3	38.5	12.0	20.0									
Oncoming Left Ref Time (s)	20.0	12.0	8.0	12.3									
Combined (s)	93.3	58.6	28.0	40.3									
Intersection Summary													
Intersection Capacity Utilization	84.7%		ICU Level of Service					E					
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 4: Garfield Ave & Flotilla St AM Peak Hour

























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	19	17	47	118	140	20	812	44	171	1277	221
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	105	0	0	305	0	20	812	44	171	1277	221
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.95	0.92	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2875	0	0	2815	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			0.0	1.6	32.0	3.9	13.5	50.3	19.5
Adj Reference Time (s)			0.0			0.0	8.0	36.0	8.0	17.5	54.3	23.5
Permitted Option												
Adj Saturation A (vph)	0	96		0	109		101	1523		101	1523	
Reference Time A (s)	0.0	86.4		0.0	64.3		23.7	32.0		202.5	50.3	
Adj Saturation B (vph)	NA	NA		0	1399		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		11.7	17.0		NA	NA		NA	NA	
Reference Time (s)		86.4			17.0			32.0			202.5	
Adj Reference Time (s)		90.4			21.0			36.0			206.5	
Split Option												
Ref Time Combined (s)	0.0	4.4		0.0	13.0		1.6	32.0		13.5	50.3	
Ref Time Seperate (s)	5.4	0.8		3.7	5.1		1.6	32.0		13.5	50.3	
Reference Time (s)	5.4	5.4		13.0	13.0		32.0	32.0		50.3	50.3	
Adj Reference Time (s)	9.4	9.4		17.0	17.0		36.0	36.0		54.3	54.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		62.3									
Permitted Option (s)	90.4		206.5									
Split Option (s)	26.5		90.3									
Minimum (s)	26.5		62.3		88.8							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		23.5									
Cross Thru Ref Time (s)	9.4		17.0									
Oncoming Left Ref Time (s)	17.5		8.0									
Combined (s)	34.9		48.5									
Intersection Summary												
Intersection Capacity Utilization			74.0%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 5: Garfield Ave & Washington Blvd AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	122	573	65	52	1072	239	68	531	22	216	827	280
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	122	638	0	52	1311	0	68	531	22	216	827	280
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	4292	0	1520	4239	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	9.6	17.8	0.0	4.1	37.1	0.0	5.4	20.9	1.9	17.1	32.6	24.7
Adj Reference Time (s)	13.6	21.8	0.0	8.1	41.1	0.0	9.4	24.9	8.0	21.1	36.6	28.7
Permitted Option												
Adj Saturation A (vph)	101	1431		101	1413		101	1523		101	1523	
Reference Time A (s)	144.5	17.8		61.6	37.1		80.5	20.9		255.8	32.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		144.5			61.6			80.5			255.8	
Adj Reference Time (s)		148.5			65.6			84.5			259.8	
Split Option												
Ref Time Combined (s)	9.6	17.8		4.1	37.1		5.4	20.9		17.1	32.6	
Ref Time Seperate (s)	9.6	16.0		4.1	30.3		5.4	20.9		17.1	32.6	
Reference Time (s)	17.8	17.8		37.1	37.1		20.9	20.9		32.6	32.6	
Adj Reference Time (s)	21.8	21.8		41.1	41.1		24.9	24.9		36.6	36.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	54.7		46.0									
Permitted Option (s)	148.5		259.8									
Split Option (s)	62.9		61.5									
Minimum (s)	54.7		46.0		100.7							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		28.7									
Cross Thru Ref Time (s)	21.8		41.1									
Oncoming Left Ref Time (s)	21.1		9.4									
Combined (s)	50.9		79.2									

Intersection Summary
 Intersection Capacity Utilization 83.9% ICU Level of Service E
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 6: Concourse Ave & Whittier Blvd AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	765	17	129	1230	36	57	154	143	58	168	50
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	60	765	17	129	1230	36	57	154	143	58	168	50
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	1600	1360	1520	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	4.7	30.1	1.5	10.2	48.5	3.2	4.5	11.6	12.6	4.6	12.6	4.4
Adj Reference Time (s)	8.7	34.1	8.0	14.2	52.5	8.0	8.5	15.6	16.6	8.6	16.6	8.4
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		101	1600		101	1600	
Reference Time A (s)	71.1	30.1		152.8	48.5		67.5	11.6		68.7	12.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		71.1			152.8			67.5			68.7	
Adj Reference Time (s)		75.1			156.8			71.5			72.7	
Split Option												
Ref Time Combined (s)	4.7	30.1		10.2	48.5		4.5	11.6		4.6	12.6	
Ref Time Seperate (s)	4.7	30.1		10.2	48.5		4.5	11.6		4.6	12.6	
Reference Time (s)	30.1	30.1		48.5	48.5		11.6	11.6		12.6	12.6	
Adj Reference Time (s)	34.1	34.1		52.5	52.5		15.6	15.6		16.6	16.6	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	61.2		25.1									
Permitted Option (s)	156.8		72.7									
Split Option (s)	86.6		32.2									
Minimum (s)	61.2		25.1		86.3							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	16.6	8.4								
Cross Thru Ref Time (s)	16.6	15.6	34.1	52.5								
Oncoming Left Ref Time (s)	14.2	8.7	8.6	8.5								
Combined (s)	38.8	32.3	59.3	69.4								
Intersection Summary												
Intersection Capacity Utilization	71.9%				ICU Level of Service				C			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 7: Concourse Ave & Olympic Blvd AM Peak Hour

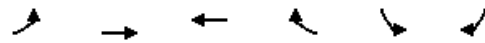
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	118	398	12	35	966	52	19	133	41	70	98	173
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	118	398	12	35	966	52	0	152	41	0	168	173
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1590	1360	0	1567	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	9.3	15.7	1.1	2.8	38.1	4.6			3.6			15.3
Adj Reference Time (s)	13.3	19.7	8.0	8.0	42.1	8.6			8.0			19.3
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		0	556		0	210	
Reference Time A (s)	139.7	15.7		41.4	38.1		0.0	32.8		0.0	96.2	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		9.5	19.5		NA	NA	
Reference Time (s)		139.7			41.4			19.5			96.2	
Adj Reference Time (s)		143.7			45.4			23.5			100.2	
Split Option												
Ref Time Combined (s)	9.3	15.7		2.8	38.1		0.0	11.5		0.0	12.9	
Ref Time Seperate (s)	9.3	15.7		2.8	38.1		1.5	10.0		5.5	7.3	
Reference Time (s)	15.7	15.7		38.1	38.1		11.5	11.5		12.9	12.9	
Adj Reference Time (s)	19.7	19.7		42.1	42.1		15.5	15.5		16.9	16.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	55.4		NA									
Permitted Option (s)	143.7		100.2									
Split Option (s)	61.7		32.3									
Minimum (s)	55.4		32.3		87.7							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.6	8.0	19.3								
Cross Thru Ref Time (s)	16.9	15.5	19.7	42.1								
Oncoming Left Ref Time (s)	8.0	13.3	16.9	15.5								
Combined (s)	32.9	37.4	44.5	76.8								
Intersection Summary												
Intersection Capacity Utilization			73.1%		ICU Level of Service		D					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 8: Yates Ave & Washington Blvd AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	92	636	58	283	1373	10	9	82	121	16	50	16	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	92	694	0	283	1383	0	9	82	121	16	50	16	
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	1520	4304	0	1520	4354	0	1520	1600	1360	1520	1600	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			Yes			Yes		
Reference Time (s)	7.3	19.4	0.0	22.3	38.1	0.0	0.7	6.2	10.7	1.3	3.8	1.4	
Adj Reference Time (s)	11.3	23.4	0.0	26.3	42.1	0.0	8.0	10.2	14.7	8.0	8.0	8.0	
Permitted Option													
Adj Saturation A (vph)	101	1435		101	1451		101	1600		101	1600		
Reference Time A (s)	108.9	19.4		335.1	38.1		10.7	6.2		18.9	3.8		
Adj Saturation B (vph)	NA	NA		NA	NA		0	1600		0	1600		
Reference Time B (s)	NA	NA		NA	NA		8.7	6.2		9.3	3.8		
Reference Time (s)		108.9			335.1			8.7			9.3		
Adj Reference Time (s)		112.9			339.1			12.7			13.3		
Split Option													
Ref Time Combined (s)	7.3	19.4		22.3	38.1		0.7	6.2		1.3	3.8		
Ref Time Seperate (s)	7.3	17.7		22.3	37.8		0.7	6.2		1.3	3.8		
Reference Time (s)	19.4	19.4		38.1	38.1		6.2	6.2		3.8	3.8		
Adj Reference Time (s)	23.4	23.4		42.1	42.1		10.2	10.2		8.0	8.0		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	53.4		18.1										
Permitted Option (s)	339.1		13.3										
Split Option (s)	65.5		18.1										
Minimum (s)	53.4		13.3		66.6								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	14.7		8.0										
Cross Thru Ref Time (s)	23.4		42.1										
Oncoming Left Ref Time (s)	8.0		8.0										
Combined (s)	46.0		58.1										

Intersection Summary
 Intersection Capacity Utilization 55.5% ICU Level of Service B
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 9: Whittier Blvd & Wilcox Ave AM Peak Hour























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↕↕	↕↕	↗	↘	↗
Volume (vph)	187	721	1234	287	174	258
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	187	721	1234	287	174	258
Lane Utilization Factor	1.00	0.95	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1368	2742	2742	1224	1368	1224
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	16.4	31.6	54.0	28.1		25.3
Adj Reference Time (s)	20.4	35.6	58.0	32.1		29.3
Permitted Option						
Adj Saturation A (vph)	91	1371	1371		91	
Reference Time A (s)	246.1	31.6	54.0		228.9	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		246.1	54.0			
Adj Reference Time (s)		250.1	58.0			
Split Option						
Ref Time Combined (s)	16.4	31.6	54.0		15.3	
Ref Time Seperate (s)	16.4	31.6	54.0		15.3	
Reference Time (s)	31.6	31.6	54.0		15.3	
Adj Reference Time (s)	35.6	35.6	58.0		19.3	
Summary	EB WB		SB		Combined	
Protected Option (s)	78.4		NA			
Permitted Option (s)	250.1		Err			
Split Option (s)	93.6		19.3			
Minimum (s)	78.4		19.3		97.7	
Right Turns	WBR	SBR				
Adj Reference Time (s)	32.1	29.3				
Cross Thru Ref Time (s)	0.0	58.0				
Oncoming Left Ref Time (s)	20.4	0.0				
Combined (s)	52.5	87.3				

Intersection Summary
 Intersection Capacity Utilization 81.4% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 10: 21st St & Whittier Blvd AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Volume (vph)	81	827	13	4	1373	90	6	4	0	157	2	124		
Pedestrians														
Ped Button														
Pedestrian Timing (s)														
Free Right	No			No			No			No				
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120		
Volume Combined (vph)	81	827	13	4	1373	90	0	10	0	0	159	124		
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.95	0.85		
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1552	0	0	1521	1360		
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00			
Protected Option Allowed	Yes				Yes				No		No			
Reference Time (s)	6.4	32.6	1.1	0.3	54.1	7.9			0.0		10.9			
Adj Reference Time (s)	10.4	36.6	8.0	8.0	58.1	11.9			0.0		14.9			
Permitted Option														
Adj Saturation A (vph)	101	1523			101	1523			0	152			0	1020
Reference Time A (s)	95.9	32.6			4.7	54.1			0.0	7.9			0.0	18.7
Adj Saturation B (vph)	NA	NA			NA	NA			0	0			0	0
Reference Time B (s)	NA	NA			NA	NA			8.5	8.8			20.4	20.5
Reference Time (s)	95.9				54.1				7.9				18.7	
Adj Reference Time (s)	99.9				58.1				11.9				22.7	
Split Option														
Ref Time Combined (s)	6.4	32.6			0.3	54.1			0.0	0.8			0.0	12.5
Ref Time Separate (s)	6.4	32.6			0.3	54.1			0.5	0.3			12.4	0.1
Reference Time (s)	32.6	32.6			54.1	54.1			0.8	0.8			12.5	12.5
Adj Reference Time (s)	36.6	36.6			58.1	58.1			8.0	8.0			16.5	16.5
Summary														
	EB WB		NB SB		Combined									
Protected Option (s)	68.5		NA											
Permitted Option (s)	99.9		22.7											
Split Option (s)	94.7		24.5											
Minimum (s)	68.5		22.7		91.2									
Right Turns														
	EBR	WBR	SBR											
Adj Reference Time (s)	8.0	11.9	14.9											
Cross Thru Ref Time (s)	16.5	8.0	58.1											
Oncoming Left Ref Time (s)	8.0	10.4	8.0											
Combined (s)	32.5	30.3	81.0											
Intersection Summary														
Intersection Capacity Utilization			76.0%		ICU Level of Service				D					
Reference Times and Phasing Options do not represent an optimized timing plan.														





















Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 11: Vail Ave & Whittier Blvd AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	60	812	116	438	1283	99	97	199	116	79	180	61	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	60	928	0	438	1382	0	0	296	116	0	259	61	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	1520	2989	0	1520	3014	0	0	1574	1360	0	1576	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	4.7	37.3	0.0	34.6	55.0	0.0			10.2			5.4	
Adj Reference Time (s)	8.7	41.3	0.0	38.6	59.0	0.0			14.2			9.4	
Permitted Option													
Adj Saturation A (vph)	101	1495		101	1507		0	259		0	276		
Reference Time A (s)	71.1	37.3		518.7	55.0		0.0	137.2		0.0	112.8		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		71.1			518.7			137.2			112.8		
Adj Reference Time (s)		75.1			522.7			141.2			116.8		
Split Option													
Ref Time Combined (s)	4.7	37.3		34.6	55.0		0.0	22.6		0.0	19.7		
Ref Time Separate (s)	4.7	32.6		34.6	51.1		7.7	14.9		6.2	13.5		
Reference Time (s)	37.3	37.3		55.0	55.0		22.6	22.6		19.7	19.7		
Adj Reference Time (s)	41.3	41.3		59.0	59.0		26.6	26.6		23.7	23.7		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	79.8		NA										
Permitted Option (s)	522.7		141.2										
Split Option (s)	100.3		50.3										
Minimum (s)	79.8		50.3		130.1								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	14.2		9.4										
Cross Thru Ref Time (s)	41.3		59.0										
Oncoming Left Ref Time (s)	23.7		26.6										
Combined (s)	79.2		95.0										

Intersection Summary

Intersection Capacity Utilization 108.4% ICU Level of Service G
 Reference Times and Phasing Options do not represent an optimized timing plan.




















Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 12: Vail Ave & Olympic Blvd AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	45	389	94	280	892	113	117	268	472	48	638	63	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	45	483	0	280	1005	0	0	385	472	0	686	63	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.98	0.85	0.95	0.98	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	1520	2957	0	1520	2995	0	0	1576	1360	0	1594	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	3.6	19.6	0.0	22.1	40.3	0.0			41.6			5.6	
Adj Reference Time (s)	8.0	23.6	0.0	26.1	44.3	0.0			45.6			9.6	
Permitted Option													
Adj Saturation A (vph)	101	1479		101	1498		0	277		0	790		
Reference Time A (s)	53.3	19.6		331.6	40.3		0.0	167.1		0.0	104.2		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		53.3			331.6			167.1			104.2		
Adj Reference Time (s)		57.3			335.6			171.1			108.2		
Split Option													
Ref Time Combined (s)	3.6	19.6		22.1	40.3		0.0	29.3		0.0	51.6		
Ref Time Seperate (s)	3.6	15.8		22.1	35.7		9.2	20.1		3.8	47.9		
Reference Time (s)	19.6	19.6		40.3	40.3		29.3	29.3		51.6	51.6		
Adj Reference Time (s)	23.6	23.6		44.3	44.3		33.3	33.3		55.6	55.6		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	52.3		NA										
Permitted Option (s)	335.6		171.1										
Split Option (s)	67.9		89.0										
Minimum (s)	52.3		89.0		141.2								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	45.6		9.6										
Cross Thru Ref Time (s)	23.6		44.3										
Oncoming Left Ref Time (s)	55.6		33.3										
Combined (s)	124.9		87.1										
Intersection Summary													
Intersection Capacity Utilization			117.7%		ICU Level of Service				H				
Reference Times and Phasing Options do not represent an optimized timing plan.													




















Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed

13: Vail Ave & Flotilla St

AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	66	2	75	1	0	2	168	363	6	0	606	152	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	66	77	0	0	3	0	168	369	0	0	758	0	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.85	0.85	0.95	0.89	0.85	0.95	1.00	0.85	0.95	0.97	0.85	
Saturated Flow (vph)	1520	1366	0	0	1416	0	1520	1596	0	1520	1552	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00			0.00			0.00				
Protected Option Allowed	No			No			Yes			Yes			
Reference Time (s)	0.0			0.0			13.3	27.7	0.0	0.0	58.6	0.0	
Adj Reference Time (s)	0.0			0.0			17.3	31.7	0.0	8.0	62.6	0.0	
Permitted Option													
Adj Saturation A (vph)	608	1366	0		230	101		1596	101		1552		
Reference Time A (s)	13.0	6.8	0.0		1.6	198.9		27.7	0.0		58.6		
Adj Saturation B (vph)	0	1366	0		0	NA		NA	NA		NA		
Reference Time B (s)	13.2	6.8	8.1		8.3	NA		NA	NA		NA		
Reference Time (s)	13.0		1.6			198.9			58.6				
Adj Reference Time (s)	17.0		8.0			202.9			62.6				
Split Option													
Ref Time Combined (s)	5.2	6.8	0.0		0.3	13.3		27.7	0.0		58.6		
Ref Time Seperate (s)	5.2	0.2	0.1		0.0	13.3		27.3	0.0		46.9		
Reference Time (s)	6.8	6.8	0.3		0.3	27.7		27.7	58.6		58.6		
Adj Reference Time (s)	10.8	10.8	8.0		8.0	31.7		31.7	62.6		62.6		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	NA		79.9										
Permitted Option (s)	17.0		202.9										
Split Option (s)	18.8		94.4										
Minimum (s)	17.0		79.9		96.9								
Right Turns													
Adj Reference Time (s)													
Cross Thru Ref Time (s)													
Oncoming Left Ref Time (s)													
Combined (s)													
Intersection Summary													
Intersection Capacity Utilization	80.8%		ICU Level of Service					D					
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 14: Vail Ave & Washington Blvd AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	116	585	98	86	1637	249	38	144	50	217	199	101	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	116	585	98	86	1886	0	0	232	0	0	517	0	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.96	0.85	0.95	0.95	0.85	
Saturated Flow (vph)	1520	3046	1360	1520	4272	0	0	2924	0	0	2895	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	9.2	23.0	8.6	6.8	53.0	0.0			0.0			0.0	
Adj Reference Time (s)	13.2	27.0	12.6	10.8	57.0	0.0			0.0			0.0	
Permitted Option													
Adj Saturation A (vph)	101	1523		101	1424		0	101		0	97		
Reference Time A (s)	137.4	23.0		101.8	53.0		0.0	47.6		0.0	269.8		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		137.4		101.8				47.6			269.8		
Adj Reference Time (s)		141.4		105.8				51.6			273.8		
Split Option													
Ref Time Combined (s)	9.2	23.0		6.8	53.0		0.0	9.5		0.0	21.4		
Ref Time Seperate (s)	9.2	23.0		6.8	46.0		3.0	5.9		17.1	8.3		
Reference Time (s)	23.0	23.0		53.0	53.0		9.5	9.5		21.4	21.4		
Adj Reference Time (s)	27.0	27.0		57.0	57.0		13.5	13.5		25.4	25.4		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	70.1		NA										
Permitted Option (s)	141.4		273.8										
Split Option (s)	84.0		39.0										
Minimum (s)	70.1		39.0		109.1								
Right Turns													
	EBR												
Adj Reference Time (s)	12.6												
Cross Thru Ref Time (s)	25.4												
Oncoming Left Ref Time (s)	10.8												
Combined (s)	48.9												
Intersection Summary													
Intersection Capacity Utilization			90.9%		ICU Level of Service				E				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 15: California Ave & Whittier Blvd

AM Peak Hour






















Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Volume (vph)	947	65	18	1768	47	9
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	1012	0	18	1768	47	9
Lane Utilization Factor	0.95	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	0.99	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	3017	0	1520	3046	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	40.3	0.0	1.4	69.6		0.8
Adj Reference Time (s)	44.3	0.0	8.0	73.6		8.0
Permitted Option						
Adj Saturation A (vph)	1509		101	1523	101	
Reference Time A (s)	40.3		21.3	69.6	55.7	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	40.3			69.6		
Adj Reference Time (s)	44.3			73.6		
Split Option						
Ref Time Combined (s)	40.3		1.4	69.6	3.7	
Ref Time Seperate (s)	37.7		1.4	69.6	3.7	
Reference Time (s)	40.3		69.6	69.6	3.7	
Adj Reference Time (s)	44.3		73.6	73.6	8.0	
Summary	EB WB		NB		Combined	
Protected Option (s)	73.6		NA			
Permitted Option (s)	73.6		Err			
Split Option (s)	117.9		8.0			
Minimum (s)	73.6		8.0		81.6	
Right Turns	NBR					
Adj Reference Time (s)	8.0					
Cross Thru Ref Time (s)	44.3					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	52.3					

Intersection Summary





















Intersection Capacity Utilization 68.0% ICU Level of Service C
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 16: Maple Ave & Beverly Blvd AM Peak Hour






















													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	20	645	105	68	1500	38	141	117	43	24	166	49	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	20	750	0	68	1538	0	0	258	43	0	239	0	
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.98	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.96	0.85	
Saturated Flow (vph)	1520	4267	0	1520	4342	0	0	1556	1360	0	1543	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	1.6	21.1	0.0	5.4	42.5	0.0			3.8			0.0	
Adj Reference Time (s)	8.0	25.1	0.0	9.4	46.5	0.0			8.0			0.0	
Permitted Option													
Adj Saturation A (vph)	101	1422		101	1447		0	444		0	622		
Reference Time A (s)	23.7	21.1		80.5	42.5		0.0	69.7		0.0	46.1		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		9.9	26.6		
Reference Time (s)		23.7			80.5			69.7			26.6		
Adj Reference Time (s)		27.7			84.5			73.7			30.6		
Split Option													
Ref Time Combined (s)	1.6	21.1		5.4	42.5		0.0	19.9		0.0	18.6		
Ref Time Seperate (s)	1.6	18.1		5.4	41.5		11.1	8.8		1.9	12.9		
Reference Time (s)	21.1	21.1		42.5	42.5		19.9	19.9		18.6	18.6		
Adj Reference Time (s)	25.1	25.1		46.5	46.5		23.9	23.9		22.6	22.6		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	54.5		NA										
Permitted Option (s)	84.5		73.7										
Split Option (s)	71.6		46.5										
Minimum (s)	54.5		46.5		101.0								
Right Turns													
	NBR												
Adj Reference Time (s)	8.0												
Cross Thru Ref Time (s)	25.1												
Oncoming Left Ref Time (s)	22.6												
Combined (s)	55.7												

Intersection Summary
 Intersection Capacity Utilization 84.2% ICU Level of Service E
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 17: Maple Ave & Whittier Blvd AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	843	47	93	1603	40	92	182	99	73	150	91
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	66	890	0	93	1643	0	92	281	0	73	241	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.94	0.85
Saturated Flow (vph)	1520	3022	0	1520	3035	0	1520	1515	0	1520	1509	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	5.2	35.3	0.0	7.3	65.0	0.0	7.3	22.3	0.0	5.8	19.2	0.0
Adj Reference Time (s)	9.2	39.3	0.0	11.3	69.0	0.0	11.3	26.3	0.0	9.8	23.2	0.0
Permitted Option												
Adj Saturation A (vph)	101	1511		101	1518		101	1515		101	1509	
Reference Time A (s)	78.2	35.3		110.1	65.0		108.9	22.3		86.4	19.2	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		78.2			110.1			108.9			86.4	
Adj Reference Time (s)		82.2			114.1			112.9			90.4	
Split Option												
Ref Time Combined (s)	5.2	35.3		7.3	65.0		7.3	22.3		5.8	19.2	
Ref Time Seperate (s)	5.2	33.5		7.3	63.4		7.3	14.4		5.8	11.9	
Reference Time (s)	35.3	35.3		65.0	65.0		22.3	22.3		19.2	19.2	
Adj Reference Time (s)	39.3	39.3		69.0	69.0		26.3	26.3		23.2	23.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	78.2		36.0									
Permitted Option (s)	114.1		112.9									
Split Option (s)	108.3		49.4									
Minimum (s)	78.2		36.0		114.2							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	95.2%		ICU Level of Service				F					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 18: Maple Ave & Olympic Blvd AM Peak Hour





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	279	362	0	0	899	135	114	0	44	84	0	248
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	279	362	0	0	1034	0	0	114	44	0	84	248
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1520	3046	1360	1520	2987	0	0	1520	1360	0	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	22.0	14.3	0.0	0.0	41.5	0.0			3.9			21.9
Adj Reference Time (s)	26.0	18.3	8.0	8.0	45.5	0.0			8.0			25.9
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1493		0	101		0	101	
Reference Time A (s)	330.4	14.3		0.0	41.5		0.0	135.0		0.0	99.5	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		17.0	17.0		14.6	14.6	
Reference Time (s)		330.4			41.5			17.0			14.6	
Adj Reference Time (s)		334.4			45.5			21.0			18.6	
Split Option												
Ref Time Combined (s)	22.0	14.3		0.0	41.5		0.0	9.0		0.0	6.6	
Ref Time Separate (s)	22.0	14.3		0.0	36.1		9.0	0.0		6.6	0.0	
Reference Time (s)	22.0	22.0		41.5	41.5		9.0	9.0		6.6	6.6	
Adj Reference Time (s)	26.0	26.0		45.5	45.5		13.0	13.0		10.6	10.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	71.6		NA									
Permitted Option (s)	334.4		21.0									
Split Option (s)	71.6		23.6									
Minimum (s)	71.6		21.0		92.6							
Right Turns												
	EBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	25.9									
Cross Thru Ref Time (s)	0.0	18.3	45.5									
Oncoming Left Ref Time (s)	0.0	10.6	13.0									
Combined (s)	0.0	36.9	84.4									
Intersection Summary												
Intersection Capacity Utilization			77.1%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 21: Maple Ave & Washington Blvd AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	71	672	29	79	1750	159	40	39	25	124	74	92	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	71	701	0	79	1909	0	0	79	25	0	198	92	
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.97	0.85	0.95	0.97	0.85	
Saturated Flow (vph)	1520	4331	0	1520	4304	0	0	1559	1360	0	1550	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes			Yes			No			No			
Reference Time (s)	5.6	19.4	0.0	6.2	53.2	0.0			2.2			8.1	
Adj Reference Time (s)	9.6	23.4	0.0	10.2	57.2	0.0			8.0			12.1	
Permitted Option													
Adj Saturation A (vph)	101	1444		101	1435		0	176		0	147		
Reference Time A (s)	84.1	19.4		93.6	53.2		0.0	53.8		0.0	162.2		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0		
Reference Time B (s)	NA	NA		NA	NA		11.2	14.1		17.8	23.3		
Reference Time (s)		84.1			93.6			14.1			23.3		
Adj Reference Time (s)		88.1			97.6			18.1			27.3		
Split Option													
Ref Time Combined (s)	5.6	19.4		6.2	53.2		0.0	6.1		0.0	15.3		
Ref Time Seperate (s)	5.6	18.6		6.2	48.8		3.2	2.9		9.8	5.5		
Reference Time (s)	19.4	19.4		53.2	53.2		6.1	6.1		15.3	15.3		
Adj Reference Time (s)	23.4	23.4		57.2	57.2		10.1	10.1		19.3	19.3		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	66.8		NA										
Permitted Option (s)	97.6		27.3										
Split Option (s)	80.6		29.4										
Minimum (s)	66.8		27.3		94.2								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	8.0		12.1										
Cross Thru Ref Time (s)	23.4		57.2										
Oncoming Left Ref Time (s)	19.3		10.1										
Combined (s)	50.8		79.4										





















Intersection Summary
 Intersection Capacity Utilization 78.5% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 22: Taylor Ave & Whittier Blvd AM Peak Hour























													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	22	957	25	29	1623	34	66	103	21	37	68	32	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	22	982	0	29	1657	0	0	169	21	0	105	32	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	1520	3035	0	1520	3037	0	0	1569	1360	0	1572	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes			Yes			No			No			
Reference Time (s)	1.7	38.8	0.0	2.3	65.5	0.0			1.9			2.8	
Adj Reference Time (s)	8.0	42.8	0.0	8.0	69.5	0.0			8.0			8.0	
Permitted Option													
Adj Saturation A (vph)	101	1517		101	1519		0	222		0	243		
Reference Time A (s)	26.1	38.8		34.3	65.5		0.0	91.4		0.0	51.9		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0		
Reference Time B (s)	NA	NA		NA	NA		13.2	20.9		10.9	16.0		
Reference Time (s)		38.8			65.5			20.9			16.0		
Adj Reference Time (s)		42.8			69.5			24.9			20.0		
Split Option													
Ref Time Combined (s)	1.7	38.8		2.3	65.5		0.0	12.9		0.0	8.0		
Ref Time Seperate (s)	1.7	37.8		2.3	64.1		5.2	7.7		2.9	5.1		
Reference Time (s)	38.8	38.8		65.5	65.5		12.9	12.9		8.0	8.0		
Adj Reference Time (s)	42.8	42.8		69.5	69.5		16.9	16.9		12.0	12.0		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	77.5		NA										
Permitted Option (s)	69.5		24.9										
Split Option (s)	112.3		28.9										
Minimum (s)	69.5		24.9		94.4								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	8.0		8.0										
Cross Thru Ref Time (s)	42.8		69.5										
Oncoming Left Ref Time (s)	12.0		16.9										
Combined (s)	62.8		94.4										

Intersection Summary
 Intersection Capacity Utilization 78.7% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 25: Greenwood Ave & Olympic Blvd AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	307	169	11	646	10	374	475	21	7	213	53
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	17	476	0	11	656	0	0	849	21	0	220	53
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	2884	0	1520	3039	0	0	1565	1360	0	1597	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	1.3	19.8	0.0	0.9	25.9	0.0			1.9			4.7
Adj Reference Time (s)	8.0	23.8	0.0	8.0	29.9	0.0			8.0			8.7
Permitted Option												
Adj Saturation A (vph)	101	1442		101	1520		0	199		0	1099	
Reference Time A (s)	20.1	19.8		13.0	25.9		0.0	510.8		0.0	24.0	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		20.1			25.9			510.8			24.0	
Adj Reference Time (s)		24.1			29.9			514.8			28.0	
Split Option												
Ref Time Combined (s)	1.3	19.8		0.9	25.9		0.0	65.1		0.0	16.5	
Ref Time Seperate (s)	1.3	12.8		0.9	25.5		29.5	35.6		0.6	16.0	
Reference Time (s)	19.8	19.8		25.9	25.9		65.1	65.1		16.5	16.5	
Adj Reference Time (s)	23.8	23.8		29.9	29.9		69.1	69.1		20.5	20.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	37.9		NA									
Permitted Option (s)	29.9		514.8									
Split Option (s)	53.7		89.6									
Minimum (s)	29.9		89.6		119.5							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.7									
Cross Thru Ref Time (s)	23.8		29.9									
Oncoming Left Ref Time (s)	20.5		69.1									
Combined (s)	52.3		107.7									
Intersection Summary												
Intersection Capacity Utilization			99.6%		ICU Level of Service				F			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 27: Greenwood Ave & Mines Ave AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	151	83	157	40	147	69	88	275	28	27	725	188
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	151	240	0	40	147	69	88	303	0	27	913	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.90	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	1443	0	1520	1600	1360	1520	3004	0	1520	2952	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	11.9	20.0	0.0	3.2	11.0	6.1	6.9	12.1	0.0	2.1	37.1	0.0
Adj Reference Time (s)	15.9	24.0	0.0	8.0	15.0	10.1	10.9	16.1	0.0	8.0	41.1	0.0
Permitted Option												
Adj Saturation A (vph)	101	1443		101	1600		101	1502		101	1476	
Reference Time A (s)	178.8	20.0		47.4	11.0		104.2	12.1		32.0	37.1	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)	178.8				47.4				104.2			
Adj Reference Time (s)	182.8				51.4				108.2			
Split Option												
Ref Time Combined (s)	11.9	20.0		3.2	11.0		6.9	12.1		2.1	37.1	
Ref Time Seperate (s)	11.9	6.9		3.2	11.0		6.9	11.0		2.1	29.5	
Reference Time (s)	20.0	20.0		11.0	11.0		12.1	12.1		37.1	37.1	
Adj Reference Time (s)	24.0	24.0		15.0	15.0		16.1	16.1		41.1	41.1	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	32.0		52.1									
Permitted Option (s)	182.8		108.2									
Split Option (s)	39.0		57.2									
Minimum (s)	32.0		52.1		84.0							
Right Turns												
	WBR											
Adj Reference Time (s)	10.1											
Cross Thru Ref Time (s)	16.1											
Oncoming Left Ref Time (s)	15.9											
Combined (s)	42.1											
Intersection Summary												
Intersection Capacity Utilization	70.0%		ICU Level of Service						C			
Reference Times and Phasing Options do not represent an optimized timing plan.												




















Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 28: Greenwood Ave & Beach St AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	36	122	53	142	103	63	262	59	72	821	23
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	53	122	0	195	103	63	321	0	72	844	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.99	0.85	0.95	0.97	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1574	1360	0	1578	1360	1520	2962	0	1520	3034	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			10.8			9.1	5.0	13.0	0.0	5.7	33.4	0.0
Adj Reference Time (s)			14.8			13.1	9.0	17.0	0.0	9.7	37.4	0.0
Permitted Option												
Adj Saturation A (vph)	0	264		0	304		101	1481		101	1517	
Reference Time A (s)	0.0	24.1		0.0	76.9		74.6	13.0		85.3	33.4	
Adj Saturation B (vph)	NA	NA		0	0		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		12.2	22.8		NA	NA		NA	NA	
Reference Time (s)		24.1			22.8			74.6			85.3	
Adj Reference Time (s)		28.1			26.8			78.6			89.3	
Split Option												
Ref Time Combined (s)	0.0	4.0		0.0	14.8		5.0	13.0		5.7	33.4	
Ref Time Seperate (s)	1.3	2.7		4.2	10.7		5.0	10.6		5.7	32.5	
Reference Time (s)	4.0	4.0		14.8	14.8		13.0	13.0		33.4	33.4	
Adj Reference Time (s)	8.0	8.0		18.8	18.8		17.0	17.0		37.4	37.4	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		46.4									
Permitted Option (s)	28.1		89.3									
Split Option (s)	26.9		54.4									
Minimum (s)	26.9		46.4		73.2							
Right Turns												
	EBR		WBR									
Adj Reference Time (s)	14.8		13.1									
Cross Thru Ref Time (s)	37.4		17.0									
Oncoming Left Ref Time (s)	18.8		8.0									
Combined (s)	71.0		38.1									
Intersection Summary												
Intersection Capacity Utilization			61.0%		ICU Level of Service		B					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 29: Greenwood Ave & Washington Blvd AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	82	489	243	238	1499	129	345	169	177	98	773	128	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	82	732	0	238	1628	0	345	169	177	98	901	0	
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	1520	4141	0	1520	4307	0	1520	3046	1360	1520	2981	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes			Yes			Yes			Yes			
Reference Time (s)	6.5	21.2	0.0	18.8	45.4	0.0	27.2	6.7	15.6	7.7	36.3	0.0	
Adj Reference Time (s)	10.5	25.2	0.0	22.8	49.4	0.0	31.2	10.7	19.6	11.7	40.3	0.0	
Permitted Option													
Adj Saturation A (vph)	101	1380		101	1436		101	1523		101	1491		
Reference Time A (s)	97.1	21.2		281.8	45.4		408.6	6.7		116.1	36.3		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		97.1			281.8			408.6			116.1		
Adj Reference Time (s)		101.1			285.8			412.6			120.1		
Split Option													
Ref Time Combined (s)	6.5	21.2		18.8	45.4		27.2	6.7		7.7	36.3		
Ref Time Seperate (s)	6.5	14.2		18.8	41.8		27.2	6.7		7.7	31.1		
Reference Time (s)	21.2	21.2		45.4	45.4		27.2	27.2		36.3	36.3		
Adj Reference Time (s)	25.2	25.2		49.4	49.4		31.2	31.2		40.3	40.3		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	59.8		71.5										
Permitted Option (s)	285.8		412.6										
Split Option (s)	74.6		71.5										
Minimum (s)	59.8		71.5		131.3								
Right Turns													
	NBR												
Adj Reference Time (s)	19.6												
Cross Thru Ref Time (s)	25.2												
Oncoming Left Ref Time (s)	11.7												
Combined (s)	56.6												
Intersection Summary													
Intersection Capacity Utilization	109.4%		ICU Level of Service				H						
Reference Times and Phasing Options do not represent an optimized timing plan.													






















Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 30: 10th St & Whittier Blvd AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1168	13	10	1844	43	13	13	9	22	16	49
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	24	1181	0	10	1887	0	0	35	0	0	38	49
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.94	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	3041	0	1520	3036	0	0	1510	0	0	1554	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	1.9	46.6	0.0	0.8	74.6	0.0			0.0			4.3
Adj Reference Time (s)	8.0	50.6	0.0	8.0	78.6	0.0			0.0			8.3
Permitted Option												
Adj Saturation A (vph)	101	1521		101	1518		0	223		0	972	
Reference Time A (s)	28.4	46.6		11.8	74.6		0.0	18.8		0.0	4.7	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		9.0	10.8		9.7	10.9	
Reference Time (s)		46.6			74.6			10.8			4.7	
Adj Reference Time (s)		50.6			78.6			14.8			8.7	
Split Option												
Ref Time Combined (s)	1.9	46.6		0.8	74.6		0.0	2.8		0.0	2.9	
Ref Time Seperate (s)	1.9	46.1		0.8	72.9		1.0	1.0		1.7	1.2	
Reference Time (s)	46.6	46.6		74.6	74.6		2.8	2.8		2.9	2.9	
Adj Reference Time (s)	50.6	50.6		78.6	78.6		8.0	8.0		8.0	8.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	86.6		NA									
Permitted Option (s)	78.6		14.8									
Split Option (s)	129.2		16.0									
Minimum (s)	78.6		14.8		93.4							
Right Turns												
	SBR											
Adj Reference Time (s)	8.3											
Cross Thru Ref Time (s)	78.6											
Oncoming Left Ref Time (s)	8.0											
Combined (s)	94.9											
Intersection Summary												
Intersection Capacity Utilization	79.1%		ICU Level of Service		D							
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 31: Montebello Blvd & Whittier Blvd AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	748	428	5	11	1133	194	14	93	3	174	55	630	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	748	428	5	11	1327	0	14	93	3	174	55	630	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	1520	3046	1360	1520	2980	0	1520	3046	1360	1520	3046	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00		
Protected Option Allowed	Yes			Yes			Yes			Yes			
Reference Time (s)	59.1	16.9	0.4	0.9	53.4	0.0	1.1	3.7	0.3	13.7	2.2	55.6	
Adj Reference Time (s)	63.1	20.9	8.0	8.0	57.4	0.0	8.0	8.0	8.0	17.7	8.0	59.6	
Permitted Option													
Adj Saturation A (vph)	101	1523		101	1490		101	1523		101	1523		
Reference Time A (s)	885.8	16.9		13.0	53.4		16.6	3.7		206.1	2.2		
Adj Saturation B (vph)	NA	NA		NA	NA		0	3046		0	3046		
Reference Time B (s)	NA	NA		NA	NA		9.1	3.7		21.7	2.2		
Reference Time (s)		885.8			53.4			9.1			21.7		
Adj Reference Time (s)		889.8			57.4			13.1			25.7		
Split Option													
Ref Time Combined (s)	59.1	16.9		0.9	53.4		1.1	3.7		13.7	2.2		
Ref Time Separate (s)	59.1	16.9		0.9	45.6		1.1	3.7		13.7	2.2		
Reference Time (s)	59.1	59.1		53.4	53.4		3.7	3.7		13.7	13.7		
Adj Reference Time (s)	63.1	63.1		57.4	57.4		8.0	8.0		17.7	17.7		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	120.5		25.7										
Permitted Option (s)	889.8		25.7										
Split Option (s)	120.5		25.7										
Minimum (s)	120.5		25.7		146.2								
Right Turns													
	EBR	NBR	SBR										
Adj Reference Time (s)	8.0	8.0	59.6										
Cross Thru Ref Time (s)	8.0	20.9	57.4										
Oncoming Left Ref Time (s)	8.0	17.7	8.0										
Combined (s)	24.0	46.6	125.0										
Intersection Summary													
Intersection Capacity Utilization	121.9%		ICU Level of Service				H						
Reference Times and Phasing Options do not represent an optimized timing plan.													























Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 33: Montebello Blvd & Olympic Blvd AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	77	187	0	0	376	9	0	0	0	0	0	14
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	264	0	0	376	9	0	0	0	0	0	14
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	3002	0	0	3046	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	No			No			Yes			Yes		
Reference Time (s)	0.0			0.8			0.0			1.2		
Adj Reference Time (s)	0.0			8.0			8.0			8.0		
Permitted Option												
Adj Saturation A (vph)	0	100		0	1523		101	1523		101	1523	
Reference Time A (s)	0.0	92.3		0.0	14.8		0.0	0.0		0.0	0.0	
Adj Saturation B (vph)	NA	NA		NA	NA		0	3046		0	3046	
Reference Time B (s)	NA	NA		NA	NA		8.0	0.0		8.0	0.0	
Reference Time (s)	92.3				14.8				0.0			
Adj Reference Time (s)	96.3				18.8				8.0			
Split Option												
Ref Time Combined (s)	0.0	10.6		0.0	14.8		0.0	0.0		0.0	0.0	
Ref Time Separate (s)	6.1	7.4		0.0	14.8		0.0	0.0		0.0	0.0	
Reference Time (s)	10.6	10.6		14.8	14.8		0.0	0.0		0.0	0.0	
Adj Reference Time (s)	14.6	14.6		18.8	18.8		0.0	0.0		0.0	0.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		16.0									
Permitted Option (s)	96.3		8.0									
Split Option (s)	33.4		0.0									
Minimum (s)	33.4		0.0		33.4							
Right Turns												
	WBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	8.0									
Cross Thru Ref Time (s)	0.0	0.0	18.8									
Oncoming Left Ref Time (s)	14.6	0.0	0.0									
Combined (s)	22.6	0.0	26.8									
Intersection Summary												
Intersection Capacity Utilization	27.8%		ICU Level of Service						A			
Reference Times and Phasing Options do not represent an optimized timing plan.												



















Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 35: Montebello Way/Montebello Blvd & Truck Way AM Peak Hour

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	0	5	0	0	0	0	0	0	0	0	0
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	5	0	0	0	0	0	0	0	0	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	0	1360	0	1600	0	0	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adj Reference Time (s)	0.0	0.0	8.0	0.0	8.0	0.0	0.0	8.0	8.0	8.0	8.0	8.0
Permitted Option												
Adj Saturation A (vph)	0	0		0	1600		0	1523		101	1523	
Reference Time A (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Adj Saturation B (vph)	0	0		0	1600		0	3046		0	3046	
Reference Time B (s)	0.0	0.0		0.0	0.0		0.0	0.0		8.0	0.0	
Reference Time (s)		0.0			0.0			0.0			0.0	
Adj Reference Time (s)		8.0			8.0			8.0			8.0	
Split Option												
Ref Time Combined (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ref Time Separate (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Reference Time (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Adj Reference Time (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Summary	NW SE		NE SW		Combined							
Protected Option (s)	8.0		16.0									
Permitted Option (s)	8.0		8.0									
Split Option (s)	0.0		0.0									
Minimum (s)	0.0		0.0		0.0							
Right Turns	SER	NER	SWR									
Adj Reference Time (s)	8.0	8.0	8.0									
Cross Thru Ref Time (s)	0.0	0.0	0.0									
Oncoming Left Ref Time (s)	0.0	0.0	0.0									
Combined (s)	8.0	0.0	0.0									
Intersection Summary												
Intersection Capacity Utilization	6.7%		ICU Level of Service						A			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 37: Montebello Blvd & Washington Blvd AM Peak Hour


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	726	24	32	1774	57	62	133	28	63	92	55
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	28	726	24	32	1831	0	0	195	28	0	155	55
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	3046	1360	1520	4338	0	0	1575	1360	0	1567	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	2.2	28.6	2.1	2.5	50.6	0.0			2.5			4.9
Adj Reference Time (s)	8.0	32.6	8.0	8.0	54.6	0.0			8.0			8.9
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1446		0	266		0	214	
Reference Time A (s)	33.2	28.6		37.9	50.6		0.0	88.0		0.0	86.8	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		12.9	22.9		NA	NA	
Reference Time (s)		33.2			50.6			22.9			86.8	
Adj Reference Time (s)		37.2			54.6			26.9			90.8	
Split Option												
Ref Time Combined (s)	2.2	28.6		2.5	50.6		0.0	14.9		0.0	11.9	
Ref Time Seperate (s)	2.2	28.6		2.5	49.1		4.9	10.0		5.0	6.9	
Reference Time (s)	28.6	28.6		50.6	50.6		14.9	14.9		11.9	11.9	
Adj Reference Time (s)	32.6	32.6		54.6	54.6		18.9	18.9		15.9	15.9	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	62.6		NA									
Permitted Option (s)	54.6		90.8									
Split Option (s)	87.2		34.7									
Minimum (s)	54.6		34.7		89.4							
Right Turns	EBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	8.9									
Cross Thru Ref Time (s)	15.9	32.6	54.6									
Oncoming Left Ref Time (s)	8.0	15.9	18.9									
Combined (s)	31.9	56.5	82.4									
Intersection Summary												
Intersection Capacity Utilization	74.5%			ICU Level of Service			D					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 38: 5th St & Whittier Blvd AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	612	6	28	1389	14	16	26	11	14	25	49
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	632	0	0	1431	0	0	42	11	0	39	49
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85
Saturated Flow (vph)	0	3039	0	0	3039	0	0	1570	1360	0	1571	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			1.0			4.3
Adj Reference Time (s)			0.0			0.0			8.0			8.3
Permitted Option												
Adj Saturation A (vph)	0	894		0	944		0	227		0	239	
Reference Time A (s)	0.0	38.7		0.0	83.8		0.0	22.2		0.0	19.6	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		9.3	11.2		9.1	11.0	
Reference Time (s)		38.7			83.8			11.2			11.0	
Adj Reference Time (s)		42.7			87.8			15.2			15.0	
Split Option												
Ref Time Combined (s)	0.0	25.0		0.0	56.5		0.0	3.2		0.0	3.0	
Ref Time Seperate (s)	1.1	24.1		2.2	54.8		1.3	1.9		1.1	1.9	
Reference Time (s)	25.0	25.0		56.5	56.5		3.2	3.2		3.0	3.0	
Adj Reference Time (s)	29.0	29.0		60.5	60.5		8.0	8.0		8.0	8.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	87.8		15.2									
Split Option (s)	89.5		16.0									
Minimum (s)	87.8		15.2		103.0							
Right Turns	NBR		SBR									
Adj Reference Time (s)	8.0		8.3									
Cross Thru Ref Time (s)	29.0		60.5									
Oncoming Left Ref Time (s)	8.0		8.0									
Combined (s)	45.0		76.8									

Intersection Summary
 Intersection Capacity Utilization 85.9% ICU Level of Service E
 Reference Times and Phasing Options do not represent an optimized timing plan.





















Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 39: 4th St & Whittier Blvd AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	25	589	27	83	1343	33	9	65	44	31	100	88	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	0	641	0	0	1459	0	0	118	0	0	131	88	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.94	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	0	3021	0	0	3027	0	0	1505	0	0	1581	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		No			No			No			No		
Reference Time (s)			0.0			0.0			0.0			7.8	
Adj Reference Time (s)			0.0			0.0			0.0			11.8	
Permitted Option													
Adj Saturation A (vph)	0	641		0	472		0	712		0	747		
Reference Time A (s)	0.0	50.7		0.0	143.3		0.0	19.9		0.0	21.1		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0		
Reference Time B (s)	NA	NA		NA	NA		8.7	17.4		10.4	17.9		
Reference Time (s)		50.7			143.3			17.4			17.9		
Adj Reference Time (s)		54.7			147.3			21.4			21.9		
Split Option													
Ref Time Combined (s)	0.0	25.5		0.0	57.8		0.0	9.4		0.0	9.9		
Ref Time Separate (s)	2.0	23.4		6.6	53.1		0.7	5.2		2.4	7.5		
Reference Time (s)	25.5	25.5		57.8	57.8		9.4	9.4		9.9	9.9		
Adj Reference Time (s)	29.5	29.5		61.8	61.8		13.4	13.4		13.9	13.9		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	NA		NA										
Permitted Option (s)	147.3		21.9										
Split Option (s)	91.3		27.4										
Minimum (s)	91.3		21.9		113.2								
Right Turns													
	SBR												
Adj Reference Time (s)	11.8												
Cross Thru Ref Time (s)	61.8												
Oncoming Left Ref Time (s)	13.4												
Combined (s)	87.0												
Intersection Summary													
Intersection Capacity Utilization	94.4%				ICU Level of Service				F				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 41: 2nd St & Whittier Blvd AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	606	8	7	1475	22	10	40	39	51	28	23
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	17	606	8	7	1475	22	0	50	39	0	79	23
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	1600	1360	1520	1600	1360	0	1584	1360	0	1548	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00				0.00		0.00			
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	1.3	45.5	0.7	0.6	110.6	1.9			3.4			2.0
Adj Reference Time (s)	8.0	49.5	8.0	8.0	114.6	8.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1600		101	1600		0	392		0	143	
Reference Time A (s)	20.1	45.5		8.3	110.6		0.0	15.3		0.0	66.4	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.8	11.8		12.0	14.1	
Reference Time (s)		45.5			110.6			11.8			14.1	
Adj Reference Time (s)		49.5			114.6			15.8			18.1	
Split Option												
Ref Time Combined (s)	1.3	45.5		0.6	110.6		0.0	3.8		0.0	6.1	
Ref Time Seperate (s)	1.3	45.5		0.6	110.6		0.8	3.0		4.0	2.1	
Reference Time (s)	45.5	45.5		110.6	110.6		3.8	3.8		6.1	6.1	
Adj Reference Time (s)	49.5	49.5		114.6	114.6		8.0	8.0		10.1	10.1	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	122.6		NA									
Permitted Option (s)	114.6		18.1									
Split Option (s)	164.1		18.1									
Minimum (s)	114.6		18.1		132.7							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	8.0	8.0								
Cross Thru Ref Time (s)	10.1	8.0	49.5	114.6								
Oncoming Left Ref Time (s)	8.0	8.0	10.1	8.0								
Combined (s)	26.1	24.0	67.6	130.6								
Intersection Summary												
Intersection Capacity Utilization	110.6%		ICU Level of Service				H					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 42: Bluff Rd & Whittier Blvd AM Peak Hour





















													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	24	555	120	185	1283	43	144	136	116	44	203	72	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	24	675	0	185	1326	0	0	280	116	0	247	72	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.97	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	2965	0	1520	3032	0	0	1559	1360	0	1586	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	1.9	27.3	0.0	14.6	52.5	0.0			10.2			6.4	
Adj Reference Time (s)	8.0	31.3	0.0	18.6	56.5	0.0			14.2			10.4	
Permitted Option													
Adj Saturation A (vph)	101	1483		101	1516		0	174		0	429		
Reference Time A (s)	28.4	27.3		219.1	52.5		0.0	193.2		0.0	69.0		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		28.4			219.1			193.2			69.0		
Adj Reference Time (s)		32.4			223.1			197.2			73.0		
Split Option													
Ref Time Combined (s)	1.9	27.3		14.6	52.5		0.0	21.6		0.0	18.7		
Ref Time Seperate (s)	1.9	22.5		14.6	50.8		11.4	10.2		3.5	15.2		
Reference Time (s)	27.3	27.3		52.5	52.5		21.6	21.6		18.7	18.7		
Adj Reference Time (s)	31.3	31.3		56.5	56.5		25.6	25.6		22.7	22.7		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	64.5		NA										
Permitted Option (s)	223.1		197.2										
Split Option (s)	87.8		48.2										
Minimum (s)	64.5		48.2		112.7								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	14.2		10.4										
Cross Thru Ref Time (s)	31.3		56.5										
Oncoming Left Ref Time (s)	22.7		25.6										
Combined (s)	68.2		92.4										

Intersection Summary
 Intersection Capacity Utilization 93.9% ICU Level of Service F
 Reference Times and Phasing Options do not represent an optimized timing plan.



















Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 47: Bluff Rd & Washington Blvd AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	131	678	14	42	1724	132	11	160	85	189	38	149	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	131	692	0	42	1724	132	11	245	0	0	227	149	
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.96	0.85	
Saturated Flow (vph)	1520	4345	0	1520	3046	1360	1520	1517	0	0	3067	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	10.3	19.1	0.0	3.3	67.9	11.6			0.0			13.1	
Adj Reference Time (s)	14.3	23.1	0.0	8.0	71.9	15.6			0.0			17.1	
Permitted Option													
Adj Saturation A (vph)	101	1448		101	1523		101	1517		0	232		
Reference Time A (s)	155.1	19.1		49.7	67.9		13.0	19.4		0.0	117.5		
Adj Saturation B (vph)	NA	NA		NA	NA		0	1517		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		8.9	19.4		NA	NA		
Reference Time (s)		155.1			67.9			19.4			117.5		
Adj Reference Time (s)		159.1			71.9			23.4			121.5		
Split Option													
Ref Time Combined (s)	10.3	19.1		3.3	67.9		0.9	19.4		0.0	8.9		
Ref Time Seperate (s)	10.3	18.7		3.3	67.9		0.9	12.7		7.5	2.9		
Reference Time (s)	19.1	19.1		67.9	67.9		19.4	19.4		8.9	8.9		
Adj Reference Time (s)	23.1	23.1		71.9	71.9		23.4	23.4		12.9	12.9		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	86.3		NA										
Permitted Option (s)	159.1		121.5										
Split Option (s)	95.0		36.3										
Minimum (s)	86.3		36.3		122.5								
Right Turns													
	WBR		SBR										
Adj Reference Time (s)	15.6		17.1										
Cross Thru Ref Time (s)	23.4		71.9										
Oncoming Left Ref Time (s)	14.3		23.4										
Combined (s)	53.4		112.4										
Intersection Summary													
Intersection Capacity Utilization			102.1%		ICU Level of Service				G				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 19: Maple Ave & Mines Ave AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	194	194	108	153	0	258	0	267	98	0	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	211	211	117	166	0	280	0	290	107	0	20
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	211	211	284	0	280	290	107	20				
Volume Left (vph)	0	0	117	0	280	0	107	0				
Volume Right (vph)	0	211	0	0	0	290	0	20				
Hadj (s)	0.03	-0.67	0.24	0.00	0.53	-0.67	0.53	-0.67				
Departure Headway (s)	7.3	6.6	7.5	7.3	7.6	6.4	8.5	7.2				
Degree Utilization, x	0.43	0.38	0.59	0.00	0.59	0.52	0.25	0.04				
Capacity (veh/h)	472	524	453	486	455	545	382	450				
Control Delay (s)	14.4	12.4	19.6	9.1	19.9	14.8	13.1	9.3				
Approach Delay (s)	13.4		19.6		17.3		12.5					
Approach LOS	B		C		C		B					
Intersection Summary												
Delay			16.2									
Level of Service			C									
Intersection Capacity Utilization			62.4%	ICU Level of Service		B						
Analysis Period (min)			15									

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 20: Maple Ave & Beach St AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	7	147	12	43	151	41	14	188	16	21	214	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	160	13	47	164	45	15	204	17	23	233	14
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total (vph)	167	13	255	220	17	270						
Volume Left (vph)	8	0	47	15	0	23						
Volume Right (vph)	0	13	45	0	17	14						
Hadj (s)	0.06	-0.67	-0.03	0.07	-0.67	0.02						
Departure Headway (s)	6.7	5.9	6.5	6.5	5.7	6.4						
Degree Utilization, x	0.31	0.02	0.46	0.40	0.03	0.48						
Capacity (veh/h)	490	542	520	511	573	527						
Control Delay (s)	11.5	7.9	14.8	12.5	7.7	15.2						
Approach Delay (s)	11.2		14.8	12.1		15.2						
Approach LOS	B		B	B		C						
Intersection Summary												
Delay			13.6									
Level of Service			B									
Intersection Capacity Utilization			66.6%	ICU Level of Service	C							
Analysis Period (min)			15									

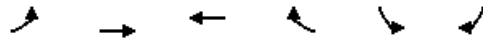
Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 23: Greenwood Ave & Whittier Blvd AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	878	113	166	1656	16	20	61	418	2	8	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	954	123	180	1800	17	22	66	454	2	9	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		674			325							
pX, platoon unblocked	0.64			0.74			0.77	0.77	0.74	0.77	0.77	0.64
vC, conflicting volume	1817			1077			2362	3255	539	3195	3308	909
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1161			412			675	1831	0	1754	1900	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			79			87	0	44	0	77	97
cM capacity (veh/h)	384			849			167	42	806	0	38	697
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	30	636	441	180	1200	617	542	11	21			
Volume Left	30	0	0	180	0	0	22	2	0			
Volume Right	0	0	123	0	0	17	454	0	21			
cSH	384	1700	1700	849	1700	1700	240	0	697			
Volume to Capacity	0.08	0.37	0.26	0.21	0.71	0.36	2.26	Err	0.03			
Queue Length 95th (ft)	6	0	0	20	0	0	1065	Err	2			
Control Delay (s)	15.2	0.0	0.0	10.4	0.0	0.0	614.3	Err	10.3			
Lane LOS	C			B			F	F	B			
Approach Delay (s)	0.4			0.9			614.3	Err				
Approach LOS							F	F				
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization			110.7%		ICU Level of Service				H			
Analysis Period (min)			15									

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 24: Greenwood Ave & Los Angeles Ave AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	8	19	11	22	11	31	477	7	10	253	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	9	21	12	24	12	34	518	8	11	275	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								694				
pX, platoon unblocked	0.80	0.80		0.80	0.80	0.80				0.80		
vC, conflicting volume	907	890	275	908	891	518	284			526		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	760	740	275	761	741	276	284			285		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	97	97	95	91	98	97			99		
cM capacity (veh/h)	230	266	764	238	266	612	1279			1024		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2					
Volume Total	13	21	48	552	8	286	9					
Volume Left	4	0	12	34	0	11	0					
Volume Right	0	21	12	0	8	0	9					
cSH	253	764	299	1279	1700	1024	1700					
Volume to Capacity	0.05	0.03	0.16	0.03	0.00	0.01	0.01					
Queue Length 95th (ft)	4	2	14	2	0	1	0					
Control Delay (s)	20.0	9.8	19.3	0.8	0.0	0.4	0.0					
Lane LOS	C	A	C	A		A						
Approach Delay (s)	13.8		19.3	0.8		0.4						
Approach LOS	B		C									
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization			67.9%		ICU Level of Service					C		
Analysis Period (min)			15									

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 26: Greenwood Ave & Montebello Way AM Peak Hour

























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗↗	↗↗	↗	↘	↗
Volume (veh/h)	853	0	0	0	0	386
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	927	0	0	0	0	420
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		311	1270			
pX, platoon unblocked						
vC, conflicting volume	0				1854	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				1854	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	43				100	61
cM capacity (veh/h)	1622				28	1084

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	927	0	0	0	0	0	0	420
Volume Left	927	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	420
cSH	1622	1700	1700	1700	1700	1700	1700	1084
Volume to Capacity	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.39
Queue Length 95th (ft)	96	0	0	0	0	0	0	46
Control Delay (s)	10.1	0.0	0.0	0.0	0.0	0.0	0.0	10.4
Lane LOS	B						A	B
Approach Delay (s)	10.1			0.0			10.4	
Approach LOS							B	

Intersection Summary		
Average Delay		10.2
Intersection Capacity Utilization	59.5%	ICU Level of Service
Analysis Period (min)		15
		B

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 32: Montebello Blvd & Los Angeles Ave AM Peak Hour





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	3	2	2	18	86	2	102	2	2	74	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	3	2	2	20	93	2	111	2	2	80	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								693			684	
pX, platoon unblocked												
vC, conflicting volume	248	202	40	164	202	55	83			113		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	248	202	40	164	202	55	83			113		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	100	100	97	91	100			100		
cM capacity (veh/h)	606	691	1022	779	691	1000	1513			1474		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	8	2	22	93	2	55	55	2	2	40	40	2
Volume Left	4	0	2	0	2	0	0	0	2	0	0	0
Volume Right	0	2	0	93	0	0	0	2	0	0	0	2
cSH	640	1022	699	1000	1513	1700	1700	1700	1474	1700	1700	1700
Volume to Capacity	0.01	0.00	0.03	0.09	0.00	0.03	0.03	0.00	0.00	0.02	0.02	0.00
Queue Length 95th (ft)	1	0	2	8	0	0	0	0	0	0	0	0
Control Delay (s)	10.7	8.5	10.3	9.0	7.4	0.0	0.0	0.0	7.4	0.0	0.0	0.0
Lane LOS	B	A	B	A	A				A			
Approach Delay (s)	10.2		9.2		0.1				0.2			
Approach LOS	B		A									
Intersection Summary												
Average Delay			3.7									
Intersection Capacity Utilization			23.0%		ICU Level of Service				A			
Analysis Period (min)			15									

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 34: Montebello Blvd & Roosevelt Ave

AM Peak Hour

	↑	↗	↘	↓	↖	↗		
Movement	NBT	NBR	SBL	SBT	NWL	NWR		
Lane Configurations	↑↑	↗	↘	↑↑	↖	↗		
Volume (veh/h)	0	0	0	0	0	0		
Sign Control	Free		Free		Stop			
Grade	0%		0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	0	0	0	0	0	0		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None			None				
Median storage (veh)								
Upstream signal (ft)	234			344				
pX, platoon unblocked								
vC, conflicting volume				0	0	0		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol				0	0	0		
tC, single (s)				4.1	6.8	6.9		
tC, 2 stage (s)								
tF (s)				2.2	3.5	3.3		
p0 queue free %				100	100	100		
cM capacity (veh/h)				1622	1023	1084		
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	NW 1	NW 2
Volume Total	0	0	0	0	0	0	0	0
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							A	A
Approach Delay (s)	0.0			0.0			0.0	
Approach LOS							A	
Intersection Summary								
Average Delay				0.0				
Intersection Capacity Utilization				0.0%			ICU Level of Service	
Analysis Period (min)				15			A	

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 36: Montebello Blvd & Mines Ave AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	14	88	33	23	176	54	56	189	18	28	105	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	96	36	25	191	59	61	205	20	30	114	20
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	111	36	216	59	266	20	145	20				
Volume Left (vph)	15	0	25	0	61	0	30	0				
Volume Right (vph)	0	36	0	59	0	20	0	20				
Hadj (s)	0.10	-0.67	0.09	-0.67	0.15	-0.67	0.14	-0.67				
Departure Headway (s)	6.3	5.5	6.1	5.3	6.1	5.2	6.2	5.4				
Degree Utilization, x	0.19	0.05	0.37	0.09	0.45	0.03	0.25	0.03				
Capacity (veh/h)	532	601	560	631	562	646	544	616				
Control Delay (s)	9.6	7.6	11.4	7.6	12.7	7.2	10.1	7.4				
Approach Delay (s)	9.1		10.6		12.3		9.7					
Approach LOS	A		B		B		A					
Intersection Summary												
Delay			10.7									
Level of Service			B									
Intersection Capacity Utilization			53.5%	ICU Level of Service								A
Analysis Period (min)			15									

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 40: Roosevelt Ave & 4th St AM Peak Hour



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Volume (veh/h)	20	77	133	1	3	17
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	84	145	1	3	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	146				272	145
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	146				272	145
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	98
cM capacity (veh/h)	1436				706	902
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	105	146	22			
Volume Left	22	0	3			
Volume Right	0	1	18			
cSH	1436	1700	866			
Volume to Capacity	0.02	0.09	0.03			
Queue Length 95th (ft)	1	0	2			
Control Delay (s)	1.7	0.0	9.3			
Lane LOS	A		A			
Approach Delay (s)	1.7	0.0	9.3			
Approach LOS			A			
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			27.8%	ICU Level of Service	A	
Analysis Period (min)			15			

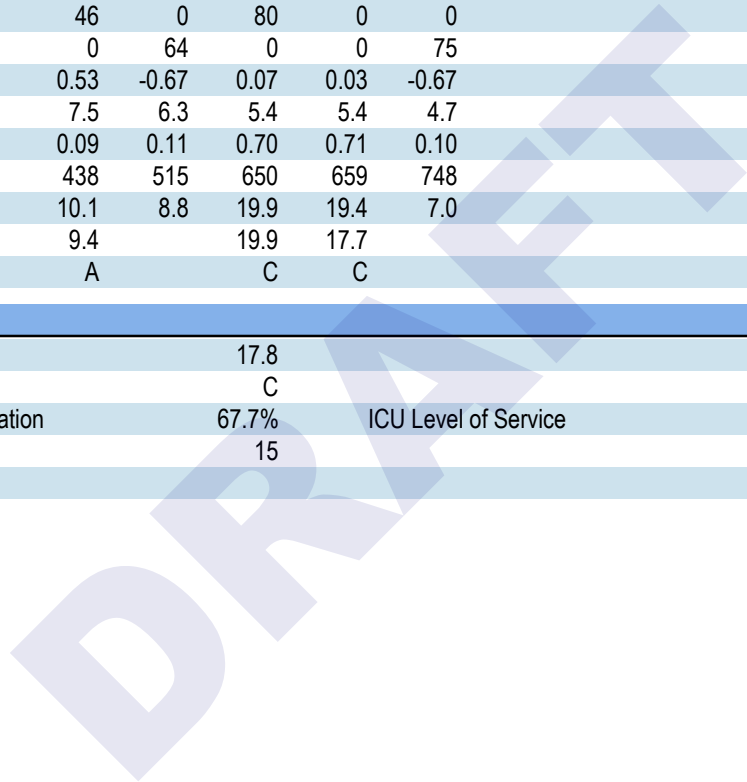
Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 43: Bluff Rd & Los Angeles Ave AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	42	59	74	354	438	69
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	64	80	385	476	75












Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2
Volume Total (vph)	46	64	465	476	75
Volume Left (vph)	46	0	80	0	0
Volume Right (vph)	0	64	0	0	75
Hadj (s)	0.53	-0.67	0.07	0.03	-0.67
Departure Headway (s)	7.5	6.3	5.4	5.4	4.7
Degree Utilization, x	0.09	0.11	0.70	0.71	0.10
Capacity (veh/h)	438	515	650	659	748
Control Delay (s)	10.1	8.8	19.9	19.4	7.0
Approach Delay (s)	9.4		19.9	17.7	
Approach LOS	A		C	C	

Intersection Summary					
Delay			17.8		
Level of Service			C		
Intersection Capacity Utilization	67.7%		ICU Level of Service	C	
Analysis Period (min)	15				



Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 44: Bluff Rd & Roosevelt Ave

AM Peak Hour

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	38	381	406	89	48	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	414	441	97	52	43
Direction, Lane #	NB 1	SB 1	SB 2	SE 1	SE 2	
Volume Total (vph)	455	441	97	52	43	
Volume Left (vph)	41	0	0	52	0	
Volume Right (vph)	0	0	97	0	43	
Hadj (s)	0.05	0.03	-0.67	0.53	-0.67	
Departure Headway (s)	5.3	5.3	4.6	7.4	6.2	
Degree Utilization, x	0.67	0.65	0.12	0.11	0.07	
Capacity (veh/h)	662	667	760	439	517	
Control Delay (s)	18.4	16.5	7.1	10.1	8.5	
Approach Delay (s)	18.4	14.8		9.3		
Approach LOS	C	B		A		
Intersection Summary						
Delay			15.8			
Level of Service			C			
Intersection Capacity Utilization			65.0%	ICU Level of Service	C	
Analysis Period (min)			15			

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 45: Bluff Rd & Mines Ave AM Peak Hour

	↖	↗	↙	↑	↓	↘
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗		↖	↑	↗
Sign Control	Stop			Stop	Stop	
Volume (vph)	75	57	59	338	325	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	82	62	64	367	353	135
Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2	
Volume Total (vph)	82	62	432	353	135	
Volume Left (vph)	82	0	64	0	0	
Volume Right (vph)	0	62	0	0	135	
Hadj (s)	0.53	-0.67	0.06	0.03	-0.67	
Departure Headway (s)	7.2	6.0	5.4	5.5	4.8	
Degree Utilization, x	0.16	0.10	0.65	0.54	0.18	
Capacity (veh/h)	454	538	646	641	728	
Control Delay (s)	10.5	8.5	17.9	13.5	7.6	
Approach Delay (s)	9.6		17.9	11.9		
Approach LOS	A		C	B		
Intersection Summary						
Delay			14.0			
Level of Service			B			
Intersection Capacity Utilization			60.2%	ICU Level of Service		B
Analysis Period (min)			15			

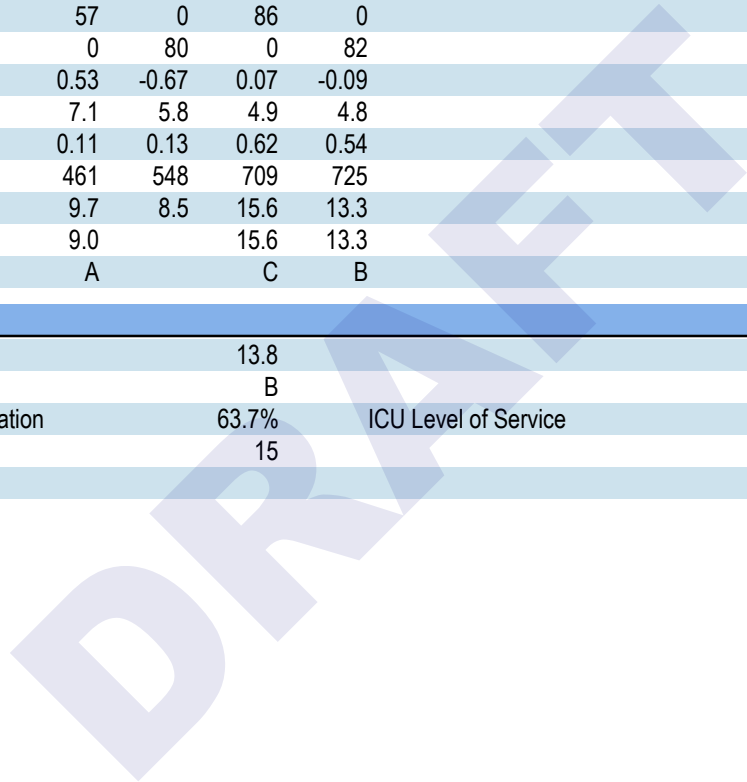
Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 46: Bluff Rd & Beach St AM Peak Hour



























Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	52	74	79	340	295	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	57	80	86	370	321	82

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total (vph)	57	80	455	402
Volume Left (vph)	57	0	86	0
Volume Right (vph)	0	80	0	82
Hadj (s)	0.53	-0.67	0.07	-0.09
Departure Headway (s)	7.1	5.8	4.9	4.8
Degree Utilization, x	0.11	0.13	0.62	0.54
Capacity (veh/h)	461	548	709	725
Control Delay (s)	9.7	8.5	15.6	13.3
Approach Delay (s)	9.0		15.6	13.3
Approach LOS	A		C	B





















Intersection Summary			
Delay		13.8	
Level of Service		B	
Intersection Capacity Utilization		63.7%	ICU Level of Service
Analysis Period (min)		15	B



Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 1: Garfield Ave & Whittier Blvd PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	96	1005	139	234	529	129	110	1157	322	83	909	42
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	96	1005	139	234	529	129	110	1157	322	83	909	42
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes	
Reference Time (s)	7.6	39.6	12.3	18.5	20.8	11.4	8.7	45.6	28.4	6.6	35.8	3.7
Adj Reference Time (s)	11.6	43.6	16.3	22.5	24.8	15.4	12.7	49.6	32.4	10.6	39.8	8.0
Permitted Option												
Adj Saturation A (vph)	101	1523	101	1523	101	1523	101	1523	101	1523	101	1523
Reference Time A (s)	113.7	39.6	277.1	20.8	130.3	45.6	98.3	35.8	113.7	39.6	277.1	20.8
Adj Saturation B (vph)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Reference Time B (s)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Reference Time (s)	113.7		277.1		130.3		98.3		113.7		277.1	
Adj Reference Time (s)	117.7		281.1		134.3		102.3		117.7		281.1	
Split Option												
Ref Time Combined (s)	7.6	39.6	18.5	20.8	8.7	45.6	6.6	35.8	7.6	39.6	18.5	20.8
Ref Time Seperate (s)	7.6	39.6	18.5	20.8	8.7	45.6	6.6	35.8	7.6	39.6	18.5	20.8
Reference Time (s)	39.6	39.6	20.8	20.8	45.6	45.6	35.8	35.8	39.6	39.6	20.8	20.8
Adj Reference Time (s)	43.6	43.6	24.8	24.8	49.6	49.6	39.8	39.8	43.6	43.6	24.8	24.8
Summary	EB WB		NB SB		Combined							
Protected Option (s)	66.1		60.1		66.1							
Permitted Option (s)	281.1		134.3		281.1							
Split Option (s)	68.4		89.4		68.4							
Minimum (s)	66.1		60.1		126.2							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	16.3	15.4	32.4	8.0								
Cross Thru Ref Time (s)	39.8	49.6	43.6	24.8								
Oncoming Left Ref Time (s)	22.5	11.6	10.6	12.7								
Combined (s)	78.5	76.5	86.6	45.5								
Intersection Summary												
Intersection Capacity Utilization	105.2%				ICU Level of Service				G			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 2: Garfield Ave & Olympic Blvd PM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	143	1181	241	58	454	99	89	1393	48	61	1172	45	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	143	1422	0	58	553	0	89	1441	0	61	1217	0	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	2969	0	1520	2965	0	1520	3031	0	1520	3030	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			Yes			Yes		
Reference Time (s)	11.3	57.5	0.0	4.6	22.4	0.0	7.0	57.0	0.0	4.8	48.2	0.0	
Adj Reference Time (s)	15.3	61.5	0.0	8.6	26.4	0.0	11.0	61.0	0.0	8.8	52.2	0.0	
Permitted Option													
Adj Saturation A (vph)	101	1484		101	1482		101	1516		101	1515		
Reference Time A (s)	169.3	57.5		68.7	22.4		105.4	57.0		72.2	48.2		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		169.3			68.7			105.4			72.2		
Adj Reference Time (s)		173.3			72.7			109.4			76.2		
Split Option													
Ref Time Combined (s)	11.3	57.5		4.6	22.4		7.0	57.0		4.8	48.2		
Ref Time Seperate (s)	11.3	47.7		4.6	18.4		7.0	55.1		4.8	46.4		
Reference Time (s)	57.5	57.5		22.4	22.4		57.0	57.0		48.2	48.2		
Adj Reference Time (s)	61.5	61.5		26.4	26.4		61.0	61.0		52.2	52.2		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	70.1		69.9										
Permitted Option (s)	173.3		109.4										
Split Option (s)	87.9		113.3										
Minimum (s)	70.1		69.9		139.9								
Right Turns													
Adj Reference Time (s)													
Cross Thru Ref Time (s)													
Oncoming Left Ref Time (s)													
Combined (s)													
Intersection Summary													
Intersection Capacity Utilization			116.6%		ICU Level of Service				H				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 3: Garfield Ave & Ferguson Dr PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	190	175	79	62	7	103	1519	149	23	1427	40
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	226	175	0	141	7	103	1519	149	23	1427	40
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.97	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1587	1360	0	1555	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			15.4			0.6	8.1	59.8	13.1	1.8	56.2	3.5
Adj Reference Time (s)			19.4			8.0	12.1	63.8	17.1	8.0	60.2	8.0
Permitted Option												
Adj Saturation A (vph)	0	467		0	161		101	1523		101	1523	
Reference Time A (s)	0.0	58.0		0.0	104.9		122.0	59.8		27.2	56.2	
Adj Saturation B (vph)	0	0		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	10.8	25.1		NA	NA		NA	NA		NA	NA	
Reference Time (s)		25.1			104.9			122.0			56.2	
Adj Reference Time (s)		29.1			108.9			126.0			60.2	
Split Option												
Ref Time Combined (s)	0.0	17.1		0.0	10.9		8.1	59.8		1.8	56.2	
Ref Time Separate (s)	2.8	14.3		6.2	4.7		8.1	59.8		1.8	56.2	
Reference Time (s)	17.1	17.1		10.9	10.9		59.8	59.8		56.2	56.2	
Adj Reference Time (s)	21.1	21.1		14.9	14.9		63.8	63.8		60.2	60.2	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		72.3									
Permitted Option (s)	108.9		126.0									
Split Option (s)	36.0		124.0									
Minimum (s)	36.0		72.3		108.3							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	19.4	8.0	17.1	8.0								
Cross Thru Ref Time (s)	60.2	63.8	21.1	14.9								
Oncoming Left Ref Time (s)	14.9	21.1	8.0	12.1								
Combined (s)	94.5	92.9	46.2	35.0								
Intersection Summary												
Intersection Capacity Utilization			90.3%		ICU Level of Service					E		
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 4: Garfield Ave & Flotilla St PM Peak Hour

























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	279	184	14	29	20	205	10	1290	33	157	1375	150
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	477	0	0	254	0	10	1290	33	157	1375	150
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.87	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2944	0	0	2662	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			0.0	0.8	50.8	2.9	12.4	54.2	13.2
Adj Reference Time (s)			0.0			0.0	8.0	54.8	8.0	16.4	58.2	17.2
Permitted Option												
Adj Saturation A (vph)	0	98		0	177		101	1523		101	1523	
Reference Time A (s)	0.0	341.1		0.0	46.9		11.8	50.8		185.9	54.2	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		341.1			46.9			50.8			185.9	
Adj Reference Time (s)		345.1			50.9			54.8			189.9	
Split Option												
Ref Time Combined (s)	0.0	19.4		0.0	11.4		0.8	50.8		12.4	54.2	
Ref Time Separate (s)	22.0	7.3		2.3	0.9		0.8	50.8		12.4	54.2	
Reference Time (s)	22.0	22.0		11.4	11.4		50.8	50.8		54.2	54.2	
Adj Reference Time (s)	26.0	26.0		15.4	15.4		54.8	54.8		58.2	58.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		71.2									
Permitted Option (s)	345.1		189.9									
Split Option (s)	41.5		113.0									
Minimum (s)	41.5		71.2		112.7							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		17.2									
Cross Thru Ref Time (s)	26.0		15.4									
Oncoming Left Ref Time (s)	16.4		8.0									
Combined (s)	50.4		40.7									

Intersection Summary
 Intersection Capacity Utilization 93.9% ICU Level of Service F
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 5: Garfield Ave & Washington Blvd PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	226	1030	39	54	709	318	37	804	62	284	827	295
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	226	1069	0	54	1027	0	37	804	62	284	827	295
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	4335	0	1520	4156	0	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	17.8	29.6	0.0	4.3	29.7	0.0	2.9	31.7	5.5	22.4	32.6	26.0
Adj Reference Time (s)	21.8	33.6	0.0	8.3	33.7	0.0	8.0	35.7	9.5	26.4	36.6	30.0
Permitted Option												
Adj Saturation A (vph)	101	1445		101	1385		101	1523		101	1523	
Reference Time A (s)	267.6	29.6		63.9	29.7		43.8	31.7		336.3	32.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		267.6			63.9			43.8			336.3	
Adj Reference Time (s)		271.6			67.9			47.8			340.3	
Split Option												
Ref Time Combined (s)	17.8	29.6		4.3	29.7		2.9	31.7		22.4	32.6	
Ref Time Seperate (s)	17.8	28.5		4.3	20.5		2.9	31.7		22.4	32.6	
Reference Time (s)	29.6	29.6		29.7	29.7		31.7	31.7		32.6	32.6	
Adj Reference Time (s)	33.6	33.6		33.7	33.7		35.7	35.7		36.6	36.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	55.5		62.1									
Permitted Option (s)	271.6		340.3									
Split Option (s)	67.2		72.2									
Minimum (s)	55.5		62.1		117.6							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	9.5		30.0									
Cross Thru Ref Time (s)	33.6		33.7									
Oncoming Left Ref Time (s)	26.4		8.0									
Combined (s)	69.5		71.7									
Intersection Summary												
Intersection Capacity Utilization			98.0%		ICU Level of Service				F			
Reference Times and Phasing Options do not represent an optimized timing plan.												

























Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 6: Concourse Ave & Whittier Blvd PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	1320	55	124	820	24	87	181	143	126	183	31
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	60	1320	55	124	820	24	87	181	143	126	183	31
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	1520	1600	1360	1520	1600	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	4.7	52.0	4.9	9.8	32.3	2.1	6.9	13.6	12.6	9.9	13.7	2.7
Adj Reference Time (s)	8.7	56.0	8.9	13.8	36.3	8.0	10.9	17.6	16.6	13.9	17.7	8.0
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		101	1600		101	1600	
Reference Time A (s)	71.1	52.0		146.8	32.3		103.0	13.6		149.2	13.7	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		71.1			146.8			103.0			149.2	
Adj Reference Time (s)		75.1			150.8			107.0			153.2	
Split Option												
Ref Time Combined (s)	4.7	52.0		9.8	32.3		6.9	13.6		9.9	13.7	
Ref Time Seperate (s)	4.7	52.0		9.8	32.3		6.9	13.6		9.9	13.7	
Reference Time (s)	52.0	52.0		32.3	32.3		13.6	13.6		13.7	13.7	
Adj Reference Time (s)	56.0	56.0		36.3	36.3		17.6	17.6		17.7	17.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	69.8		31.5									
Permitted Option (s)	150.8		153.2									
Split Option (s)	92.3		35.3									
Minimum (s)	69.8		31.5		101.3							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.9	8.0	16.6	8.0								
Cross Thru Ref Time (s)	17.7	17.6	56.0	36.3								
Oncoming Left Ref Time (s)	13.8	8.7	13.9	10.9								
Combined (s)	40.4	34.3	86.6	55.2								
Intersection Summary												
Intersection Capacity Utilization			84.4%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 7: Concourse Ave & Olympic Blvd PM Peak Hour

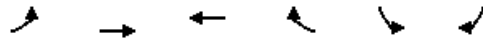
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	1094	30	22	510	41	16	215	87	147	138	98
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	150	1094	30	22	510	41	0	231	87	0	285	98
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1594	1360	0	1559	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	11.8	43.1	2.6	1.7	20.1	3.6			7.7			8.6
Adj Reference Time (s)	15.8	47.1	8.0	8.0	24.1	8.0			11.7			12.6
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1523		0	794		0	173	
Reference Time A (s)	177.6	43.1		26.1	20.1		0.0	34.9		0.0	197.2	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		177.6			26.1			34.9			197.2	
Adj Reference Time (s)		181.6			30.1			38.9			201.2	
Split Option												
Ref Time Combined (s)	11.8	43.1		1.7	20.1		0.0	17.4		0.0	21.9	
Ref Time Seperate (s)	11.8	43.1		1.7	20.1		1.3	16.1		11.6	10.3	
Reference Time (s)	43.1	43.1		20.1	20.1		17.4	17.4		21.9	21.9	
Adj Reference Time (s)	47.1	47.1		24.1	24.1		21.4	21.4		25.9	25.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	55.1		NA									
Permitted Option (s)	181.6		201.2									
Split Option (s)	71.2		47.3									
Minimum (s)	55.1		47.3		102.4							
Right Turns												
	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	11.7	12.6								
Cross Thru Ref Time (s)	25.9	21.4	47.1	24.1								
Oncoming Left Ref Time (s)	8.0	15.8	25.9	21.4								
Combined (s)	41.9	45.2	84.7	58.1								
Intersection Summary												
Intersection Capacity Utilization			85.3%		ICU Level of Service				E			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 8: Yates Ave & Washington Blvd PM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 								
Volume (vph)	34	1318	21	72	904	12	100	124	274	48	78	80	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	34	1339	0	72	916	0	100	124	274	48	78	80	
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	1520	4348	0	1520	4350	0	1520	1600	1360	1520	1600	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00				0.00				0.00				
Protected Option Allowed	Yes				Yes				Yes				
Reference Time (s)	2.7	37.0	0.0	5.7	25.3	0.0	7.9	9.3	24.2	3.8	5.8	7.1	
Adj Reference Time (s)	8.0	41.0	0.0	9.7	29.3	0.0	11.9	13.3	28.2	8.0	9.8	11.1	
Permitted Option													
Adj Saturation A (vph)	101	1449		101	1450		101	1600		101	1600		
Reference Time A (s)	40.3	37.0		85.3	25.3		118.4	9.3		56.8	5.8		
Adj Saturation B (vph)	NA	NA		NA	NA		0	1600		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		15.9	9.3		NA	NA		
Reference Time (s)		40.3			85.3			15.9			56.8		
Adj Reference Time (s)		44.3			89.3			19.9			60.8		
Split Option													
Ref Time Combined (s)	2.7	37.0		5.7	25.3		7.9	9.3		3.8	5.8		
Ref Time Separate (s)	2.7	36.4		5.7	24.9		7.9	9.3		3.8	5.8		
Reference Time (s)	37.0	37.0		25.3	25.3		9.3	9.3		5.8	5.8		
Adj Reference Time (s)	41.0	41.0		29.3	29.3		13.3	13.3		9.8	9.8		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	50.6		21.7										
Permitted Option (s)	89.3		60.8										
Split Option (s)	70.2		23.1										
Minimum (s)	50.6		21.7		72.4								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	28.2		11.1										
Cross Thru Ref Time (s)	41.0		29.3										
Oncoming Left Ref Time (s)	8.0		11.9										
Combined (s)	77.1		52.2										

Intersection Summary
 Intersection Capacity Utilization 64.3% ICU Level of Service C
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 9: Whittier Blvd & Wilcox Ave PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↕↕	↕↕	↗	↘	↗
Volume (vph)	273	1344	737	166	226	196
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	273	1344	737	166	226	196
Lane Utilization Factor	1.00	0.95	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1368	2742	2742	1224	1368	1224
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	23.9	58.8	32.3	16.3		19.2
Adj Reference Time (s)	27.9	62.8	36.3	20.3		23.2
Permitted Option						
Adj Saturation A (vph)	91	1371	1371		91	
Reference Time A (s)	359.2	58.8	32.3		297.4	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		359.2	32.3			
Adj Reference Time (s)		363.2	36.3			
Split Option						
Ref Time Combined (s)	23.9	58.8	32.3		19.8	
Ref Time Seperate (s)	23.9	58.8	32.3		19.8	
Reference Time (s)	58.8	58.8	32.3		19.8	
Adj Reference Time (s)	62.8	62.8	36.3		23.8	
Summary	EB WB		SB		Combined	
Protected Option (s)	64.2		NA			
Permitted Option (s)	363.2		Err			
Split Option (s)	99.1		23.8			
Minimum (s)	64.2		23.8		88.0	
Right Turns	WBR	SBR				
Adj Reference Time (s)	20.3	23.2				
Cross Thru Ref Time (s)	0.0	36.3				
Oncoming Left Ref Time (s)	27.9	0.0				
Combined (s)	48.2	59.5				

Intersection Summary
 Intersection Capacity Utilization 73.4% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 10: 21st St & Whittier Blvd PM Peak Hour





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	72	1460	14	13	873	27	18	0	4	52	1	57	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	72	1460	14	13	873	27	0	22	0	0	53	57	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.93	0.85	0.95	0.95	0.85	
Saturated Flow (vph)	1520	3046	1360	1520	3046	1360	0	1493	0	0	1522	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	5.7	57.5	1.2	1.0	34.4	2.4			0.0			5.0	
Adj Reference Time (s)	9.7	61.5	8.0	8.0	38.4	8.0			0.0			9.0	
Permitted Option													
Adj Saturation A (vph)	101	1523		101	1523		0	114		0	1353		
Reference Time A (s)	85.3	57.5		15.4	34.4		0.0	23.1		0.0	4.7		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0		
Reference Time B (s)	NA	NA		NA	NA		9.4	9.8		12.1	12.2		
Reference Time (s)		85.3			34.4			9.8			4.7		
Adj Reference Time (s)		89.3			38.4			13.8			8.7		
Split Option													
Ref Time Combined (s)	5.7	57.5		1.0	34.4		0.0	1.8		0.0	4.2		
Ref Time Separate (s)	5.7	57.5		1.0	34.4		1.4	0.0		4.1	0.1		
Reference Time (s)	57.5	57.5		34.4	34.4		1.8	1.8		4.2	4.2		
Adj Reference Time (s)	61.5	61.5		38.4	38.4		8.0	8.0		8.2	8.2		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	69.5		NA										
Permitted Option (s)	89.3		13.8										
Split Option (s)	99.9		16.2										
Minimum (s)	69.5		13.8		83.3								
Right Turns													
	EBR	WBR	SBR										
Adj Reference Time (s)	8.0	8.0	9.0										
Cross Thru Ref Time (s)	8.2	8.0	38.4										
Oncoming Left Ref Time (s)	8.0	9.7	8.0										
Combined (s)	24.2	25.7	55.4										

Intersection Summary
 Intersection Capacity Utilization 69.4% ICU Level of Service C
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed

11: Vail Ave & Whittier Blvd





















PM Peak Hour

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Volume (vph)	65	1316	111	415	798	69	102	323	163	34	141	55		
Pedestrians														
Ped Button														
Pedestrian Timing (s)														
Free Right	No			No			No			No				
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120		
Volume Combined (vph)	65	1427	0	415	867	0	0	425	163	0	175	55		
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.99	0.85		
Saturated Flow (vph)	1520	3011	0	1520	3010	0	0	1581	1360	0	1584	1360		
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00			
Protected Option Allowed	Yes			Yes			No			No				
Reference Time (s)	5.1	56.9	0.0	32.8	34.6	0.0				14.4				
Adj Reference Time (s)	9.1	60.9	0.0	36.8	38.6	0.0				18.4				
Permitted Option														
Adj Saturation A (vph)	101	1505			101	1505			0	338			0	401
Reference Time A (s)	77.0	56.9			491.4	34.6			0.0	150.9			0.0	52.3
Adj Saturation B (vph)	NA	NA			NA	NA			NA	NA			NA	NA
Reference Time B (s)	NA	NA			NA	NA			NA	NA			NA	NA
Reference Time (s)	77.0				491.4				150.9				52.3	
Adj Reference Time (s)	81.0				495.4				154.9				56.3	
Split Option														
Ref Time Combined (s)	5.1	56.9			32.8	34.6			0.0	32.3			0.0	13.3
Ref Time Separate (s)	5.1	52.5			32.8	31.8			8.1	24.2			2.7	10.6
Reference Time (s)	56.9	56.9			34.6	34.6			32.3	32.3			13.3	13.3
Adj Reference Time (s)	60.9	60.9			38.6	38.6			36.3	36.3			17.3	17.3
Summary	EB WB		NB SB		Combined									
Protected Option (s)	97.6		NA											
Permitted Option (s)	495.4		154.9											
Split Option (s)	99.4		53.5											
Minimum (s)	97.6		53.5		151.2									
Right Turns	NBR		SBR											
Adj Reference Time (s)	18.4		8.9											
Cross Thru Ref Time (s)	60.9		38.6											
Oncoming Left Ref Time (s)	17.3		36.3											
Combined (s)	96.5		83.7											

Intersection Summary

Intersection Capacity Utilization 126.0% ICU Level of Service H
 Reference Times and Phasing Options do not represent an optimized timing plan.




















Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 12: Vail Ave & Olympic Blvd PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	1146	120	44	460	56	113	499	542	48	592	31
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	86	1266	0	44	516	0	0	612	542	0	640	31
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.99	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	3003	0	1520	2997	0	0	1585	1360	0	1594	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	6.8	50.6	0.0	3.5	20.7	0.0			47.8			2.7
Adj Reference Time (s)	10.8	54.6	0.0	8.0	24.7	0.0			51.8			8.0
Permitted Option												
Adj Saturation A (vph)	101	1502		101	1498		0	418		0	761	
Reference Time A (s)	101.8	50.6		52.1	20.7		0.0	175.9		0.0	100.9	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		101.8			52.1			175.9			100.9	
Adj Reference Time (s)		105.8			56.1			179.9			104.9	
Split Option												
Ref Time Combined (s)	6.8	50.6		3.5	20.7		0.0	46.3		0.0	48.2	
Ref Time Seperate (s)	6.8	45.8		3.5	18.4		8.9	37.4		3.8	44.4	
Reference Time (s)	50.6	50.6		20.7	20.7		46.3	46.3		48.2	48.2	
Adj Reference Time (s)	54.6	54.6		24.7	24.7		50.3	50.3		52.2	52.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	62.6		NA									
Permitted Option (s)	105.8		179.9									
Split Option (s)	79.2		102.5									
Minimum (s)	62.6		102.5		165.1							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	51.8		8.0									
Cross Thru Ref Time (s)	54.6		24.7									
Oncoming Left Ref Time (s)	52.2		50.3									
Combined (s)	158.6		83.0									
Intersection Summary												
Intersection Capacity Utilization			137.6%		ICU Level of Service		H					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed

13: Vail Ave & Flotilla St

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	234	0	149	1	0	0	58	507	0	3	627	35
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	234	149	0	0	1	0	58	507	0	3	662	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	1360	0	0	1520	0	1520	1600	0	1520	1587	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	No			No			Yes			Yes		
Reference Time (s)	0.0			0.0			4.6	38.0	0.0	0.2	50.0	0.0
Adj Reference Time (s)	0.0			0.0			8.6	42.0	0.0	8.0	54.0	0.0
Permitted Option												
Adj Saturation A (vph)	1621	1360	0	101	101	1600	101	1587	101	1587		
Reference Time A (s)	17.3	13.1	0.0	1.2	1.2	68.7	38.0	3.6	50.0			
Adj Saturation B (vph)	0	1360	NA	NA	NA	NA	NA	NA	NA	NA		
Reference Time B (s)	26.5	13.1	NA	NA	NA	NA	NA	NA	NA	NA		
Reference Time (s)	17.3		1.2		68.7		50.0					
Adj Reference Time (s)	21.3		8.0		72.7		54.0					
Split Option												
Ref Time Combined (s)	18.5	13.1	0.0	0.1	4.6	38.0	0.2	50.0				
Ref Time Seperate (s)	18.5	0.0	0.1	0.0	4.6	38.0	0.2	47.4				
Reference Time (s)	18.5	18.5	0.1	0.1	38.0	38.0	50.0	50.0				
Adj Reference Time (s)	22.5	22.5	8.0	8.0	42.0	42.0	54.0	54.0				
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		62.6									
Permitted Option (s)	21.3		72.7									
Split Option (s)	30.5		96.1									
Minimum (s)	21.3		62.6		83.9							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	70.0%		ICU Level of Service					C				
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 14: Vail Ave & Washington Blvd PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	121	1556	71	31	867	207	75	207	69	294	171	91	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	121	1556	71	31	1074	0	0	351	0	0	556	0	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.96	0.85	0.95	0.95	0.85	
Saturated Flow (vph)	1520	3046	1360	1520	4232	0	0	2925	0	0	2893	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	9.6	61.3	6.3	2.4	30.5	0.0			0.0			0.0	
Adj Reference Time (s)	13.6	65.3	10.3	8.0	34.5	0.0			0.0			0.0	
Permitted Option													
Adj Saturation A (vph)	101	1523		101	1411		0	97		0	96		
Reference Time A (s)	143.3	61.3		36.7	30.5		0.0	92.3		0.0	365.8		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		143.3			36.7			92.3			365.8		
Adj Reference Time (s)		147.3			40.7			96.3			369.8		
Split Option													
Ref Time Combined (s)	9.6	61.3		2.4	30.5		0.0	14.4		0.0	23.1		
Ref Time Separate (s)	9.6	61.3		2.4	24.6		5.9	8.5		23.2	7.1		
Reference Time (s)	61.3	61.3		30.5	30.5		14.4	14.4		23.2	23.2		
Adj Reference Time (s)	65.3	65.3		34.5	34.5		18.4	18.4		27.2	27.2		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	73.3		NA										
Permitted Option (s)	147.3		369.8										
Split Option (s)	99.7		45.6										
Minimum (s)	73.3		45.6		118.9								
Right Turns													
	EBR												
Adj Reference Time (s)	10.3												
Cross Thru Ref Time (s)	27.2												
Oncoming Left Ref Time (s)	8.0												
Combined (s)	45.5												
Intersection Summary													
Intersection Capacity Utilization			99.1%		ICU Level of Service				F				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 15: California Ave & Whittier Blvd PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Volume (vph)	1469	36	19	1275	25	19
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	1505	0	19	1275	25	19
Lane Utilization Factor	0.95	1.00	1.00	0.95	1.00	1.00
Turning Factor (vph)	1.00	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	3035	0	1520	3046	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	59.5	0.0	1.5	50.2		1.7
Adj Reference Time (s)	63.5	0.0	8.0	54.2		8.0
Permitted Option						
Adj Saturation A (vph)	1518		101	1523	101	
Reference Time A (s)	59.5		22.5	50.2	29.6	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	59.5			50.2		
Adj Reference Time (s)	63.5			54.2		
Split Option						
Ref Time Combined (s)	59.5		1.5	50.2	2.0	
Ref Time Seperate (s)	58.1		1.5	50.2	2.0	
Reference Time (s)	59.5		50.2	50.2	2.0	
Adj Reference Time (s)	63.5		54.2	54.2	8.0	
Summary	EB WB		NB		Combined	
Protected Option (s)	71.5		NA			
Permitted Option (s)	63.5		Err			
Split Option (s)	117.7		8.0			
Minimum (s)	63.5		8.0		71.5	
Right Turns	NBR					
Adj Reference Time (s)	8.0					
Cross Thru Ref Time (s)	63.5					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	71.5					

Intersection Summary

Intersection Capacity Utilization 59.6% ICU Level of Service B
 Reference Times and Phasing Options do not represent an optimized timing plan.






















Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 16: Maple Ave & Beverly Blvd PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	80	1778	103	82	798	35	63	185	83	40	90	31	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	80	1881	0	82	833	0	0	248	83	0	161	0	
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.96	0.85	
Saturated Flow (vph)	1520	4323	0	1520	4331	0	0	1580	1360	0	1534	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	6.3	52.2	0.0	6.5	23.1	0.0			7.3			0.0	
Adj Reference Time (s)	10.3	56.2	0.0	10.5	27.1	0.0			11.3			0.0	
Permitted Option													
Adj Saturation A (vph)	101	1441		101	1444		0	1175		0	319		
Reference Time A (s)	94.7	52.2		97.1	23.1		0.0	25.3		0.0	60.6		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		94.7			97.1			25.3			60.6		
Adj Reference Time (s)		98.7			101.1			29.3			64.6		
Split Option													
Ref Time Combined (s)	6.3	52.2		6.5	23.1		0.0	18.8		0.0	12.6		
Ref Time Seperate (s)	6.3	49.4		6.5	22.1		5.0	13.9		3.2	7.0		
Reference Time (s)	52.2	52.2		23.1	23.1		18.8	18.8		12.6	12.6		
Adj Reference Time (s)	56.2	56.2		27.1	27.1		22.8	22.8		16.6	16.6		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	66.7		NA										
Permitted Option (s)	101.1		64.6										
Split Option (s)	83.3		39.4										
Minimum (s)	66.7		39.4		106.1								
Right Turns													
	NBR												
Adj Reference Time (s)	11.3												
Cross Thru Ref Time (s)	56.2												
Oncoming Left Ref Time (s)	16.6												
Combined (s)	84.1												
Intersection Summary													
Intersection Capacity Utilization			88.4%		ICU Level of Service				E				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 17: Maple Ave & Whittier Blvd PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	1383	51	112	1197	33	56	174	130	49	123	44
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	61	1434	0	112	1230	0	56	304	0	49	167	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	0.94	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1520	3030	0	1520	3034	0	1520	1497	0	1520	1537	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	Yes				Yes				Yes			
Reference Time (s)	4.8	56.8	0.0	8.8	48.6	0.0	4.4	24.4	0.0	3.9	13.0	0.0
Adj Reference Time (s)	8.8	60.8	0.0	12.8	52.6	0.0	8.4	28.4	0.0	8.0	17.0	0.0
Permitted Option												
Adj Saturation A (vph)	101	1515		101	1517		101	1497		101	1537	
Reference Time A (s)	72.2	56.8		132.6	48.6		66.3	24.4		58.0	13.0	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		72.2			132.6			66.3			58.0	
Adj Reference Time (s)		76.2			136.6			70.3			62.0	
Split Option												
Ref Time Combined (s)	4.8	56.8		8.8	48.6		4.4	24.4		3.9	13.0	
Ref Time Seperate (s)	4.8	54.8		8.8	47.3		4.4	13.9		3.9	9.6	
Reference Time (s)	56.8	56.8		48.6	48.6		24.4	24.4		13.0	13.0	
Adj Reference Time (s)	60.8	60.8		52.6	52.6		28.4	28.4		17.0	17.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	73.6		36.4									
Permitted Option (s)	136.6		70.3									
Split Option (s)	113.4		45.4									
Minimum (s)	73.6		36.4		110.0							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	91.7%		ICU Level of Service				F					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 18: Maple Ave & Olympic Blvd PM Peak Hour





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	285	1099	0	0	419	108	86	0	50	111	0	242
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	285	1099	0	0	527	0	0	86	50	0	111	242
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Saturated Flow (vph)	1520	3046	1360	1520	2953	0	0	1520	1360	0	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	22.5	43.3	0.0	0.0	21.4	0.0			4.4			21.4
Adj Reference Time (s)	26.5	47.3	8.0	8.0	25.4	0.0			8.4			25.4
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1476		0	101		0	101	
Reference Time A (s)	337.5	43.3		0.0	21.4		0.0	101.8		0.0	131.4	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		14.8	14.8		16.8	16.8	
Reference Time (s)		337.5			21.4			14.8			16.8	
Adj Reference Time (s)		341.5			25.4			18.8			20.8	
Split Option												
Ref Time Combined (s)	22.5	43.3		0.0	21.4		0.0	6.8		0.0	8.8	
Ref Time Separate (s)	22.5	43.3		0.0	17.0		6.8	0.0		8.8	0.0	
Reference Time (s)	43.3	43.3		21.4	21.4		6.8	6.8		8.8	8.8	
Adj Reference Time (s)	47.3	47.3		25.4	25.4		10.8	10.8		12.8	12.8	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	55.3		NA									
Permitted Option (s)	341.5		20.8									
Split Option (s)	72.7		23.6									
Minimum (s)	55.3		20.8		76.1							
Right Turns												
	EBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.4	25.4									
Cross Thru Ref Time (s)	0.0	47.3	25.4									
Oncoming Left Ref Time (s)	0.0	12.8	10.8									
Combined (s)	0.0	68.5	61.6									
Intersection Summary												
Intersection Capacity Utilization	63.4%		ICU Level of Service				B					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 21: Maple Ave & Washington Blvd PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Volume (vph)	83	1746	45	43	918	173	44	79	59	145	71	82		
Pedestrians														
Ped Button														
Pedestrian Timing (s)														
Free Right	No			No			No			No				
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120		
Volume Combined (vph)	83	1791	0	43	1091	0	0	123	59	0	216	82		
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85	0.95	0.97	0.85		
Saturated Flow (vph)	1520	4342	0	1520	4255	0	0	1571	1360	0	1546	1360		
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00			
Protected Option Allowed	Yes			Yes			No			No				
Reference Time (s)	6.6	49.5	0.0	3.4	30.8	0.0				5.2	7.2			
Adj Reference Time (s)	10.6	53.5	0.0	8.0	34.8	0.0				9.2	11.2			
Permitted Option														
Adj Saturation A (vph)	101	1447			101	1418			0	240			0	138
Reference Time A (s)	98.3	49.5			50.9	30.8			0.0	61.6			0.0	187.7
Adj Saturation B (vph)	NA	NA			NA	NA			0	0			0	0
Reference Time B (s)	NA	NA			NA	NA			11.5	17.4			19.4	24.8
Reference Time (s)	98.3				50.9				17.4				24.8	
Adj Reference Time (s)	102.3				54.9				21.4				28.8	
Split Option														
Ref Time Combined (s)	6.6	49.5			3.4	30.8			0.0	9.4			0.0	16.8
Ref Time Separate (s)	6.6	48.3			3.4	25.9			3.5	5.9			11.4	5.3
Reference Time (s)	49.5	49.5			30.8	30.8			9.4	9.4			16.8	16.8
Adj Reference Time (s)	53.5	53.5			34.8	34.8			13.4	13.4			20.8	20.8
Summary														
	EB WB		NB SB		Combined									
Protected Option (s)	61.5		NA											
Permitted Option (s)	102.3		28.8											
Split Option (s)	88.3		34.2											
Minimum (s)	61.5		28.8		90.3									
Right Turns														
	NBR		SBR											
Adj Reference Time (s)	9.2		11.2											
Cross Thru Ref Time (s)	53.5		34.8											
Oncoming Left Ref Time (s)	20.8		13.4											
Combined (s)	83.5		59.4											





















Intersection Summary
 Intersection Capacity Utilization 75.2% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 22: Taylor Ave & Whittier Blvd PM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	12	1511	43	23	1264	17	77	60	29	24	53	13	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	12	1554	0	23	1281	0	0	137	29	0	77	13	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	1520	3034	0	1520	3040	0	0	1555	1360	0	1575	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes			Yes			No			No			
Reference Time (s)	0.9	61.5	0.0	1.8	50.6	0.0			2.6			1.1	
Adj Reference Time (s)	8.0	65.5	0.0	8.0	54.6	0.0			8.0			8.0	
Permitted Option													
Adj Saturation A (vph)	101	1517		101	1520		0	161		0	271		
Reference Time A (s)	14.2	61.5		27.2	50.6		0.0	102.2		0.0	34.2		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0		
Reference Time B (s)	NA	NA		NA	NA		14.1	18.6		9.9	13.9		
Reference Time (s)		61.5			50.6			18.6			13.9		
Adj Reference Time (s)		65.5			54.6			22.6			17.9		
Split Option													
Ref Time Combined (s)	0.9	61.5		1.8	50.6		0.0	10.6		0.0	5.9		
Ref Time Separate (s)	0.9	59.8		1.8	49.9		6.1	4.5		1.9	4.0		
Reference Time (s)	61.5	61.5		50.6	50.6		10.6	10.6		5.9	5.9		
Adj Reference Time (s)	65.5	65.5		54.6	54.6		14.6	14.6		9.9	9.9		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	73.5		NA										
Permitted Option (s)	65.5		22.6										
Split Option (s)	120.0		24.4										
Minimum (s)	65.5		22.6		88.0								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	8.0		8.0										
Cross Thru Ref Time (s)	65.5		54.6										
Oncoming Left Ref Time (s)	9.9		14.6										
Combined (s)	83.3		77.1										

Intersection Summary
 Intersection Capacity Utilization 73.4% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 25: Greenwood Ave & Olympic Blvd PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	860	383	16	280	30	271	554	27	22	240	28
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	40	1243	0	16	310	0	0	825	27	0	262	28
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	2906	0	1520	3002	0	0	1574	1360	0	1593	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	3.2	51.3	0.0	1.3	12.4	0.0			2.4			2.5
Adj Reference Time (s)	8.0	55.3	0.0	8.0	16.4	0.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1453		101	1501		0	258		0	715	
Reference Time A (s)	47.4	51.3		18.9	12.4		0.0	383.1		0.0	44.0	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		51.3			18.9			383.1			44.0	
Adj Reference Time (s)		55.3			22.9			387.1			48.0	
Split Option												
Ref Time Combined (s)	3.2	51.3		1.3	12.4		0.0	62.9		0.0	19.7	
Ref Time Separate (s)	3.2	35.5		1.3	11.2		21.4	41.5		1.7	18.0	
Reference Time (s)	51.3	51.3		12.4	12.4		62.9	62.9		19.7	19.7	
Adj Reference Time (s)	55.3	55.3		16.4	16.4		66.9	66.9		23.7	23.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	63.3		NA									
Permitted Option (s)	55.3		387.1									
Split Option (s)	71.7		90.6									
Minimum (s)	55.3		90.6		146.0							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.0									
Cross Thru Ref Time (s)	55.3		16.4									
Oncoming Left Ref Time (s)	23.7		66.9									
Combined (s)	87.1		91.3									
Intersection Summary												
Intersection Capacity Utilization			121.6%		ICU Level of Service				H			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 27: Greenwood Ave & Mines Ave PM Peak Hour



























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	166	175	178	29	54	41	41	349	44	82	913	119
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	166	353	0	29	54	41	41	393	0	82	1032	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.92	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	1479	0	1520	1600	1360	1520	2995	0	1520	2994	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	Yes				Yes				Yes			
Reference Time (s)	13.1	28.6	0.0	2.3	4.0	3.6	3.2	15.7	0.0	6.5	41.4	0.0
Adj Reference Time (s)	17.1	32.6	0.0	8.0	8.1	8.0	8.0	19.7	0.0	10.5	45.4	0.0
Permitted Option												
Adj Saturation A (vph)	101	1479		101	1600		101	1498		101	1497	
Reference Time A (s)	196.6	28.6		34.3	4.0		48.6	15.7		97.1	41.4	
Adj Saturation B (vph)	0	1479		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	21.1	28.6		NA	NA		NA	NA		NA	NA	
Reference Time (s)		28.6			34.3			48.6			97.1	
Adj Reference Time (s)		32.6			38.3			52.6			101.1	
Split Option												
Ref Time Combined (s)	13.1	28.6		2.3	4.0		3.2	15.7		6.5	41.4	
Ref Time Separate (s)	13.1	14.2		2.3	4.0		3.2	14.0		6.5	36.6	
Reference Time (s)	28.6	28.6		4.0	4.0		15.7	15.7		41.4	41.4	
Adj Reference Time (s)	32.6	32.6		8.1	8.1		19.7	19.7		45.4	45.4	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	40.6		53.4									
Permitted Option (s)	38.3		101.1									
Split Option (s)	40.7		65.1									
Minimum (s)	38.3		53.4		91.7							
Right Turns												
	WBR											
Adj Reference Time (s)	8.0											
Cross Thru Ref Time (s)	19.7											
Oncoming Left Ref Time (s)	17.1											
Combined (s)	44.9											
Intersection Summary												
Intersection Capacity Utilization			76.4%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 28: Greenwood Ave & Beach St PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	102	134	22	39	40	43	356	53	75	967	26
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	135	134	0	61	40	43	409	0	75	993	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.98	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1580	1360	0	1571	1360	1520	2987	0	1520	3034	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			11.8			3.5	3.4	16.4	0.0	5.9	39.3	0.0
Adj Reference Time (s)			15.8			8.0	8.0	20.4	0.0	9.9	43.3	0.0
Permitted Option												
Adj Saturation A (vph)	0	333		0	238		101	1494		101	1517	
Reference Time A (s)	0.0	48.7		0.0	30.7		50.9	16.4		88.8	39.3	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	10.6	18.3		9.7	12.7		NA	NA		NA	NA	
Reference Time (s)		18.3			12.7			50.9			88.8	
Adj Reference Time (s)		22.3			16.7			54.9			92.8	
Split Option												
Ref Time Combined (s)	0.0	10.3		0.0	4.7		3.4	16.4		5.9	39.3	
Ref Time Separate (s)	2.6	7.7		1.7	2.9		3.4	14.3		5.9	38.2	
Reference Time (s)	10.3	10.3		4.7	4.7		16.4	16.4		39.3	39.3	
Adj Reference Time (s)	14.3	14.3		8.7	8.7		20.4	20.4		43.3	43.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		51.3									
Permitted Option (s)	22.3		92.8									
Split Option (s)	22.9		63.7									
Minimum (s)	22.3		51.3		73.5							
Right Turns												
	EBR		WBR									
Adj Reference Time (s)	15.8		8.0									
Cross Thru Ref Time (s)	43.3		20.4									
Oncoming Left Ref Time (s)	8.7		14.3									
Combined (s)	67.8		42.7									

Intersection Summary
 Intersection Capacity Utilization 61.3% ICU Level of Service B
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 29: Greenwood Ave & Washington Blvd PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	234	1331	415	204	632	84	395	142	242	130	892	102
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	234	1746	0	204	716	0	395	142	242	130	994	0
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	4203	0	1520	4282	0	1520	3046	1360	1520	3000	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	18.5	49.8	0.0	16.1	20.1	0.0	31.2	5.6	21.4	10.3	39.8	0.0
Adj Reference Time (s)	22.5	53.8	0.0	20.1	24.1	0.0	35.2	9.6	25.4	14.3	43.8	0.0
Permitted Option												
Adj Saturation A (vph)	101	1401		101	1427		101	1523		101	1500	
Reference Time A (s)	277.1	49.8		241.6	20.1		467.8	5.6		153.9	39.8	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)	277.1				241.6				467.8		153.9	
Adj Reference Time (s)	281.1				245.6				471.8		157.9	
Split Option												
Ref Time Combined (s)	18.5	49.8		16.1	20.1		31.2	5.6		10.3	39.8	
Ref Time Seperate (s)	18.5	38.0		16.1	17.7		31.2	5.6		10.3	35.7	
Reference Time (s)	49.8	49.8		20.1	20.1		31.2	31.2		39.8	39.8	
Adj Reference Time (s)	53.8	53.8		24.1	24.1		35.2	35.2		43.8	43.8	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	74.0		79.0									
Permitted Option (s)	281.1		471.8									
Split Option (s)	77.9		79.0									
Minimum (s)	74.0		79.0		152.9							
Right Turns												
	NBR											
Adj Reference Time (s)	25.4											
Cross Thru Ref Time (s)	53.8											
Oncoming Left Ref Time (s)	14.3											
Combined (s)	93.5											
Intersection Summary												
Intersection Capacity Utilization			127.4%		ICU Level of Service				H			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 30: 10th St & Whittier Blvd PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	37	1874	13	11	1391	12	25	17	10	28	31	30	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	37	1887	0	11	1403	0	0	52	0	0	59	30	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	1520	3043	0	1520	3042	0	0	1516	0	0	1562	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	2.9	74.4	0.0	0.9	55.3	0.0			0.0			2.6	
Adj Reference Time (s)	8.0	78.4	0.0	8.0	59.3	0.0			0.0			8.0	
Permitted Option													
Adj Saturation A (vph)	101	1522		101	1521		0	179		0	1247		
Reference Time A (s)	43.8	74.4		13.0	55.3		0.0	34.8		0.0	5.7		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0		
Reference Time B (s)	NA	NA		NA	NA		10.0	12.1		10.2	12.5		
Reference Time (s)		74.4			55.3			12.1			5.7		
Adj Reference Time (s)		78.4			59.3			16.1			9.7		
Split Option													
Ref Time Combined (s)	2.9	74.4		0.9	55.3		0.0	4.1		0.0	4.5		
Ref Time Separate (s)	2.9	73.9		0.9	54.9		2.0	1.4		2.2	2.3		
Reference Time (s)	74.4	74.4		55.3	55.3		4.1	4.1		4.5	4.5		
Adj Reference Time (s)	78.4	78.4		59.3	59.3		8.1	8.1		8.5	8.5		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	86.4		NA										
Permitted Option (s)	78.4		16.1										
Split Option (s)	137.7		16.6										
Minimum (s)	78.4		16.1		94.5								
Right Turns													
	SBR												
Adj Reference Time (s)	8.0												
Cross Thru Ref Time (s)	59.3												
Oncoming Left Ref Time (s)	8.1												
Combined (s)	75.5												
Intersection Summary													
Intersection Capacity Utilization			78.8%		ICU Level of Service				D				
Reference Times and Phasing Options do not represent an optimized timing plan.													




















Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 31: Montebello Blvd & Whittier Blvd PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	966	831	5	9	579	214	8	108	11	280	70	743	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	966	831	5	9	793	0	8	108	11	280	70	743	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.96	0.85	0.95	1.00	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	1520	3046	1360	1520	2923	0	1520	3046	1360	1520	3046	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00		
Protected Option Allowed	Yes			Yes			Yes			Yes			
Reference Time (s)	76.3	32.7	0.4	0.7	32.6	0.0	0.6	4.3	1.0	22.1	2.8	65.6	
Adj Reference Time (s)	80.3	36.7	8.0	8.0	36.6	0.0	8.0	8.3	8.0	26.1	8.0	69.6	
Permitted Option													
Adj Saturation A (vph)	101	1523		101	1462		101	1523		101	1523		
Reference Time A (s)	1143.9	32.7		10.7	32.6		9.5	4.3		331.6	2.8		
Adj Saturation B (vph)	NA	NA		NA	NA		0	3046		0	3046		
Reference Time B (s)	NA	NA		NA	NA		8.6	4.3		30.1	2.8		
Reference Time (s)		1143.9			32.6			8.6			30.1		
Adj Reference Time (s)		1147.9			36.6			12.6			34.1		
Split Option													
Ref Time Combined (s)	76.3	32.7		0.7	32.6		0.6	4.3		22.1	2.8		
Ref Time Separate (s)	76.3	32.7		0.7	23.8		0.6	4.3		22.1	2.8		
Reference Time (s)	76.3	76.3		32.6	32.6		4.3	4.3		22.1	22.1		
Adj Reference Time (s)	80.3	80.3		36.6	36.6		8.3	8.3		26.1	26.1		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	116.8		34.4										
Permitted Option (s)	1147.9		34.1										
Split Option (s)	116.8		34.4										
Minimum (s)	116.8		34.1		150.9								
Right Turns													
	EBR	NBR	SBR										
Adj Reference Time (s)	8.0	8.0	69.6										
Cross Thru Ref Time (s)	8.0	36.7	36.6										
Oncoming Left Ref Time (s)	8.0	26.1	8.0										
Combined (s)	24.0	70.8	114.1										
Intersection Summary													
Intersection Capacity Utilization			125.8%		ICU Level of Service				H				
Reference Times and Phasing Options do not represent an optimized timing plan.													






















Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 33: Montebello Blvd & Olympic Blvd PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	201	529	0	0	126	16	0	0	0	0	0	9
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	730	0	0	126	16	0	0	0	0	0	9
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	3004	0	0	3046	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	No			No			Yes			Yes		
Reference Time (s)	0.0			1.4			0.0			0.8		
Adj Reference Time (s)	0.0			8.0			8.0			8.0		
Permitted Option												
Adj Saturation A (vph)	0	100		0	1523		101	1523		101	1523	
Reference Time A (s)	0.0	240.8		0.0	5.0		0.0	0.0		0.0	0.0	
Adj Saturation B (vph)	NA	NA		NA	NA		0	3046		0	3046	
Reference Time B (s)	NA	NA		NA	NA		8.0	0.0		8.0	0.0	
Reference Time (s)	240.8				5.0				0.0			
Adj Reference Time (s)	244.8				9.0				8.0			
Split Option												
Ref Time Combined (s)	0.0	29.2		0.0	5.0		0.0	0.0		0.0	0.0	
Ref Time Separate (s)	15.9	20.8		0.0	5.0		0.0	0.0		0.0	0.0	
Reference Time (s)	29.2	29.2		5.0	5.0		0.0	0.0		0.0	0.0	
Adj Reference Time (s)	33.2	33.2		9.0	9.0		0.0	0.0		0.0	0.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		16.0									
Permitted Option (s)	244.8		8.0									
Split Option (s)	42.1		0.0									
Minimum (s)	42.1		0.0		42.1							
Right Turns	WBR		NBR		SBR							
Adj Reference Time (s)	8.0		8.0		8.0							
Cross Thru Ref Time (s)	0.0		0.0		9.0							
Oncoming Left Ref Time (s)	33.2		0.0		0.0							
Combined (s)	41.2		0.0		17.0							
Intersection Summary												
Intersection Capacity Utilization	35.1%		ICU Level of Service						A			
Reference Times and Phasing Options do not represent an optimized timing plan.												



















Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 35: Montebello Way/Montebello Blvd & Truck Way PM Peak Hour

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	0	10	0	0	0	0	0	0	0	0	0
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	10	0	0	0	0	0	0	0	0	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	0	1360	0	1600	0	0	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adj Reference Time (s)	0.0	0.0	8.0	0.0	8.0	0.0	0.0	8.0	8.0	8.0	8.0	8.0
Permitted Option												
Adj Saturation A (vph)	0	0		0	1600		0	1523		101	1523	
Reference Time A (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Adj Saturation B (vph)	0	0		0	1600		0	3046		0	3046	
Reference Time B (s)	0.0	0.0		0.0	0.0		0.0	0.0		8.0	0.0	
Reference Time (s)		0.0			0.0			0.0			0.0	
Adj Reference Time (s)		8.0			8.0			8.0			8.0	
Split Option												
Ref Time Combined (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ref Time Separate (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Reference Time (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Adj Reference Time (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Summary	NW SE		NE SW		Combined							
Protected Option (s)	8.0		16.0									
Permitted Option (s)	8.0		8.0									
Split Option (s)	0.0		0.0									
Minimum (s)	0.0		0.0		0.0							
Right Turns	SER	NER	SWR									
Adj Reference Time (s)	8.0	8.0	8.0									
Cross Thru Ref Time (s)	0.0	0.0	0.0									
Oncoming Left Ref Time (s)	0.0	0.0	0.0									
Combined (s)	8.0	0.0	0.0									
Intersection Summary												
Intersection Capacity Utilization			6.7%		ICU Level of Service				A			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 37: Montebello Blvd & Washington Blvd PM Peak Hour


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	1631	42	32	821	62	37	43	21	58	58	53
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	40	1631	42	32	883	0	0	80	21	0	116	53
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	3046	1360	1520	4312	0	0	1563	1360	0	1560	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	3.2	64.2	3.7	2.5	24.6	0.0			1.9			4.7
Adj Reference Time (s)	8.0	68.2	8.0	8.0	28.6	0.0			8.0			8.7
Permitted Option												
Adj Saturation A (vph)	101	1523		101	1437		0	191		0		178
Reference Time A (s)	47.4	64.2		37.9	24.6		0.0	50.3		0.0		78.1
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0		0
Reference Time B (s)	NA	NA		NA	NA		10.9	14.1		12.6		16.9
Reference Time (s)		64.2			37.9			14.1				16.9
Adj Reference Time (s)		68.2			41.9			18.1				20.9
Split Option												
Ref Time Combined (s)	3.2	64.2		2.5	24.6		0.0	6.1		0.0		8.9
Ref Time Separate (s)	3.2	64.2		2.5	22.8		2.9	3.2		4.6		4.3
Reference Time (s)	64.2	64.2		24.6	24.6		6.1	6.1		8.9		8.9
Adj Reference Time (s)	68.2	68.2		28.6	28.6		10.1	10.1		12.9		12.9
Summary	EB WB		NB SB		Combined							
Protected Option (s)	76.2		NA									
Permitted Option (s)	68.2		20.9									
Split Option (s)	96.8		23.1									
Minimum (s)	68.2		20.9		89.2							
Right Turns	EBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	8.7									
Cross Thru Ref Time (s)	12.9	68.2	28.6									
Oncoming Left Ref Time (s)	8.0	12.9	10.1									
Combined (s)	28.9	89.2	47.4									
Intersection Summary												
Intersection Capacity Utilization			74.3%		ICU Level of Service					D		
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 38: 5th St & Whittier Blvd PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	1179	14	9	764	21	25	45	27	60	49	40
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	1218	0	0	794	0	0	70	27	0	109	40
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.85	0.95	0.97	0.85
Saturated Flow (vph)	0	3038	0	0	3033	0	0	1571	1360	0	1556	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			2.4			3.5
Adj Reference Time (s)			0.0			0.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	0	925		0	1134		0	240		0	164	
Reference Time A (s)	0.0	72.5		0.0	40.1		0.0	35.0		0.0	79.8	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		10.0	13.3		12.7	16.4	
Reference Time (s)		72.5			40.1			13.3			16.4	
Adj Reference Time (s)		76.5			44.1			17.3			20.4	
Split Option												
Ref Time Combined (s)	0.0	48.1		0.0	31.4		0.0	5.3		0.0	8.4	
Ref Time Separate (s)	2.0	46.5		0.7	30.2		2.0	3.4		4.7	3.7	
Reference Time (s)	48.1	48.1		31.4	31.4		5.3	5.3		8.4	8.4	
Adj Reference Time (s)	52.1	52.1		35.4	35.4		9.3	9.3		12.4	12.4	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	76.5		20.4									
Split Option (s)	87.5		21.8									
Minimum (s)	76.5		20.4		96.9							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.0									
Cross Thru Ref Time (s)	52.1		35.4									
Oncoming Left Ref Time (s)	12.4		9.3									
Combined (s)	72.5		52.8									

Intersection Summary
 Intersection Capacity Utilization 80.8% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.





















Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 39: 4th St & Whittier Blvd PM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	28	1206	21	37	750	22	13	81	121	24	39	27	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	0	1255	0	0	809	0	0	215	0	0	63	27	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.91	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	0	3035	0	0	3027	0	0	1461	0	0	1570	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		No			No			No			No		
Reference Time (s)			0.0			0.0			0.0			2.4	
Adj Reference Time (s)			0.0			0.0			0.0			8.0	
Permitted Option													
Adj Saturation A (vph)	0	890		0	570		0	779		0	470		
Reference Time A (s)	0.0	77.1		0.0	69.6		0.0	33.1		0.0	16.1		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		9.0	25.7		NA	NA		
Reference Time (s)		77.1			69.6			25.7			16.1		
Adj Reference Time (s)		81.1			73.6			29.7			20.1		
Split Option													
Ref Time Combined (s)	0.0	49.6		0.0	32.1		0.0	17.7		0.0	4.8		
Ref Time Separate (s)	2.2	47.6		2.9	29.7		1.0	6.7		1.9	2.9		
Reference Time (s)	49.6	49.6		32.1	32.1		17.7	17.7		4.8	4.8		
Adj Reference Time (s)	53.6	53.6		36.1	36.1		21.7	21.7		8.8	8.8		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	NA		NA										
Permitted Option (s)	81.1		29.7										
Split Option (s)	89.7		30.5										
Minimum (s)	81.1		29.7		110.7								
Right Turns													
Adj Reference Time (s)	SBR												
Adj Reference Time (s)	8.0												
Cross Thru Ref Time (s)	36.1												
Oncoming Left Ref Time (s)	21.7												
Combined (s)	65.7												
Intersection Summary													
Intersection Capacity Utilization			92.3%		ICU Level of Service				F				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 41: 2nd St & Whittier Blvd PM Peak Hour























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	1253	9	5	839	23	11	50	48	60	26	21
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	19	1253	9	5	839	23	0	61	48	0	86	21
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1520	1600	1360	1520	1600	1360	0	1586	1360	0	1544	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	1.5	94.0	0.8	0.4	62.9	2.0			4.2			1.9
Adj Reference Time (s)	8.0	98.0	8.0	8.0	66.9	8.0			8.2			8.0
Permitted Option												
Adj Saturation A (vph)	101	1600		101	1600		0	425		0	134	
Reference Time A (s)	22.5	94.0		5.9	62.9		0.0	17.2		0.0	77.2	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	0	
Reference Time B (s)	NA	NA		NA	NA		8.9	12.6		12.7	14.7	
Reference Time (s)		94.0			62.9			12.6			14.7	
Adj Reference Time (s)		98.0			66.9			16.6			18.7	
Split Option												
Ref Time Combined (s)	1.5	94.0		0.4	62.9		0.0	4.6		0.0	6.7	
Ref Time Seperate (s)	1.5	94.0		0.4	62.9		0.9	3.8		4.7	1.9	
Reference Time (s)	94.0	94.0		62.9	62.9		4.6	4.6		6.7	6.7	
Adj Reference Time (s)	98.0	98.0		66.9	66.9		8.6	8.6		10.7	10.7	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	106.0		NA									
Permitted Option (s)	98.0		18.7									
Split Option (s)	164.9		19.3									
Minimum (s)	98.0		18.7		116.7							
Right Turns	EBR	WBR	NBR	SBR								
Adj Reference Time (s)	8.0	8.0	8.2	8.0								
Cross Thru Ref Time (s)	10.7	8.6	98.0	66.9								
Oncoming Left Ref Time (s)	8.0	8.0	10.7	8.6								
Combined (s)	26.7	24.6	116.9	83.5								
Intersection Summary												
Intersection Capacity Utilization	97.4%		ICU Level of Service		F							
Reference Times and Phasing Options do not represent an optimized timing plan.												

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 42: Bluff Rd & Whittier Blvd PM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	19	1216	125	129	675	50	167	134	486	74	87	26	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	19	1341	0	129	725	0	0	301	486	0	161	26	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.99	0.85	0.95	0.97	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	1520	3004	0	1520	3015	0	0	1556	1360	0	1563	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	1.5	53.6	0.0	10.2	28.9	0.0			42.9			2.3	
Adj Reference Time (s)	8.0	57.6	0.0	14.2	32.9	0.0			46.9			8.0	
Permitted Option													
Adj Saturation A (vph)	101	1502		101	1507		0	163		0	192		
Reference Time A (s)	22.5	53.6		152.8	28.9		0.0	222.0		0.0	100.6		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		21.2	31.2		NA	NA		
Reference Time (s)		53.6			152.8			31.2			100.6		
Adj Reference Time (s)		57.6			156.8			35.2			104.6		
Split Option													
Ref Time Combined (s)	1.5	53.6		10.2	28.9		0.0	23.2		0.0	12.4		
Ref Time Seperate (s)	1.5	48.6		10.2	26.9		13.2	10.1		5.8	6.5		
Reference Time (s)	53.6	53.6		28.9	28.9		23.2	23.2		12.4	12.4		
Adj Reference Time (s)	57.6	57.6		32.9	32.9		27.2	27.2		16.4	16.4		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	71.8		NA										
Permitted Option (s)	156.8		104.6										
Split Option (s)	90.4		43.6										
Minimum (s)	71.8		43.6		115.3								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	46.9		8.0										
Cross Thru Ref Time (s)	57.6		32.9										
Oncoming Left Ref Time (s)	16.4		27.2										
Combined (s)	120.8		68.1										





















Intersection Summary
 Intersection Capacity Utilization 100.7% ICU Level of Service G
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 47: Bluff Rd & Washington Blvd PM Peak Hour




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	211	1503	6	51	755	165	19	119	78	290	40	147
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	211	1509	0	51	755	165	19	197	0	0	330	147
Lane Utilization Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.94	0.85	0.95	0.96	0.85
Saturated Flow (vph)	1520	4356	0	1520	3046	1360	1520	1505	0	0	3059	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	16.7	41.6	0.0	4.0	29.7	14.6			0.0			13.0
Adj Reference Time (s)	20.7	45.6	0.0	8.0	33.7	18.6			0.0			17.0
Permitted Option												
Adj Saturation A (vph)	101	1452		101	1523		101	1505		0	222	
Reference Time A (s)	249.9	41.6		60.4	29.7		22.5	15.7		0.0	178.0	
Adj Saturation B (vph)	NA	NA		NA	NA		0	1505		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		9.5	15.7		NA	NA	
Reference Time (s)		249.9			60.4			15.7			178.0	
Adj Reference Time (s)		253.9			64.4			19.7			182.0	
Split Option												
Ref Time Combined (s)	16.7	41.6		4.0	29.7		1.5	15.7		0.0	12.9	
Ref Time Seperate (s)	16.7	41.4		4.0	29.7		1.5	9.5		11.4	3.0	
Reference Time (s)	41.6	41.6		29.7	29.7		15.7	15.7		12.9	12.9	
Adj Reference Time (s)	45.6	45.6		33.7	33.7		19.7	19.7		16.9	16.9	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	54.4		NA									
Permitted Option (s)	253.9		182.0									
Split Option (s)	79.3		36.7									
Minimum (s)	54.4		36.7		91.0							
Right Turns	WBR		SBR									
Adj Reference Time (s)	18.6		17.0									
Cross Thru Ref Time (s)	19.7		33.7									
Oncoming Left Ref Time (s)	20.7		19.7									
Combined (s)	58.9		70.4									

Intersection Summary
 Intersection Capacity Utilization 75.9% ICU Level of Service D
 Reference Times and Phasing Options do not represent an optimized timing plan.

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 19: Maple Ave & Mines Ave PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	302	208	94	55	0	218	3	303	106	0	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	328	226	102	60	0	237	3	329	115	0	11
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	328	226	162	0	240	329	115	11				
Volume Left (vph)	0	0	102	0	237	0	115	0				
Volume Right (vph)	0	226	0	0	0	329	0	11				
Hadj (s)	0.03	-0.67	0.35	0.00	0.53	-0.67	0.53	-0.67				
Departure Headway (s)	6.9	6.2	7.8	7.4	7.5	6.3	8.3	7.1				
Degree Utilization, x	0.63	0.39	0.35	0.00	0.50	0.57	0.27	0.02				
Capacity (veh/h)	503	556	438	470	459	547	406	468				
Control Delay (s)	20.0	12.0	13.7	9.2	16.6	16.2	13.0	9.0				
Approach Delay (s)	16.7		13.7		16.4		12.7					
Approach LOS	C		B		C		B					
Intersection Summary												
Delay			15.9									
Level of Service			C									
Intersection Capacity Utilization			59.7%		ICU Level of Service		B					
Analysis Period (min)			15									

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 20: Maple Ave & Beach St PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	6	216	28	19	45	30	11	276	28	34	227	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	235	30	21	49	33	12	300	30	37	247	1
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total (vph)	241	30	102	312	30	285						
Volume Left (vph)	7	0	21	12	0	37						
Volume Right (vph)	0	30	33	0	30	1						
Hadj (s)	0.05	-0.67	-0.12	0.05	-0.67	0.06						
Departure Headway (s)	6.7	5.9	6.9	6.3	5.6	6.4						
Degree Utilization, x	0.45	0.05	0.20	0.55	0.05	0.51						
Capacity (veh/h)	502	555	443	541	606	532						
Control Delay (s)	13.7	8.1	11.6	15.4	7.6	15.9						
Approach Delay (s)	13.1		11.6	14.7		15.9						
Approach LOS	B		B	B		C						
Intersection Summary												
Delay			14.3									
Level of Service			B									
Intersection Capacity Utilization			67.9%	ICU Level of Service	C							
Analysis Period (min)			15									

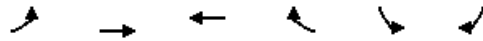
Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 23: Greenwood Ave & Whittier Blvd PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	1415	111	174	1255	13	22	110	497	2	7	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	1538	121	189	1364	14	24	120	540	2	8	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		674			325							
pX, platoon unblocked	0.64			0.68			0.80	0.80	0.68	0.80	0.80	0.64
vC, conflicting volume	1378			1659			2744	3416	829	3179	3469	689
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	477			1038			904	1742	0	1447	1809	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			58			76	0	27	0	78	97
cM capacity (veh/h)	695			455			100	38	741	0	35	697
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	30	1025	633	189	909	469	684	10	21			
Volume Left	30	0	0	189	0	0	24	2	0			
Volume Right	0	0	121	0	0	14	540	0	21			
cSH	695	1700	1700	455	1700	1700	167	0	697			
Volume to Capacity	0.04	0.60	0.37	0.42	0.53	0.28	4.08	Err	0.03			
Queue Length 95th (ft)	3	0	0	50	0	0	Err	Err	2			
Control Delay (s)	10.4	0.0	0.0	18.4	0.0	0.0	Err	Err	10.3			
Lane LOS	B			C			F	F	B			
Approach Delay (s)	0.2			2.2			Err	Err				
Approach LOS							F	F				
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization			123.4%		ICU Level of Service				H			
Analysis Period (min)			15									

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 24: Greenwood Ave & Los Angeles Ave PM Peak Hour























	↖	→	↘	↙	←	↖	↙	↑	↘	↙	↓	↘
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕	↗		↕	↗
Volume (veh/h)	9	8	19	10	10	17	23	601	4	14	248	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	9	21	11	11	18	25	653	4	15	270	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								694				
pX, platoon unblocked	0.71	0.71		0.71	0.71	0.71				0.71		
vC, conflicting volume	1027	1008	270	1028	1011	653	277			658		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	837	810	270	839	814	313	277			319		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	96	97	94	95	96	98			98		
cM capacity (veh/h)	184	216	769	187	215	519	1286			885		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2					
Volume Total	18	21	40	678	4	285	8					
Volume Left	10	0	11	25	0	15	0					
Volume Right	0	21	18	0	4	0	8					
cSH	198	769	278	1286	1700	885	1700					
Volume to Capacity	0.09	0.03	0.14	0.02	0.00	0.02	0.00					
Queue Length 95th (ft)	8	2	12	1	0	1	0					
Control Delay (s)	25.1	9.8	20.1	0.5	0.0	0.7	0.0					
Lane LOS	D	A	C	A		A						
Approach Delay (s)	17.0		20.1	0.5		0.6						
Approach LOS	C		C									
Intersection Summary												
Average Delay			1.9									
Intersection Capacity Utilization			74.7%		ICU Level of Service					D		
Analysis Period (min)			15									

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 26: Greenwood Ave & Montebello Way PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↘	↗↗	↗↗	↗	↘	↗		
Volume (veh/h)	816	0	0	0	0	534		
Sign Control		Free	Free		Stop			
Grade		0%	0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	887	0	0	0	0	580		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type		None	None					
Median storage (veh)								
Upstream signal (ft)		311	1270					
pX, platoon unblocked								
vC, conflicting volume	0				1774	0		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	0				1774	0		
tC, single (s)	4.1				6.8	6.9		
tC, 2 stage (s)								
tF (s)	2.2				3.5	3.3		
p0 queue free %	45				100	46		
cM capacity (veh/h)	1622				34	1084		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	887	0	0	0	0	0	0	580
Volume Left	887	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	580
cSH	1622	1700	1700	1700	1700	1700	1700	1084
Volume to Capacity	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.54
Queue Length 95th (ft)	87	0	0	0	0	0	0	82
Control Delay (s)	9.9	0.0	0.0	0.0	0.0	0.0	0.0	12.1
Lane LOS	A						A	B
Approach Delay (s)	9.9			0.0			12.1	
Approach LOS							B	
Intersection Summary								
Average Delay			10.7					
Intersection Capacity Utilization			57.0%		ICU Level of Service			B
Analysis Period (min)			15					

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 32: Montebello Blvd & Los Angeles Ave PM Peak Hour





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	8	3	2	9	56	0	120	3	5	93	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	9	3	2	10	61	0	130	3	5	101	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								693			684	
pX, platoon unblocked												
vC, conflicting volume	243	246	51	199	245	65	103			134		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	243	246	51	199	245	65	103			134		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	100	100	99	94	100			100		
cM capacity (veh/h)	639	653	1007	729	654	985	1486			1449		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	23	3	12	61	0	65	65	3	5	51	51	2
Volume Left	14	0	2	0	0	0	0	0	5	0	0	0
Volume Right	0	3	0	61	0	0	0	3	0	0	0	2
cSH	644	1007	666	985	1700	1700	1700	1700	1449	1700	1700	1700
Volume to Capacity	0.04	0.00	0.02	0.06	0.00	0.04	0.04	0.00	0.00	0.03	0.03	0.00
Queue Length 95th (ft)	3	0	1	5	0	0	0	0	0	0	0	0
Control Delay (s)	10.8	8.6	10.5	8.9	0.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0
Lane LOS	B	A	B	A					A			
Approach Delay (s)	10.5		9.2		0.0				0.4			
Approach LOS	B		A									
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			21.4%		ICU Level of Service				A			
Analysis Period (min)			15									

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 34: Montebello Blvd & Roosevelt Ave

PM Peak Hour

	↑	↗	↘	↓	↖	↗		
Movement	NBT	NBR	SBL	SBT	NWL	NWR		
Lane Configurations	↑↑	↗	↘	↑↑	↗	↗		
Volume (veh/h)	0	0	0	0	0	0		
Sign Control	Free			Free	Stop			
Grade	0%			0%	0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	0	0	0	0	0	0		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None			None				
Median storage (veh)								
Upstream signal (ft)	234			344				
pX, platoon unblocked								
vC, conflicting volume				0	0	0		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol				0	0	0		
tC, single (s)				4.1	6.8	6.9		
tC, 2 stage (s)								
tF (s)				2.2	3.5	3.3		
p0 queue free %				100	100	100		
cM capacity (veh/h)				1622	1023	1084		
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	NW 1	NW 2
Volume Total	0	0	0	0	0	0	0	0
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							A	A
Approach Delay (s)	0.0			0.0			0.0	
Approach LOS							A	
Intersection Summary								
Average Delay				0.0				
Intersection Capacity Utilization				0.0%			ICU Level of Service	
Analysis Period (min)				15			A	

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 36: Montebello Blvd & Mines Ave PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	25	230	51	14	78	41	23	123	28	52	159	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	250	55	15	85	45	25	134	30	57	173	26
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	277	55	100	45	159	30	229	26				
Volume Left (vph)	27	0	15	0	25	0	57	0				
Volume Right (vph)	0	55	0	45	0	30	0	26				
Hadj (s)	0.08	-0.67	0.11	-0.67	0.11	-0.67	0.16	-0.67				
Departure Headway (s)	6.1	5.3	6.4	5.6	6.3	5.5	6.3	5.4				
Degree Utilization, x	0.47	0.08	0.18	0.07	0.28	0.05	0.40	0.04				
Capacity (veh/h)	567	637	525	591	536	600	545	617				
Control Delay (s)	13.1	7.6	9.5	7.8	10.5	7.6	12.2	7.5				
Approach Delay (s)	12.2		9.0		10.1		11.7					
Approach LOS	B		A		B		B					
Intersection Summary												
Delay			11.1									
Level of Service			B									
Intersection Capacity Utilization			55.2%		ICU Level of Service		B					
Analysis Period (min)			15									

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 40: Roosevelt Ave & 4th St

PM Peak Hour



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↶	↷		↶	
Volume (veh/h)	16	119	78	3	5	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	129	85	3	5	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	88				251	86
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	88				251	86
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1508				729	972
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	147	88	17			
Volume Left	17	0	5			
Volume Right	0	3	12			
cSH	1508	1700	881			
Volume to Capacity	0.01	0.05	0.02			
Queue Length 95th (ft)	1	0	2			
Control Delay (s)	1.0	0.0	9.2			
Lane LOS	A		A			
Approach Delay (s)	1.0	0.0	9.2			
Approach LOS			A			
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			25.2%		ICU Level of Service	A
Analysis Period (min)			15			

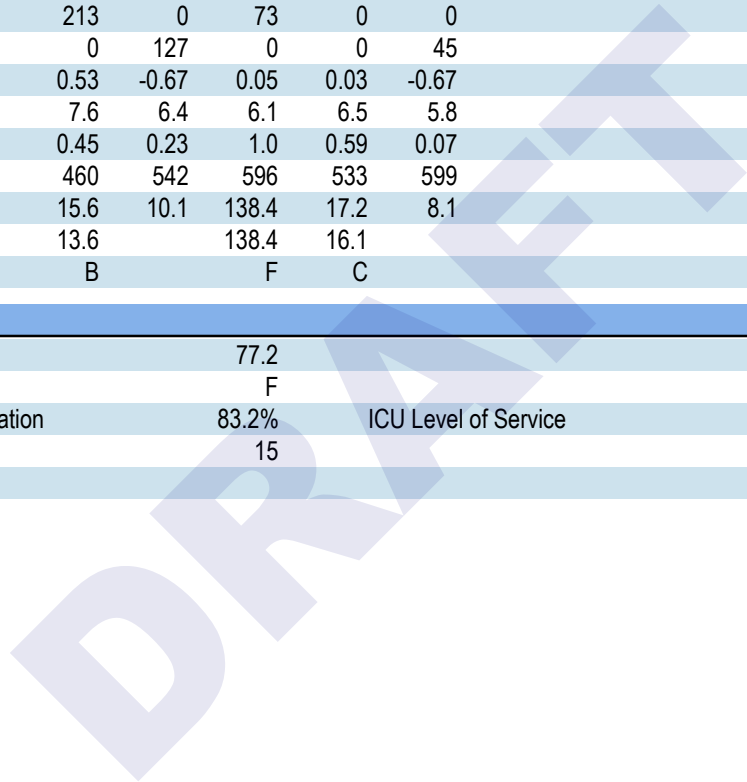
Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 43: Bluff Rd & Los Angeles Ave PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	196	117	67	597	297	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	213	127	73	649	323	45

Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2
Volume Total (vph)	213	127	722	323	45
Volume Left (vph)	213	0	73	0	0
Volume Right (vph)	0	127	0	0	45
Hadj (s)	0.53	-0.67	0.05	0.03	-0.67
Departure Headway (s)	7.6	6.4	6.1	6.5	5.8
Degree Utilization, x	0.45	0.23	1.0	0.59	0.07
Capacity (veh/h)	460	542	596	533	599
Control Delay (s)	15.6	10.1	138.4	17.2	8.1
Approach Delay (s)	13.6		138.4	16.1	
Approach LOS	B		F	C	

Intersection Summary					
Delay			77.2		
Level of Service			F		
Intersection Capacity Utilization	83.2%		ICU Level of Service	E	
Analysis Period (min)	15				



Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 44: Bluff Rd & Roosevelt Ave PM Peak Hour

	↖	↑	↓	↙	↘	↗
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↕	↕	↕	↕	↕
Sign Control		Stop	Stop		Stop	
Volume (vph)	25	589	355	56	73	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	640	386	61	79	55
Direction, Lane #	NB 1	SB 1	SB 2	SE 1	SE 2	
Volume Total (vph)	667	386	61	79	55	
Volume Left (vph)	27	0	0	79	0	
Volume Right (vph)	0	0	61	0	55	
Hadj (s)	0.04	0.03	-0.67	0.53	-0.67	
Departure Headway (s)	5.4	5.7	5.0	7.7	6.5	
Degree Utilization, x	1.0	0.61	0.08	0.17	0.10	
Capacity (veh/h)	667	627	707	450	530	
Control Delay (s)	59.4	15.9	7.2	11.0	9.0	
Approach Delay (s)	59.4	14.7		10.2		
Approach LOS	F	B		B		
Intersection Summary						
Delay			38.1			
Level of Service			E			
Intersection Capacity Utilization			72.4%	ICU Level of Service		C
Analysis Period (min)			15			

Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 45: Bluff Rd & Mines Ave PM Peak Hour

	↖	↗	↙	↑	↓	↘
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗		↖	↑	↗
Sign Control	Stop			Stop	Stop	
Volume (vph)	141	85	42	476	338	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	153	92	46	517	367	71
Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2	
Volume Total (vph)	153	92	563	367	71	
Volume Left (vph)	153	0	46	0	0	
Volume Right (vph)	0	92	0	0	71	
Hadj (s)	0.53	-0.67	0.05	0.03	-0.67	
Departure Headway (s)	7.7	6.5	5.9	6.2	5.5	
Degree Utilization, x	0.33	0.17	0.92	0.63	0.11	
Capacity (veh/h)	452	533	601	561	633	
Control Delay (s)	13.2	9.6	42.8	18.0	7.9	
Approach Delay (s)	11.8		42.8	16.3		
Approach LOS	B		E	C		
Intersection Summary						
Delay			27.4			
Level of Service			D			
Intersection Capacity Utilization			72.9%	ICU Level of Service	C	
Analysis Period (min)			15			

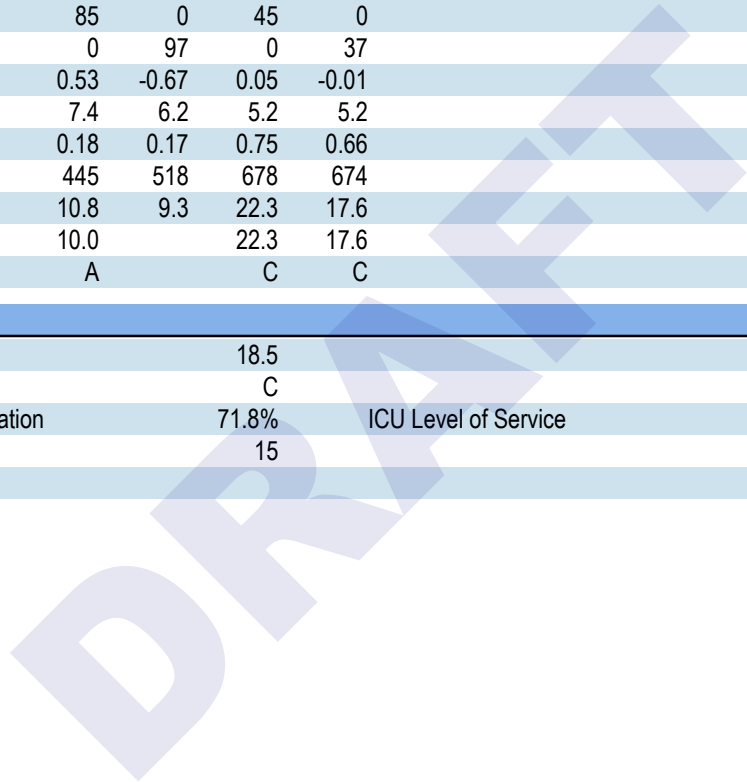
Year 2020 (During Project Construction) - Maple Ave and Montebello Blvd Closed
 46: Bluff Rd & Beach St PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷		↶	↷	
Sign Control	Stop			Stop	Stop	
Volume (vph)	78	89	41	441	383	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	85	97	45	479	416	37

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total (vph)	85	97	524	453
Volume Left (vph)	85	0	45	0
Volume Right (vph)	0	97	0	37
Hadj (s)	0.53	-0.67	0.05	-0.01
Departure Headway (s)	7.4	6.2	5.2	5.2
Degree Utilization, x	0.18	0.17	0.75	0.66
Capacity (veh/h)	445	518	678	674
Control Delay (s)	10.8	9.3	22.3	17.6
Approach Delay (s)	10.0		22.3	17.6
Approach LOS	A		C	C

Intersection Summary			
Delay		18.5	
Level of Service		C	
Intersection Capacity Utilization		71.8%	ICU Level of Service C
Analysis Period (min)		15	























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APPENDIX J

YEAR 2022 TRAFFIC CONDITIONS LOS ANALYSIS WORKSHEETS

25: Greenwood Ave & Olympic Blvd

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	311	111	12	655	10	295	94	21	7	149	53
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	17	422	0	12	665	0	0	389	21	0	156	53
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	1.00	0.85	0.95	0.96	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	2926	0	1520	3040	0	0	1539	1360	0	1596	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	1.3	17.3	0.0	0.9	26.3	0.0			1.9			4.7
Adj Reference Time (s)	8.0	21.3	0.0	8.0	30.3	0.0			8.0			8.7
Permitted Option												
Adj Saturation A (vph)	101	1463		101	1520		0	125		0	971	
Reference Time A (s)	20.1	17.3		14.2	26.3		0.0	373.9		0.0	19.3	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		8.6	19.7	
Reference Time (s)		20.1			26.3			373.9			19.3	
Adj Reference Time (s)		24.1			30.3			377.9			23.3	
Split Option												
Ref Time Combined (s)	1.3	17.3		0.9	26.3		0.0	30.3		0.0	11.7	
Ref Time Separate (s)	1.3	12.8		0.9	25.9		23.3	7.0		0.6	11.2	
Reference Time (s)	17.3	17.3		26.3	26.3		30.3	30.3		11.7	11.7	
Adj Reference Time (s)	21.3	21.3		30.3	30.3		34.3	34.3		15.7	15.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	38.3		NA									
Permitted Option (s)	30.3		377.9									
Split Option (s)	51.6		50.1									
Minimum (s)	30.3		50.1		80.3							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.7									
Cross Thru Ref Time (s)	21.3		30.3									
Oncoming Left Ref Time (s)	15.7		34.3									
Combined (s)	45.0		73.3									
Intersection Summary												
Intersection Capacity Utilization			66.9%		ICU Level of Service		C					
Reference Times and Phasing Options do not represent an optimized timing plan.												

27: Greenwood Ave & Mines Ave

AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	70	84	92	41	149	70	89	665	28	27	667	131	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	70	176	0	41	149	70	89	693	0	27	798	0	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	0.92	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	1520	1475	0	1520	1600	1360	1520	3028	0	1520	2971	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes		
Reference Time (s)	5.5	14.3	0.0	3.2	11.2	6.2	7.0	27.5	0.0	2.1	32.2	0.0	
Adj Reference Time (s)	9.5	18.3	0.0	8.0	15.2	10.2	11.0	31.5	0.0	8.0	36.2	0.0	
Permitted Option													
Adj Saturation A (vph)	101	1475		101	1600		101	1514		101	1486		
Reference Time A (s)	82.9	14.3		48.6	11.2		105.4	27.5		32.0	32.2		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		82.9			48.6			105.4			32.2		
Adj Reference Time (s)		86.9			52.6			109.4			36.2		
Split Option													
Ref Time Combined (s)	5.5	14.3		3.2	11.2		7.0	27.5		2.1	32.2		
Ref Time Seperate (s)	5.5	6.8		3.2	11.2		7.0	26.4		2.1	26.9		
Reference Time (s)	14.3	14.3		11.2	11.2		27.5	27.5		32.2	32.2		
Adj Reference Time (s)	18.3	18.3		15.2	15.2		31.5	31.5		36.2	36.2		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	26.3		47.3										
Permitted Option (s)	86.9		109.4										
Split Option (s)	33.5		67.7										
Minimum (s)	26.3		47.3		73.6								
Right Turns													
	WBR												
Adj Reference Time (s)	10.2												
Cross Thru Ref Time (s)	31.5												
Oncoming Left Ref Time (s)	9.5												
Combined (s)	51.2												
Intersection Summary													
Intersection Capacity Utilization			61.3%		ICU Level of Service				B				
Reference Times and Phasing Options do not represent an optimized timing plan.													

33: Montebello Blvd & Olympic Blvd

AM Peak Hour

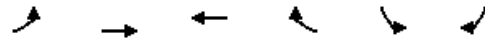
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	190	72	116	381	9	145	678	37	4	583	147
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	340	0	0	497	9	145	678	37	4	583	147
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2916	0	0	3011	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	No			No			Yes			Yes		
Reference Time (s)	0.0			0.8			11.4	26.7	3.3	0.3	23.0	13.0
Adj Reference Time (s)	0.0			8.0			15.4	30.7	8.0	8.0	27.0	17.0
Permitted Option												
Adj Saturation A (vph)	0	97		0	100		101	1523		101	1523	
Reference Time A (s)	0.0	96.3		0.0	138.7		171.7	26.7		4.7	23.0	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)	96.3				138.7				171.7			
Adj Reference Time (s)	100.3				142.7				175.7			
Split Option												
Ref Time Combined (s)	0.0	14.0		0.0	19.8		11.4	26.7		0.3	23.0	
Ref Time Seperate (s)	6.2	7.8		9.2	15.0		11.4	26.7		0.3	23.0	
Reference Time (s)	14.0	14.0		19.8	19.8		26.7	26.7		23.0	23.0	
Adj Reference Time (s)	18.0	18.0		23.8	23.8		30.7	30.7		27.0	27.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		42.4									
Permitted Option (s)	142.7		175.7									
Split Option (s)	41.8		57.7									
Minimum (s)	41.8		42.4		84.2							
Right Turns	WBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	17.0									
Cross Thru Ref Time (s)	30.7	18.0	23.8									
Oncoming Left Ref Time (s)	18.0	8.0	15.4									
Combined (s)	56.7	34.0	56.2									
Intersection Summary												
Intersection Capacity Utilization	70.2%			ICU Level of Service					C			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Project Opening Year (Year 2022) without Project
AM Peak Hour

35: Montebello Way/Montebello Blvd & Truck Way

	↙	↘	↖	↗	↙	↘	↖	↗	↙	↘	↖	↗
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations			↗		↖			↖↖	↗	↖	↖↖	↗
Volume (vph)	0	0	5	0	0	325	0	418	7	116	575	14
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	5	0	325	0	0	418	7	116	575	14
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.85	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	0	1360	0	1360	0	0	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	0.0	0.4	0.0	28.7	0.0	0.0	16.5	0.6	9.2	22.6	1.2
Adj Reference Time (s)	0.0	0.0	8.0	0.0	32.7	0.0	0.0	20.5	8.0	13.2	26.6	8.0
Permitted Option												
Adj Saturation A (vph)	0	0		0	1360		0	1523		101	1523	
Reference Time A (s)	0.0	0.0		0.0	28.7		0.0	16.5		137.4	22.6	
Adj Saturation B (vph)	NA	NA		0	1360		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		0.0	28.7		NA	NA		NA	NA	
Reference Time (s)		0.0			28.7			16.5			137.4	
Adj Reference Time (s)		8.0			32.7			20.5			141.4	
Split Option												
Ref Time Combined (s)	0.0	0.0		0.0	28.7		0.0	16.5		9.2	22.6	
Ref Time Seperate (s)	0.0	0.0		0.0	0.0		0.0	16.5		9.2	22.6	
Reference Time (s)	0.0	0.0		28.7	28.7		16.5	16.5		22.6	22.6	
Adj Reference Time (s)	0.0	0.0		32.7	32.7		20.5	20.5		26.6	26.6	
Summary		NW SE		NE SW		Combined						
Protected Option (s)		32.7		33.6								
Permitted Option (s)		32.7		141.4								
Split Option (s)		32.7		47.1								
Minimum (s)		32.7		33.6		66.3						
Right Turns		SER		NER		SWR						
Adj Reference Time (s)		8.0		8.0		8.0						
Cross Thru Ref Time (s)		26.6		0.0		32.7						
Oncoming Left Ref Time (s)		0.0		13.2		0.0						
Combined (s)		34.6		21.2		40.7						
Intersection Summary												
Intersection Capacity Utilization				55.2%		ICU Level of Service				B		
Reference Times and Phasing Options do not represent an optimized timing plan.												

26: Greenwood Ave & Montebello Way



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗↗	↗↗	↗	↘	↗
Volume (veh/h)	394	423	575	10	0	264
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	428	460	625	11	0	287
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		311	1270			
pX, platoon unblocked						
vC, conflicting volume	636				1711	312
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	636				1711	312
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	55				100	58
cM capacity (veh/h)	943				45	683

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	428	230	230	312	312	11	0	287
Volume Left	428	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	11	0	287
cSH	943	1700	1700	1700	1700	1700	1700	683
Volume to Capacity	0.45	0.14	0.14	0.18	0.18	0.01	0.00	0.42
Queue Length 95th (ft)	60	0	0	0	0	0	0	52
Control Delay (s)	11.9	0.0	0.0	0.0	0.0	0.0	0.0	14.0
Lane LOS	B						A	B
Approach Delay (s)	5.8			0.0			14.0	
Approach LOS							B	





















Intersection Summary			
Average Delay		5.0	
Intersection Capacity Utilization	51.5%		ICU Level of Service A
Analysis Period (min)		15	

34: Montebello Blvd & Roosevelt Ave

	↑	↗	↘	↓	↖	↗		
Movement	NBT	NBR	SBL	SBT	NWL	NWR		
Lane Configurations	↑↑	↗	↘	↑↑	↖	↗		
Volume (veh/h)	710	26	65	670	35	205		
Sign Control	Free			Free	Stop			
Grade	0%			0%	0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	772	28	71	728	38	223		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None			None				
Median storage (veh)								
Upstream signal (ft)	234				344			
pX, platoon unblocked			0.91			0.94	0.91	
vC, conflicting volume			800			1277	386	
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol			577			734	121	
tC, single (s)			4.1			6.8	6.9	
tC, 2 stage (s)								
tF (s)			2.2			3.5	3.3	
p0 queue free %			92			88	73	
cM capacity (veh/h)			901			309	824	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	NW 1	NW 2
Volume Total	386	386	28	71	364	364	38	223
Volume Left	0	0	0	71	0	0	38	0
Volume Right	0	0	28	0	0	0	0	223
cSH	1700	1700	1700	901	1700	1700	309	824
Volume to Capacity	0.23	0.23	0.02	0.08	0.21	0.21	0.12	0.27
Queue Length 95th (ft)	0	0	0	6	0	0	10	27
Control Delay (s)	0.0	0.0	0.0	9.3	0.0	0.0	18.3	11.0
Lane LOS				A			C	B
Approach Delay (s)	0.0			0.8			12.0	
Approach LOS							B	
Intersection Summary								
Average Delay			2.0					
Intersection Capacity Utilization			45.0%	ICU Level of Service		A		
Analysis Period (min)			15					























36: Montebello Blvd & Mines Ave

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	15	89	34	23	178	54	57	192	18	28	107	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	97	37	25	193	59	62	209	20	30	116	20
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	113	37	218	59	271	20	147	20				
Volume Left (vph)	16	0	25	0	62	0	30	0				
Volume Right (vph)	0	37	0	59	0	20	0	20				
Hadj (s)	0.11	-0.67	0.09	-0.67	0.15	-0.67	0.14	-0.67				
Departure Headway (s)	6.3	5.5	6.1	5.4	6.1	5.3	6.2	5.4				
Degree Utilization, x	0.20	0.06	0.37	0.09	0.46	0.03	0.25	0.03				
Capacity (veh/h)	529	597	557	627	560	643	541	612				
Control Delay (s)	9.7	7.7	11.5	7.7	12.9	7.2	10.2	7.4				
Approach Delay (s)	9.2		10.7		12.5		9.8					
Approach LOS	A		B		B		A					
Intersection Summary												
Delay			10.9									
Level of Service			B									
Intersection Capacity Utilization			55.0%	ICU Level of Service								A
Analysis Period (min)			15									

25: Greenwood Ave & Olympic Blvd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (vph)	41	872	321	16	284	30	202	94	27	22	165	28
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	41	1193	0	16	314	0	0	296	27	0	187	28
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.99	0.85	0.95	0.97	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	2923	0	1520	3003	0	0	1545	1360	0	1591	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	3.2	49.0	0.0	1.3	12.5	0.0			2.4			2.5
Adj Reference Time (s)	8.0	53.0	0.0	8.0	16.5	0.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1462		101	1501		0	136		0	579	
Reference Time A (s)	48.6	49.0		18.9	12.5		0.0	260.8		0.0	38.7	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		9.7	22.1	
Reference Time (s)		49.0			18.9			260.8			22.1	
Adj Reference Time (s)		53.0			22.9			264.8			26.1	
Split Option												
Ref Time Combined (s)	3.2	49.0		1.3	12.5		0.0	23.0		0.0	14.1	
Ref Time Seperate (s)	3.2	35.8		1.3	11.3		15.9	7.0		1.7	12.4	
Reference Time (s)	49.0	49.0		12.5	12.5		23.0	23.0		14.1	14.1	
Adj Reference Time (s)	53.0	53.0		16.5	16.5		27.0	27.0		18.1	18.1	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	61.0		NA									
Permitted Option (s)	53.0		264.8									
Split Option (s)	69.5		45.1									
Minimum (s)	53.0		45.1		98.1							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.0									
Cross Thru Ref Time (s)	53.0		16.5									
Oncoming Left Ref Time (s)	18.1		27.0									
Combined (s)	79.1		51.5									
Intersection Summary												
Intersection Capacity Utilization			81.7%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

27: Greenwood Ave & Mines Ave

PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	96	177	102	29	54	42	42	820	45	83	847	52
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	96	279	0	29	54	42	42	865	0	83	899	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	1512	0	1520	1600	1360	1520	3023	0	1520	3020	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes	
Reference Time (s)	7.6	22.1	0.0	2.3	4.0	3.7	3.3	34.3	0.0	6.6	35.7	0.0
Adj Reference Time (s)	11.6	26.1	0.0	8.0	8.1	8.0	8.0	38.3	0.0	10.6	39.7	0.0
Permitted Option												
Adj Saturation A (vph)	101	1512		101	1600		101	1511		101	1510	
Reference Time A (s)	113.7	22.1		34.3	4.0		49.7	34.3		98.3	35.7	
Adj Saturation B (vph)	0	1512		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	15.6	22.1		NA	NA		NA	NA		NA	NA	
Reference Time (s)		22.1			34.3			49.7			98.3	
Adj Reference Time (s)		26.1			38.3			53.7			102.3	
Split Option												
Ref Time Combined (s)	7.6	22.1		2.3	4.0		3.3	34.3		6.6	35.7	
Ref Time Seperate (s)	7.6	14.0		2.3	4.0		3.3	32.6		6.6	33.7	
Reference Time (s)	22.1	22.1		4.0	4.0		34.3	34.3		35.7	35.7	
Adj Reference Time (s)	26.1	26.1		8.1	8.1		38.3	38.3		39.7	39.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	34.1		48.9									
Permitted Option (s)	38.3		102.3									
Split Option (s)	34.2		78.1									
Minimum (s)	34.1		48.9		83.0							
Right Turns												
	WBR											
Adj Reference Time (s)	8.0											
Cross Thru Ref Time (s)	38.3											
Oncoming Left Ref Time (s)	11.6											
Combined (s)	57.9											
Intersection Summary												
Intersection Capacity Utilization	69.2%		ICU Level of Service		C							
Reference Times and Phasing Options do not represent an optimized timing plan.												




















33: Montebello Blvd & Olympic Blvd

PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	203	537	179	78	128	16	96	750	86	12	735	105
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	919	0	0	206	16	96	750	86	12	735	105
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2925	0	0	2989	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			1.4	7.6	29.5	7.6	0.9	29.0	9.3
Adj Reference Time (s)			0.0			8.0	11.6	33.5	11.6	8.0	33.0	13.3
Permitted Option												
Adj Saturation A (vph)	0	97		0	100		101	1523		101	1523	
Reference Time A (s)	0.0	249.9		0.0	94.0		113.7	29.5		14.2	29.0	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		249.9			94.0			113.7			29.0	
Adj Reference Time (s)		253.9			98.0			117.7			33.0	
Split Option												
Ref Time Combined (s)	0.0	37.7		0.0	8.3		7.6	29.5		0.9	29.0	
Ref Time Seperate (s)	16.0	22.0		6.2	5.0		7.6	29.5		0.9	29.0	
Reference Time (s)	37.7	37.7		8.3	8.3		29.5	29.5		29.0	29.0	
Adj Reference Time (s)	41.7	41.7		12.3	12.3		33.5	33.5		33.0	33.0	
Summary												
	EB WB			NB SB			Combined					
Protected Option (s)	NA			44.5								
Permitted Option (s)	253.9			117.7								
Split Option (s)	54.0			66.5								
Minimum (s)	54.0			44.5			98.5					
Right Turns												
	WBR		NBR		SBR							
Adj Reference Time (s)	8.0		11.6		13.3							
Cross Thru Ref Time (s)	33.5		41.7		12.3							
Oncoming Left Ref Time (s)	41.7		8.0		11.6							
Combined (s)	83.2		61.3		37.1							
Intersection Summary												
Intersection Capacity Utilization	82.1%			ICU Level of Service						E		
Reference Times and Phasing Options do not represent an optimized timing plan.												

Project Opening Year (Year 2022) without Project
PM Peak Hour

35: Montebello Way/Montebello Blvd & Truck Way

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	0	10	0	0	184	0	688	10	258	612	6
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	10	0	184	0	0	688	10	258	612	6
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.85	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	0	1360	0	1360	0	0	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes	
Reference Time (s)	0.0	0.0	0.9	0.0	16.2	0.0	0.0	27.1	0.9	20.4	24.1	0.5
Adj Reference Time (s)	0.0	0.0	8.0	0.0	20.2	0.0	0.0	31.1	8.0	24.4	28.1	8.0
Permitted Option												
Adj Saturation A (vph)	0	0	0	1360	0	1523	101	1523	0	0	0	0
Reference Time A (s)	0.0	0.0	0.0	16.2	0.0	27.1	305.5	24.1	0.0	0.0	0.0	0.0
Adj Saturation B (vph)	NA	NA	0	1360	NA	NA	NA	NA	NA	NA	NA	NA
Reference Time B (s)	NA	NA	0.0	16.2	NA	NA	NA	NA	NA	NA	NA	NA
Reference Time (s)	0.0		16.2		27.1		305.5		0.0		0.0	
Adj Reference Time (s)	8.0		20.2		31.1		309.5		0.0		0.0	
Split Option												
Ref Time Combined (s)	0.0	0.0	0.0	16.2	0.0	27.1	20.4	24.1	0.0	0.0	0.0	0.0
Ref Time Seperate (s)	0.0	0.0	0.0	0.0	0.0	27.1	20.4	24.1	0.0	0.0	0.0	0.0
Reference Time (s)	0.0	0.0	16.2	16.2	27.1	27.1	24.1	24.1	0.0	0.0	0.0	0.0
Adj Reference Time (s)	0.0	0.0	20.2	20.2	31.1	31.1	28.1	28.1	0.0	0.0	0.0	0.0
Summary	NW SE		NE SW		Combined							
Protected Option (s)	20.2		55.5									
Permitted Option (s)	20.2		309.5									
Split Option (s)	20.2		59.2									
Minimum (s)	20.2		55.5		75.7							
Right Turns	SER	NER	SWR									
Adj Reference Time (s)	8.0	8.0	8.0									
Cross Thru Ref Time (s)	28.1	0.0	20.2									
Oncoming Left Ref Time (s)	0.0	24.4	0.0									
Combined (s)	36.1	32.4	28.2									
Intersection Summary												
Intersection Capacity Utilization	63.1%		ICU Level of Service		B							
Reference Times and Phasing Options do not represent an optimized timing plan.												

26: Greenwood Ave & Montebello Way



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↗	↕↕	↕↕	↗	↗	↗
Volume (veh/h)	288	693	614	14	0	394
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	313	753	667	15	0	428
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		311	1270			
pX, platoon unblocked						
vC, conflicting volume	683				1670	334
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	683				1670	334
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	65				100	35
cM capacity (veh/h)	906				57	662

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	313	377	377	334	334	15	0	428
Volume Left	313	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	15	0	428
cSH	906	1700	1700	1700	1700	1700	1700	662
Volume to Capacity	0.35	0.22	0.22	0.20	0.20	0.01	0.00	0.65
Queue Length 95th (ft)	39	0	0	0	0	0	0	118
Control Delay (s)	11.1	0.0	0.0	0.0	0.0	0.0	0.0	19.8
Lane LOS	B						A	C
Approach Delay (s)	3.2			0.0			19.8	
Approach LOS							C	





















Intersection Summary		
Average Delay		5.5
Intersection Capacity Utilization	55.8%	ICU Level of Service B
Analysis Period (min)		15

34: Montebello Blvd & Roosevelt Ave

	↑	↗	↘	↓	↖	↗		
Movement	NBT	NBR	SBL	SBT	NWL	NWR		
Lane Configurations	↑↑	↗	↘	↑↑	↖	↗		
Volume (veh/h)	833	35	154	851	16	94		
Sign Control	Free		Free		Stop			
Grade	0%		0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	905	38	167	925	17	102		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None			None				
Median storage (veh)								
Upstream signal (ft)	234			344				
pX, platoon unblocked			0.80		0.88	0.80		
vC, conflicting volume			943		1703	453		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol			432		720	0		
tC, single (s)			4.1		6.8	6.9		
tC, 2 stage (s)								
tF (s)			2.2		3.5	3.3		
p0 queue free %			81		93	88		
cM capacity (veh/h)			900		260	868		
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	NW 1	NW 2
Volume Total	453	453	38	167	462	462	17	102
Volume Left	0	0	0	167	0	0	17	0
Volume Right	0	0	38	0	0	0	0	102
cSH	1700	1700	1700	900	1700	1700	260	868
Volume to Capacity	0.27	0.27	0.02	0.19	0.27	0.27	0.07	0.12
Queue Length 95th (ft)	0	0	0	17	0	0	5	10
Control Delay (s)	0.0	0.0	0.0	9.9	0.0	0.0	19.8	9.7
Lane LOS				A			C	A
Approach Delay (s)	0.0			1.5				11.2
Approach LOS								B
Intersection Summary								
Average Delay			1.4					
Intersection Capacity Utilization			50.8%		ICU Level of Service		A	
Analysis Period (min)			15					

36: Montebello Blvd & Mines Ave

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	25	233	51	15	79	42	23	125	28	52	161	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	253	55	16	86	46	25	136	30	57	175	26
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	280	55	102	46	161	30	232	26				
Volume Left (vph)	27	0	16	0	25	0	57	0				
Volume Right (vph)	0	55	0	46	0	30	0	26				
Hadj (s)	0.08	-0.67	0.11	-0.67	0.11	-0.67	0.16	-0.67				
Departure Headway (s)	6.1	5.3	6.4	5.6	6.3	5.6	6.3	5.5				
Degree Utilization, x	0.47	0.08	0.18	0.07	0.28	0.05	0.40	0.04				
Capacity (veh/h)	563	634	522	589	533	597	543	614				
Control Delay (s)	13.3	7.6	9.6	7.9	10.6	7.6	12.3	7.5				
Approach Delay (s)	12.4		9.1		10.2		11.8					
Approach LOS	B		A		B		B					
Intersection Summary												
Delay			11.2									
Level of Service			B									
Intersection Capacity Utilization			55.7%		ICU Level of Service		B					
Analysis Period (min)			15									

APPENDIX K

PROJECT TRIPS GENERATED BY OTHER DEVELOPMENTS

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**Montebello Corridor Grade Separation Project
Other Development Project Trip Generation**

Other Development	Project Name/Address	ITE Land Use Code and Title	Size	Units	Weekday			Weekday AM			Weekday PM		
					Daily	IN	OUT	Total	IN	OUT	Total	IN	OUT
A	City Ventures - SEC Greenwood and Olympic	232 - High-Rise Residential Condominium/Townhouse	44	Units	184	92	92	15	3	12	17	11	6
B**	2113 West Whittier	223 - Mid-Rise Apartment	67	Units	0	0	0	21	7	14	27	16	11
C	Mixed Use Project - 501-525 West Whittier	232 - High-Rise Residential Condominium/Townhouse	45	Units	188	94	94	16	3	13	18	11	7
		310 - Hotel	130	Rooms	1,062	531	531	69	41	28	78	40	38
		820 - Shopping Center	12	1000 SF	513	257	257	12	7	5	45	22	23
D	Whittier Blvd Townhomes - 112 East Whittier	232 - High-Rise Residential Condominium/Townhouse	60	Units	251	126	126	21	4	17	23	14	9
E*	Montebello Hills Specific Plan		1200	Units	8,675	4,338	4,338	666	139	527	855	558	297
F	29 Residential Units - 501 S. Montebello Blvd	230 - Residential Condominium/Townhouse	29	Units	169	85	85	13	2	11	16	11	5
G	35 Residential Units	230 - Residential Condominium/Townhouse	35	Units	204	102	102	16	3	13	19	13	6

Project trips are calculated based on trip generation rates from the "Trip Generation, 9th Edition" published by the Institute of Transportation Engineers

**Project trips based on Traffic Study prepared by KOA Corporation for Montebello Hills Specific Plan*

***The weekday trip generation rates for land use 223 - Mid-Rise Apartment are not available in "Trip Generation, 9th Edition" published by the Institute of Transportation Engineers*

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APPENDIX L
ITE TRIP GENERATION RATES

Mid-Rise Apartment (223)

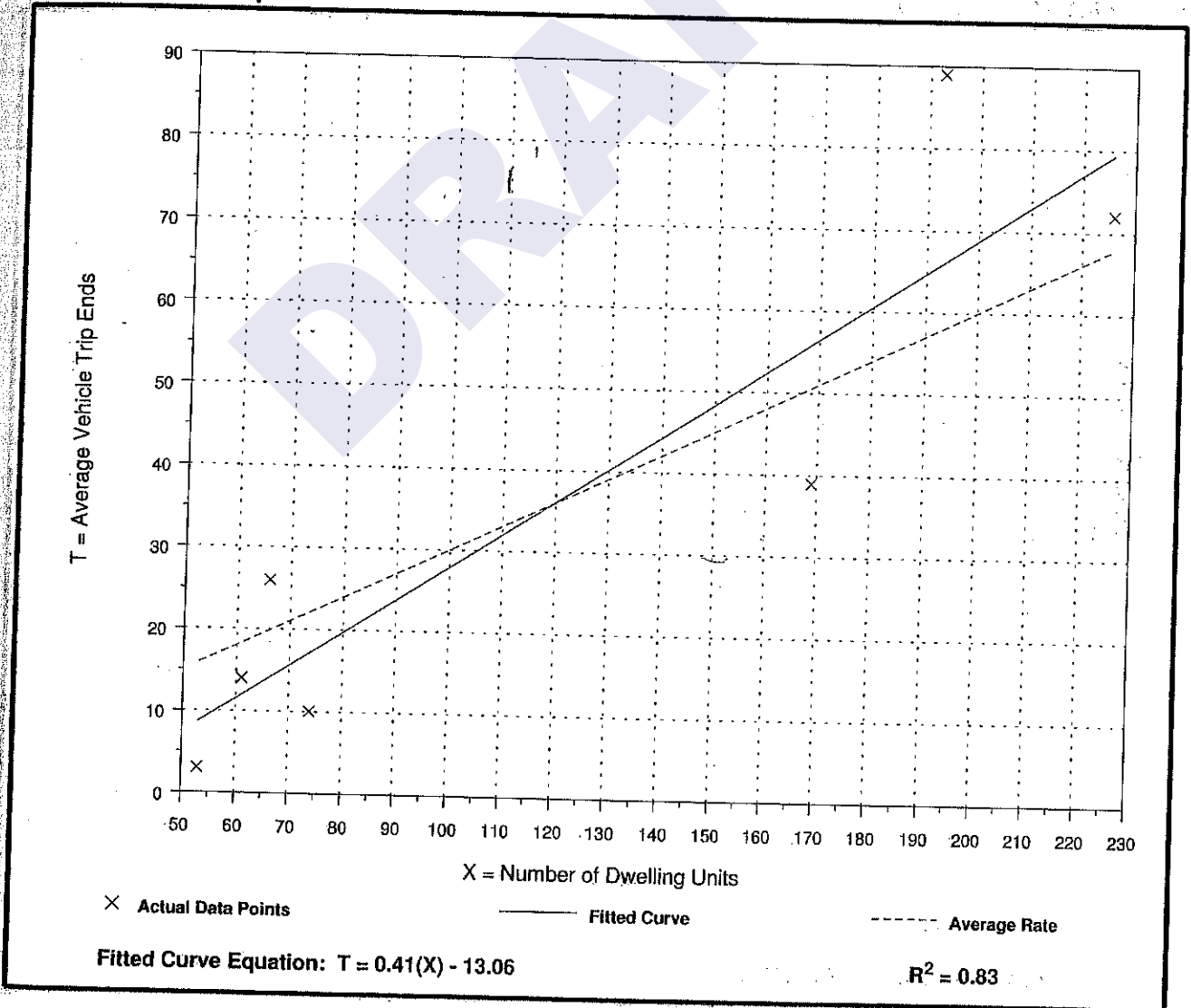
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 7
 Avg. Number of Dwelling Units: 120
 Directional Distribution: 31% entering, 69% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.30	0.06 - 0.46	0.56

Data Plot and Equation



Mid-Rise Apartment (223)

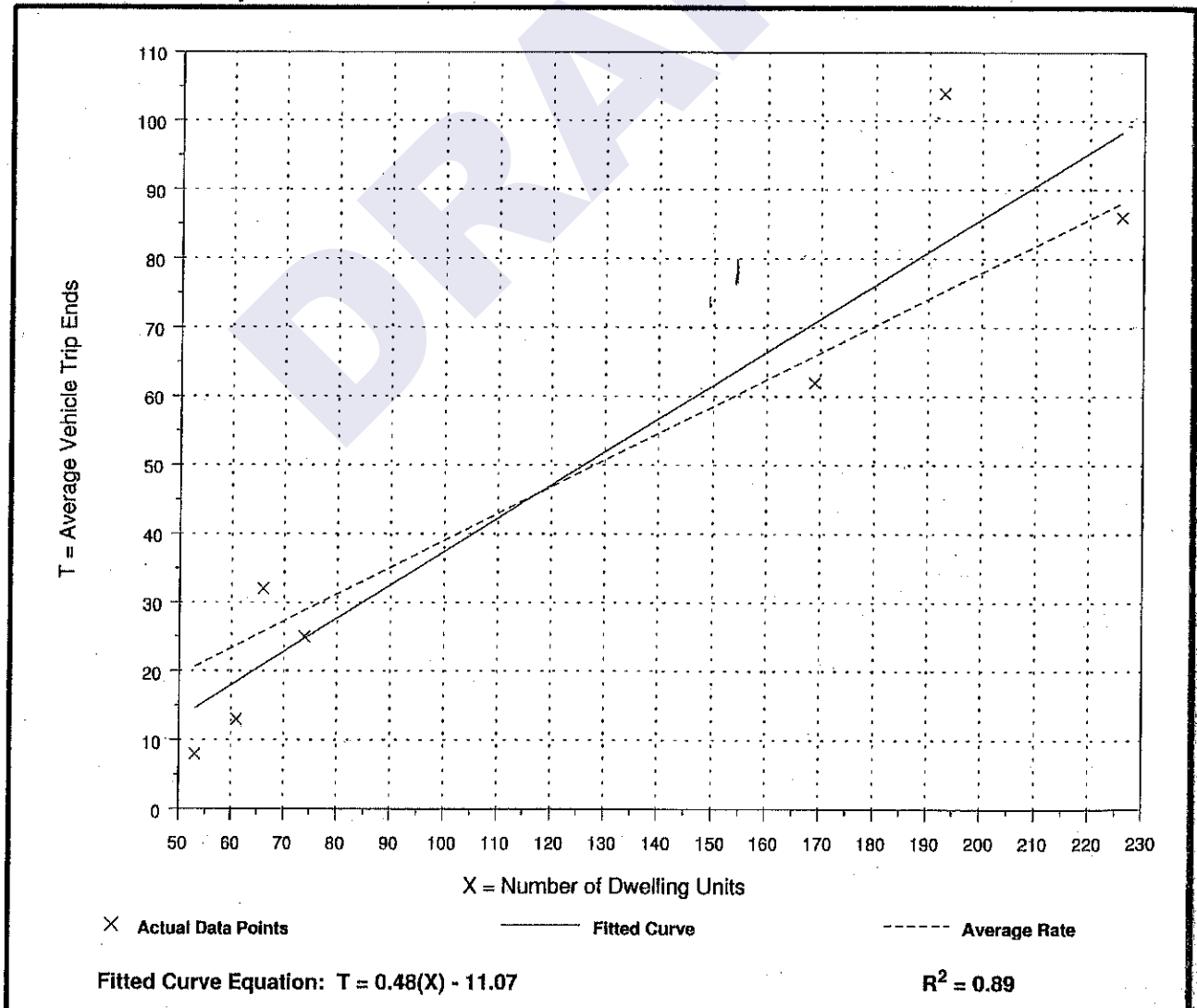
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 7
 Avg. Number of Dwelling Units: 120
 Directional Distribution: 58% entering, 42% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.15 - 0.54	0.63

Data Plot and Equation



Residential Condominium/Townhouse (230)

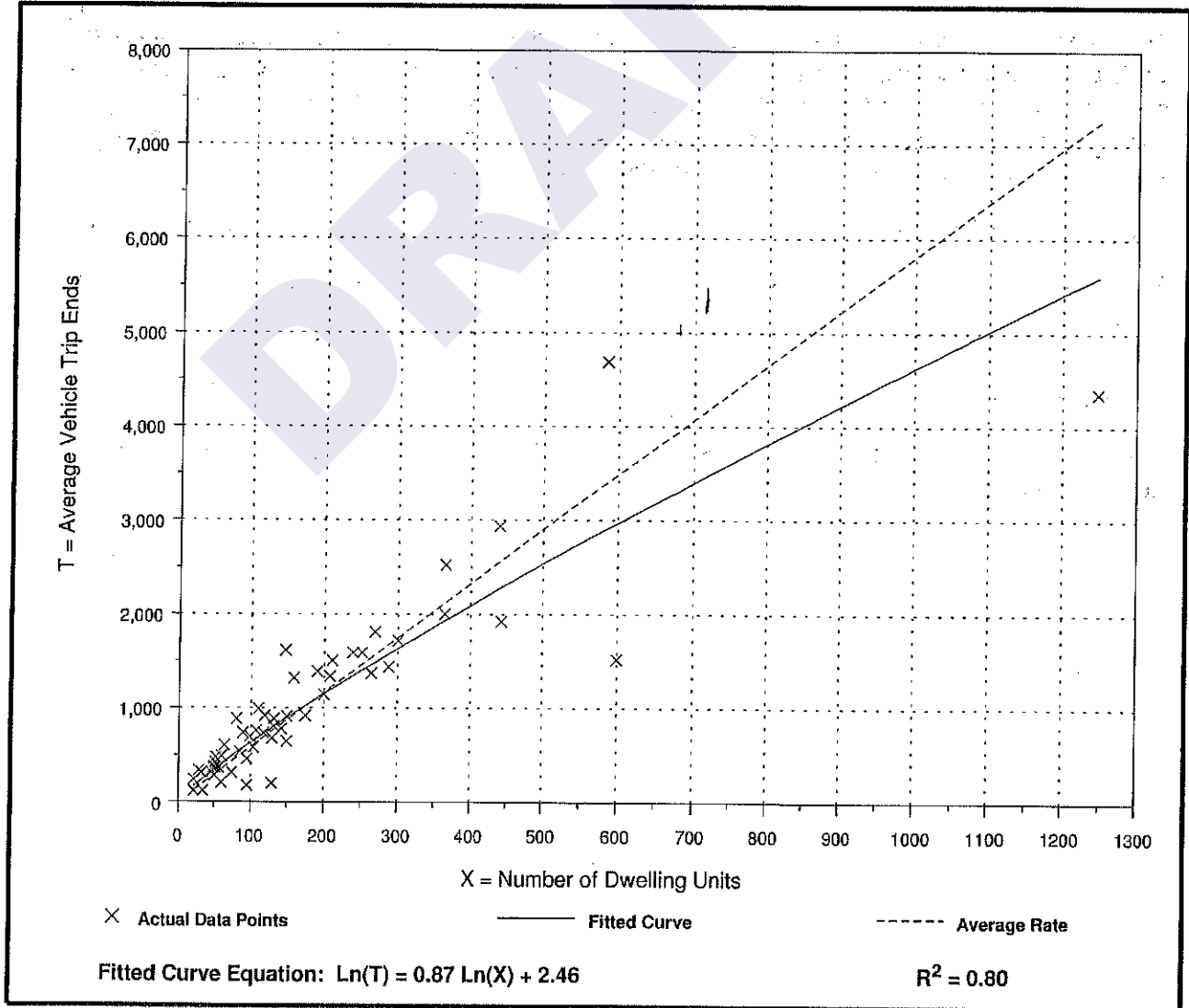
Average Vehicle Trip Ends vs: Dwelling Units
On a: **Weekday**

Number of Studies: 56
Avg. Number of Dwelling Units: 179
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.81	1.53 - 11.79	3.11

Data Plot and Equation



Residential Condominium/Townhouse (230)

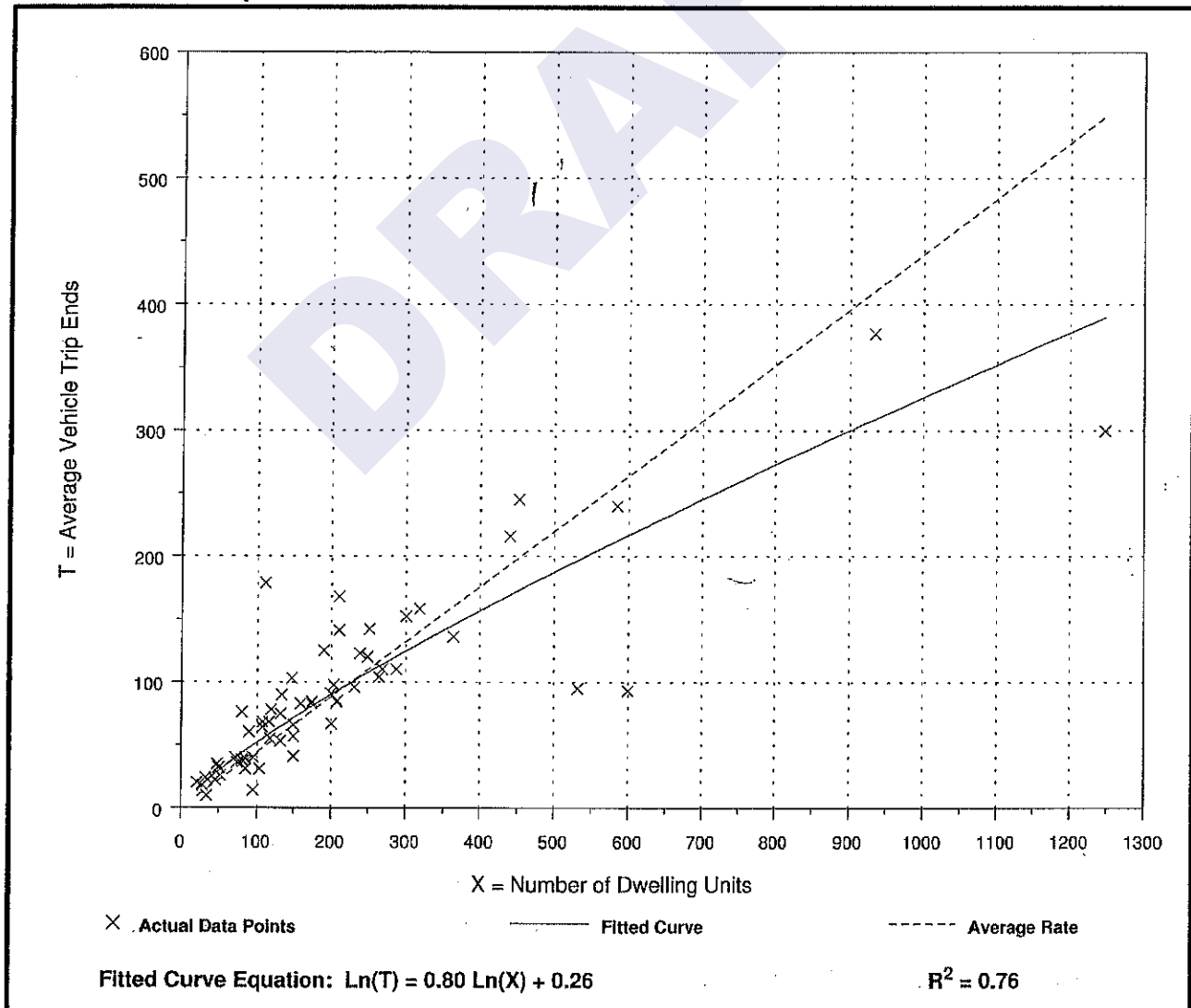
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 59
 Avg. Number of Dwelling Units: 213
 Directional Distribution: 17% entering, 83% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.61	0.69

Data Plot and Equation



Residential Condominium/Townhouse (230)

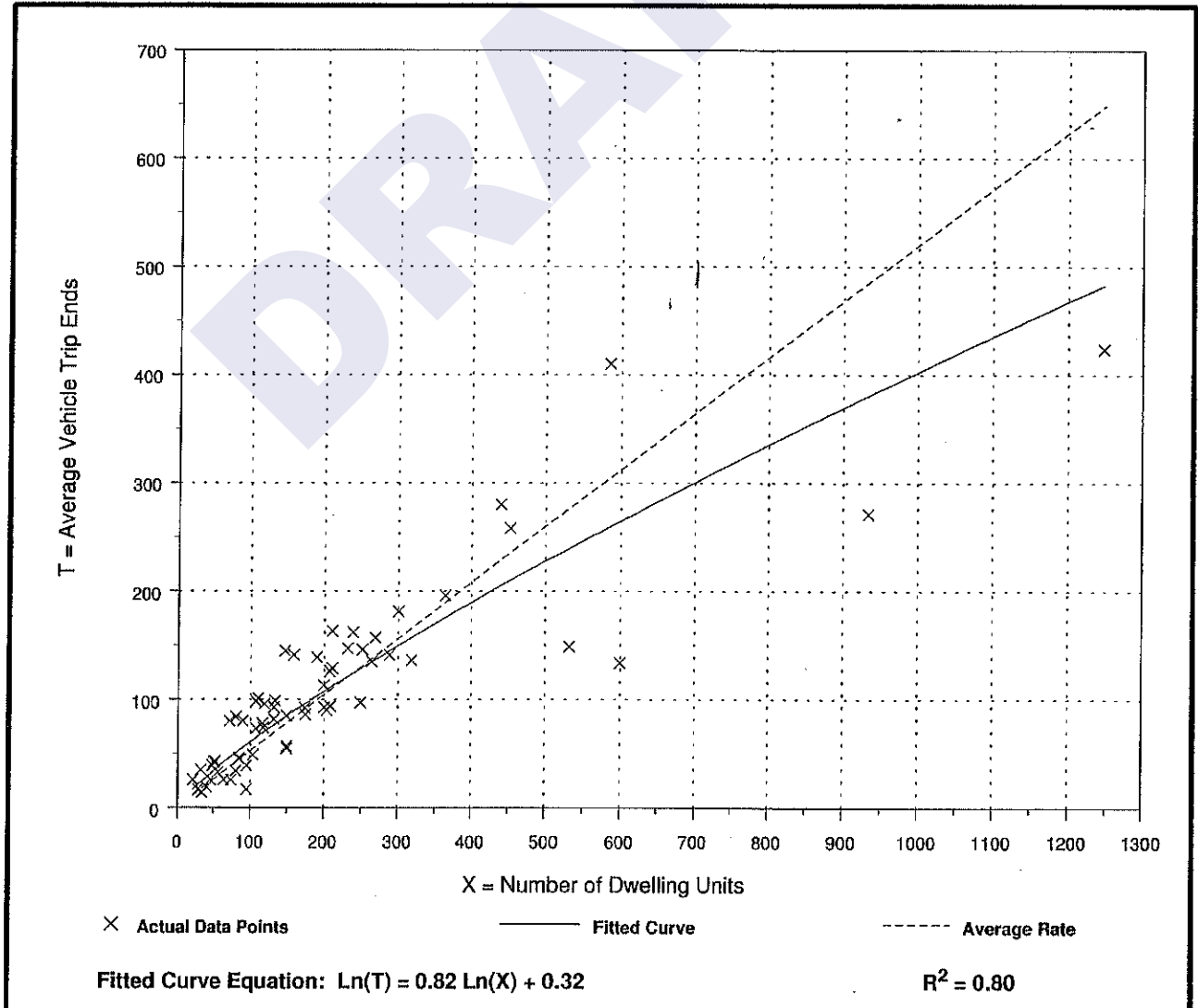
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 62
 Avg. Number of Dwelling Units: 205
 Directional Distribution: 67% entering, 33% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.18 - 1.24	0.75

Data Plot and Equation



High-Rise Residential Condominium/Townhouse (232)

Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

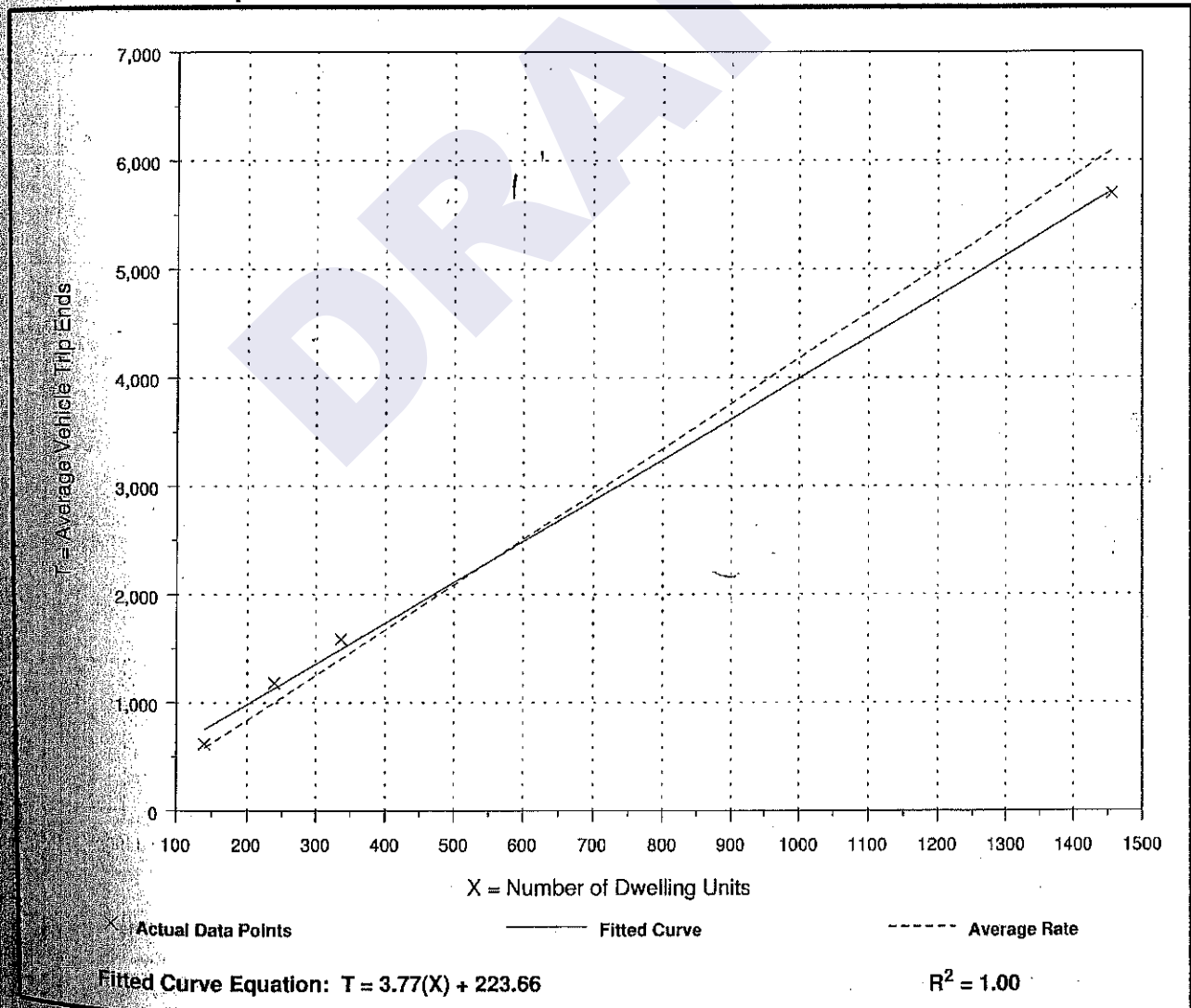
Number of Studies: 4
Avg. Number of Dwelling Units: 543
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.18	3.91 - 4.93	2.08

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



High-Rise Residential Condominium/Townhouse (232)

Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

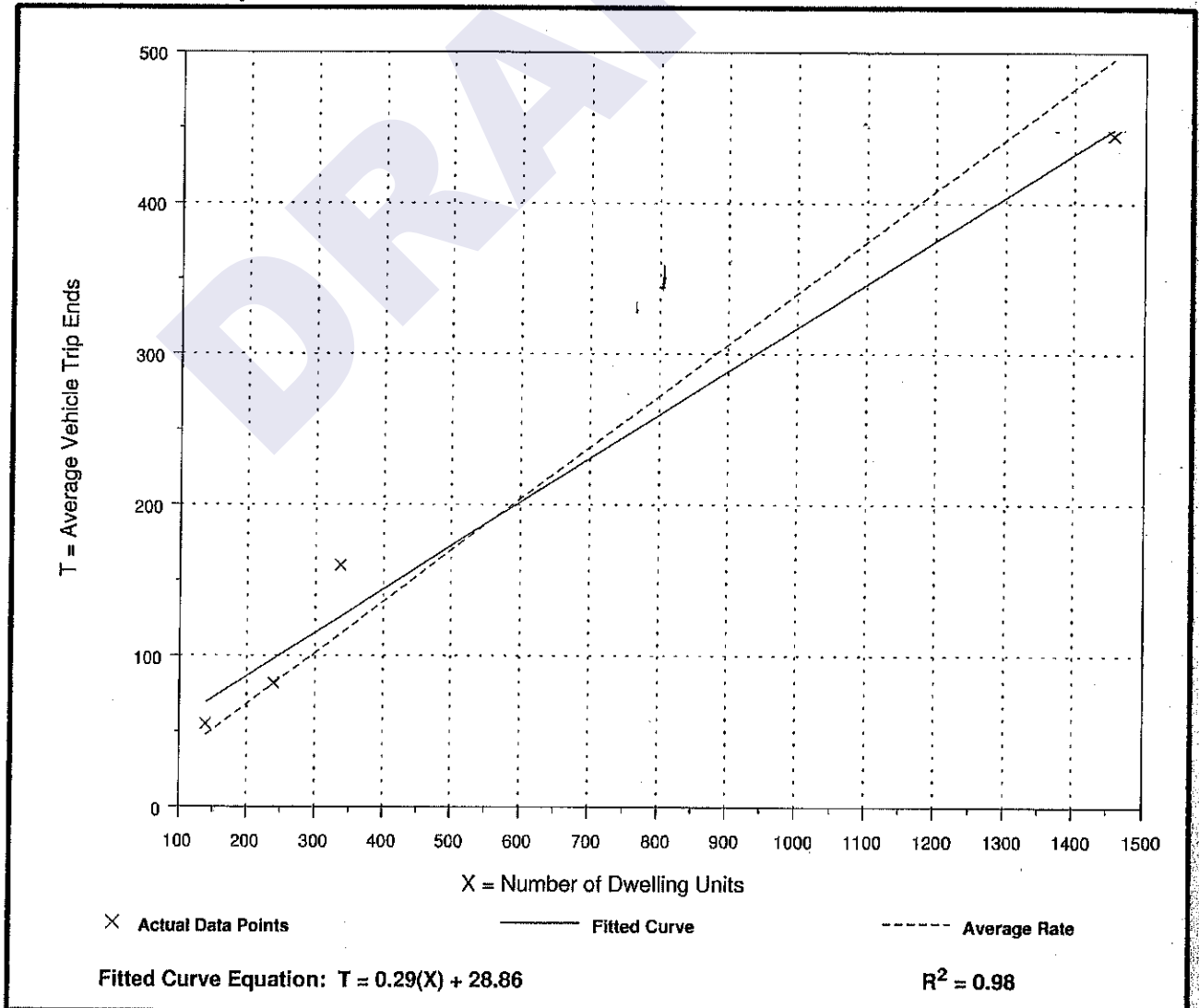
Number of Studies: 4
 Avg. Number of Dwelling Units: 543
 Directional Distribution: 19% entering, 81% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.34	0.31 - 0.48	0.59

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



High-Rise Residential Condominium/Townhouse (232)

Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

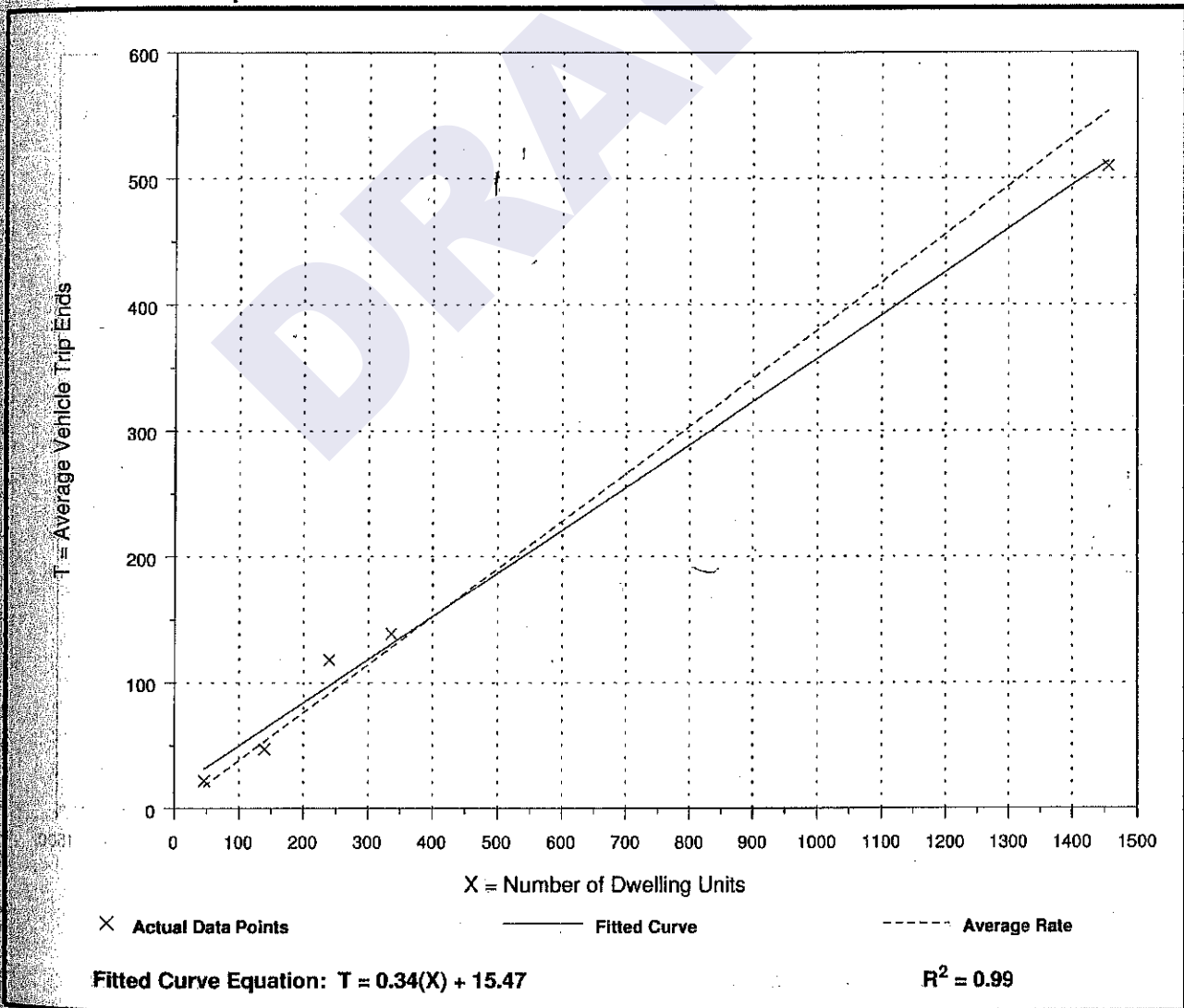
Number of Studies: 5
Avg. Number of Dwelling Units: 444
Directional Distribution: 62% entering, 38% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.34 - 0.49	0.62

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Hotel (310)

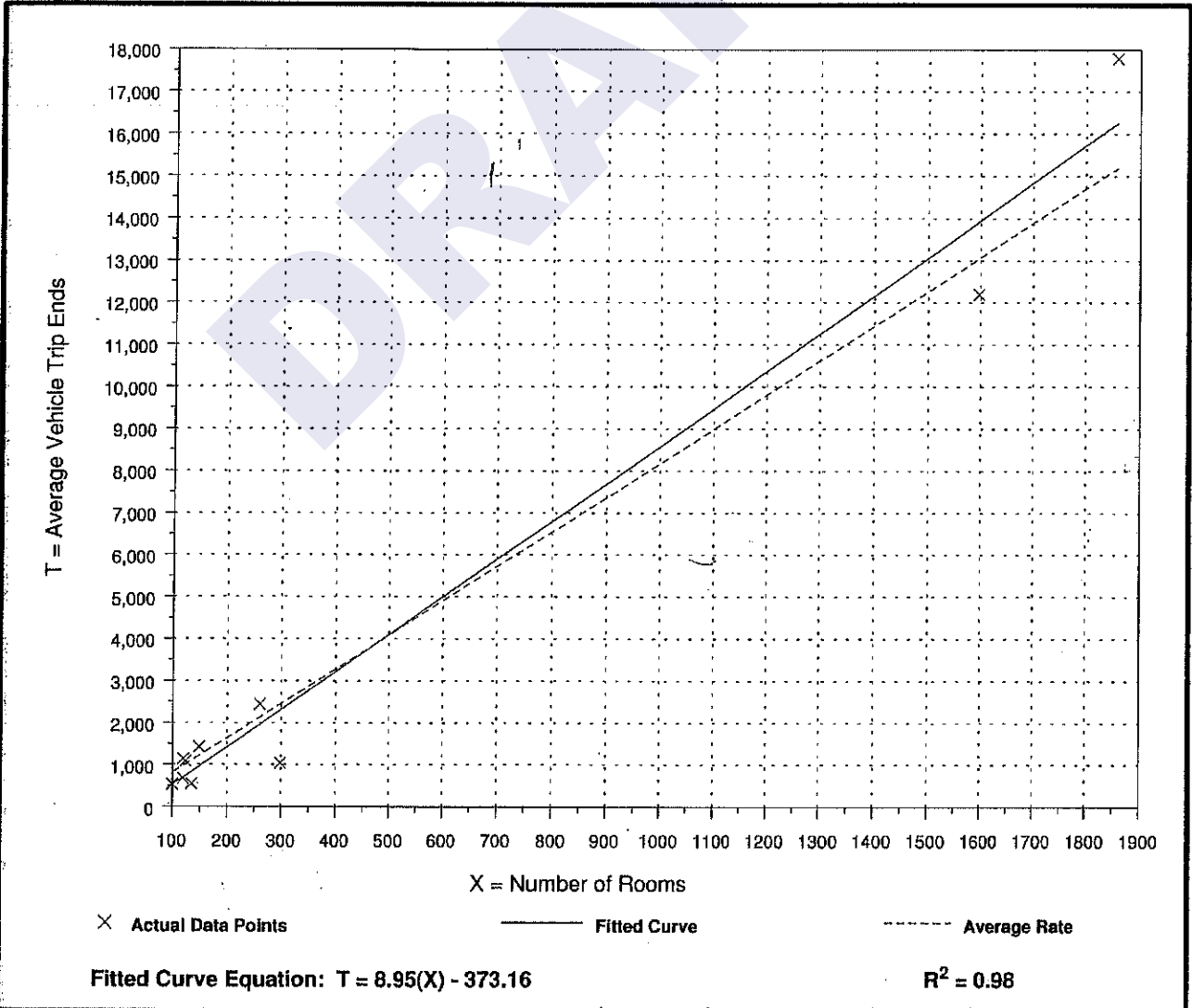
Average Vehicle Trip Ends vs: Rooms
On a: Weekday

Number of Studies: 10
Average Number of Rooms: 476
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
8.17	3.47 - 9.58	3.38

Data Plot and Equation



Hotel (310)

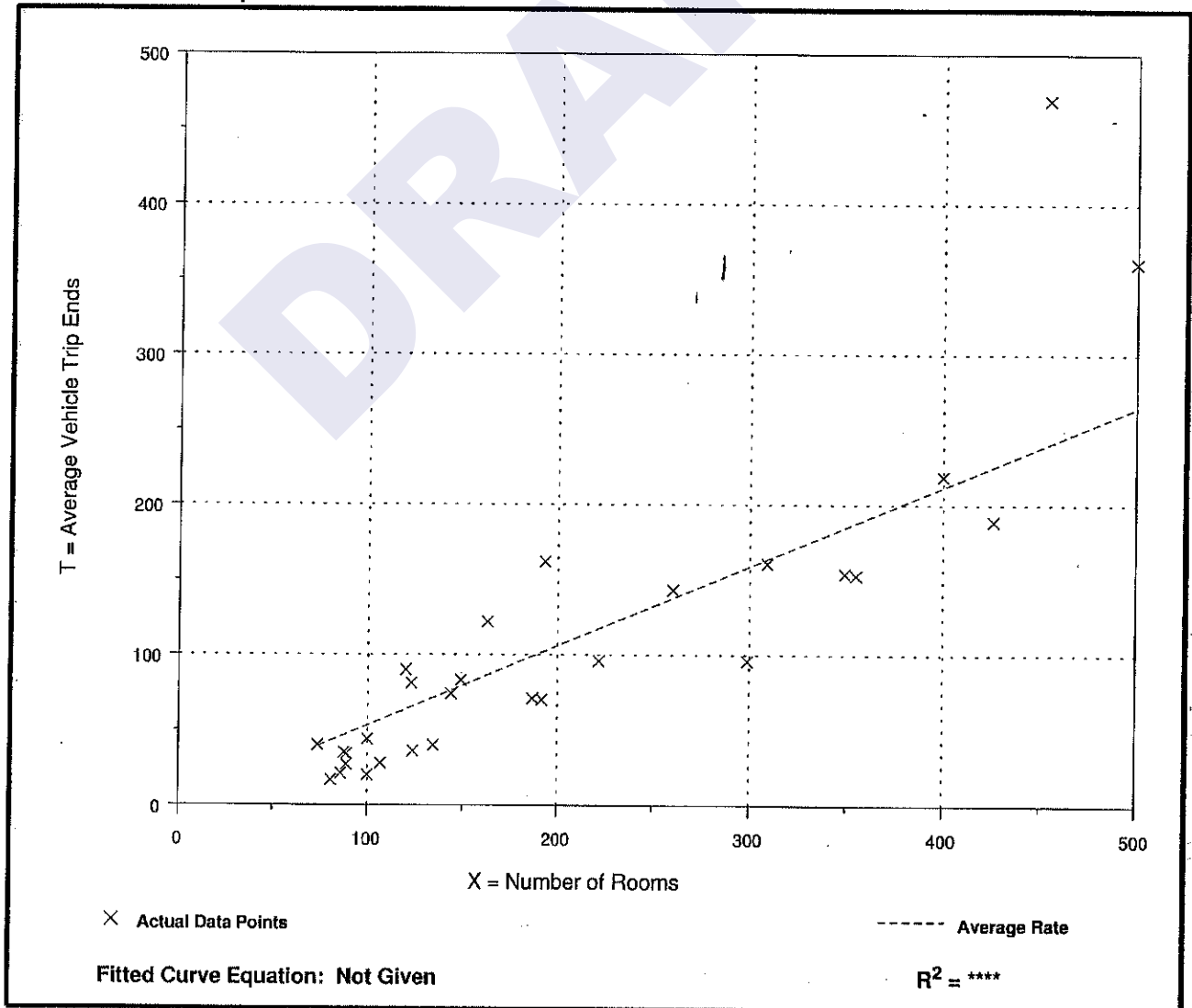
Average Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 29
 Average Number of Rooms: 204
 Directional Distribution: 59% entering, 41% exiting

Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.53	0.20 - 1.03	0.76

Data Plot and Equation



Hotel (310)

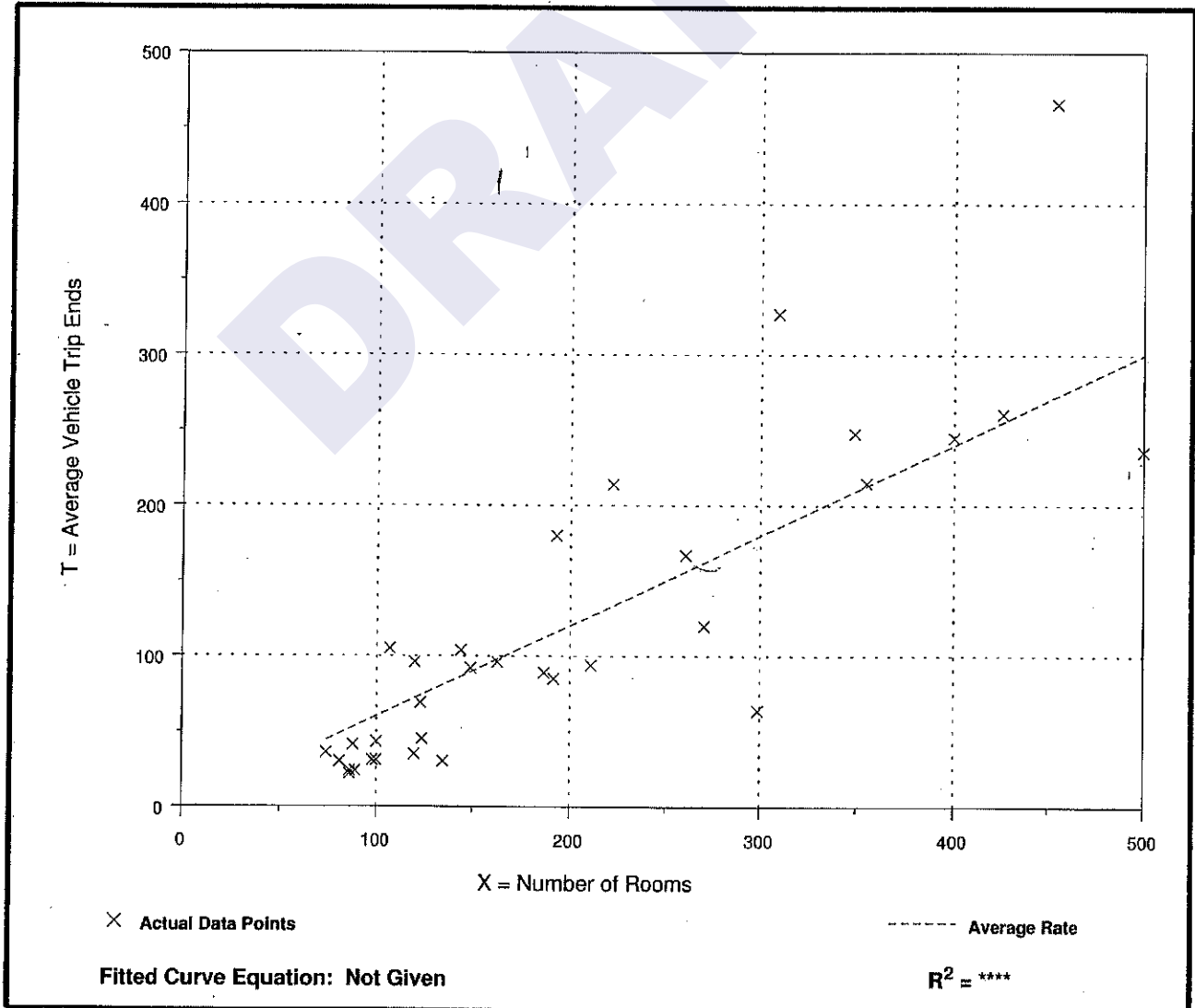
Average Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 33
 Average Number of Rooms: 200
 Directional Distribution: 51% entering, 49% exiting

Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.60	0.21 - 1.06	0.81

Data Plot and Equation



Shopping Center (820)

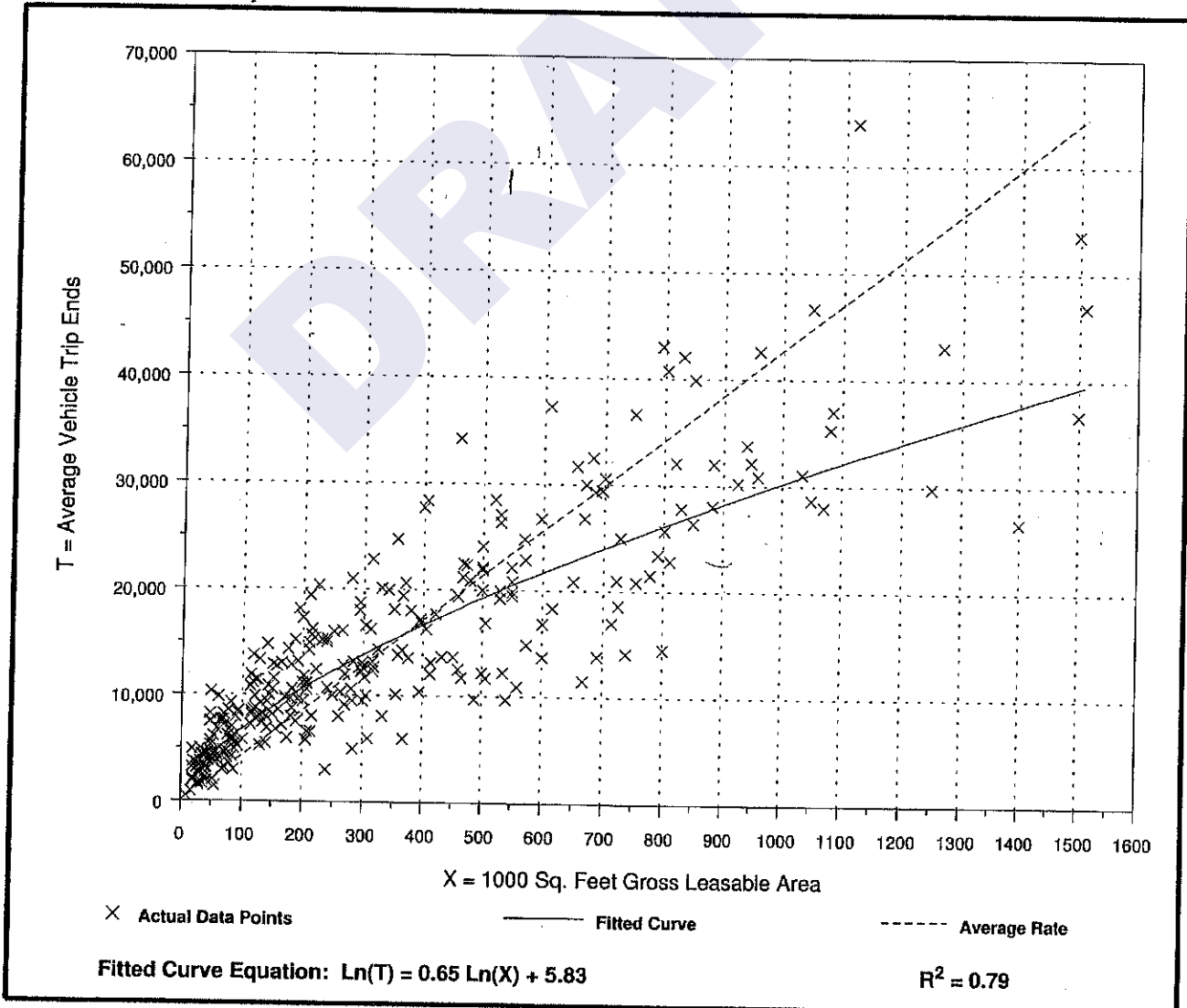
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday**

Number of Studies: 302
Average 1000 Sq. Feet GLA: 331
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
42.70	12.50 - 270.89	21.25

Data Plot and Equation



Shopping Center (820)

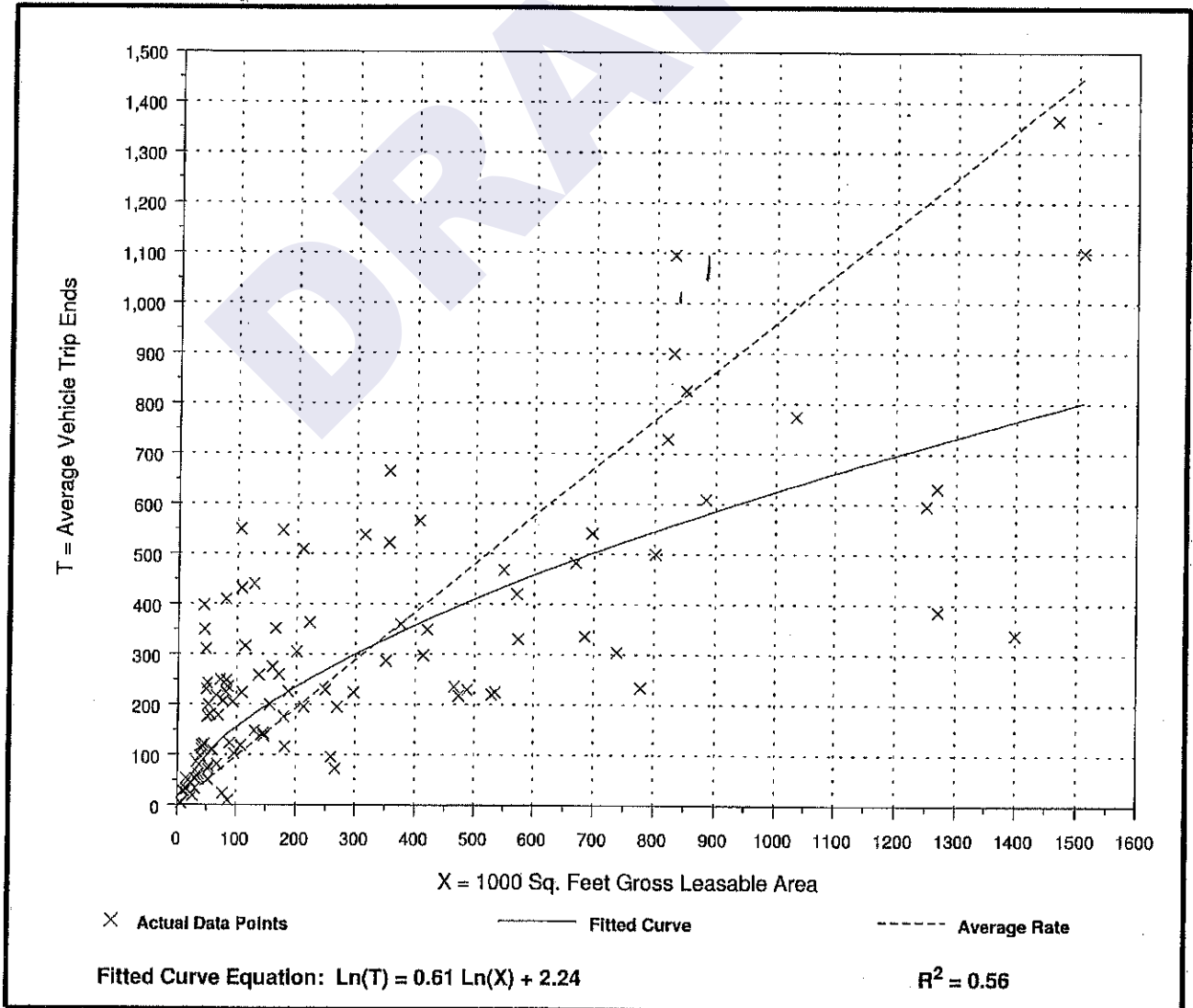
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 104
 Average 1000 Sq. Feet GLA: 310
 Directional Distribution: 62% entering, 38% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
0.96	0.10 - 9.05	1.31

Data Plot and Equation



APPENDIX M

**YEAR 2022 PLUS OTHER DEVELOPMENTS TRAFFIC CONDITIONS
LOS ANALYSIS WORKSHEETS**

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Project Opening Year (Year 2022) + Other Developments

25: Greenwood Ave & Olympic Blvd
























AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	315	112	17	665	10	301	94	22	7	149	53
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	17	427	0	17	675	0	0	395	22	0	156	53
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	1.00	0.85	0.95	0.96	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	2927	0	1520	3040	0	0	1539	1360	0	1596	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	1.3	17.5	0.0	1.3	26.6	0.0			1.9			4.7
Adj Reference Time (s)	8.0	21.5	0.0	8.0	30.6	0.0			8.0			8.7
Permitted Option												
Adj Saturation A (vph)	101	1463		101	1520		0	124		0	971	
Reference Time A (s)	20.1	17.5		20.1	26.6		0.0	381.1		0.0	19.3	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		8.6	19.7	
Reference Time (s)		20.1			26.6			381.1			19.3	
Adj Reference Time (s)		24.1			30.6			385.1			23.3	
Split Option												
Ref Time Combined (s)	1.3	17.5		1.3	26.6		0.0	30.8		0.0	11.7	
Ref Time Separate (s)	1.3	12.9		1.3	26.3		23.8	7.0		0.6	11.2	
Reference Time (s)	17.5	17.5		26.6	26.6		30.8	30.8		11.7	11.7	
Adj Reference Time (s)	21.5	21.5		30.6	30.6		34.8	34.8		15.7	15.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	38.6		NA									
Permitted Option (s)	30.6		385.1									
Split Option (s)	52.2		50.5									
Minimum (s)	30.6		50.5		81.2							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.7									
Cross Thru Ref Time (s)	21.5		30.6									
Oncoming Left Ref Time (s)	15.7		34.8									
Combined (s)	45.2		74.1									
Intersection Summary												
Intersection Capacity Utilization			67.6%		ICU Level of Service		C					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Project Opening Year (Year 2022) + Other Developments

27: Greenwood Ave & Mines Ave



























AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	70	84	92	41	149	70	89	684	28	27	707	131	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	70	176	0	41	149	70	89	712	0	27	838	0	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	0.92	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85	
Saturated Flow (vph)	1520	1475	0	1520	1600	1360	1520	3028	0	1520	2975	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes		
Reference Time (s)	5.5	14.3	0.0	3.2	11.2	6.2	7.0	28.2	0.0	2.1	33.8	0.0	
Adj Reference Time (s)	9.5	18.3	0.0	8.0	15.2	10.2	11.0	32.2	0.0	8.0	37.8	0.0	
Permitted Option													
Adj Saturation A (vph)	101	1475		101	1600		101	1514		101	1487		
Reference Time A (s)	82.9	14.3		48.6	11.2		105.4	28.2		32.0	33.8		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		82.9			48.6			105.4			33.8		
Adj Reference Time (s)		86.9			52.6			109.4			37.8		
Split Option													
Ref Time Combined (s)	5.5	14.3		3.2	11.2		7.0	28.2		2.1	33.8		
Ref Time Seperate (s)	5.5	6.8		3.2	11.2		7.0	27.1		2.1	28.5		
Reference Time (s)	14.3	14.3		11.2	11.2		28.2	28.2		33.8	33.8		
Adj Reference Time (s)	18.3	18.3		15.2	15.2		32.2	32.2		37.8	37.8		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	26.3		48.8										
Permitted Option (s)	86.9		109.4										
Split Option (s)	33.5		70.0										
Minimum (s)	26.3		48.8		75.2								
Right Turns													
	WBR												
Adj Reference Time (s)	10.2												
Cross Thru Ref Time (s)	32.2												
Oncoming Left Ref Time (s)	9.5												
Combined (s)	51.9												
Intersection Summary													
Intersection Capacity Utilization	62.6%		ICU Level of Service				B						
Reference Times and Phasing Options do not represent an optimized timing plan.													

Project Opening Year (Year 2022) + Other Developments

33: Montebello Blvd & Olympic Blvd





















AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 		 	 	
Volume (vph)	85	190	73	116	381	9	148	700	37	4	610	149
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	348	0	0	497	9	148	700	37	4	610	149
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2915	0	0	3011	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			0.8	11.7	27.6	3.3	0.3	24.0	13.1
Adj Reference Time (s)			0.0			8.0	15.7	31.6	8.0	8.0	28.0	17.1
Permitted Option												
Adj Saturation A (vph)	0	97		0	100		101	1523		101	1523	
Reference Time A (s)	0.0	105.0		0.0	138.7		175.3	27.6		4.7	24.0	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		105.0			138.7			175.3			24.0	
Adj Reference Time (s)		109.0			142.7			179.3			28.0	
Split Option												
Ref Time Combined (s)	0.0	14.3		0.0	19.8		11.7	27.6		0.3	24.0	
Ref Time Separate (s)	6.7	7.8		9.2	15.0		11.7	27.6		0.3	24.0	
Reference Time (s)	14.3	14.3		19.8	19.8		27.6	27.6		24.0	24.0	
Adj Reference Time (s)	18.3	18.3		23.8	23.8		31.6	31.6		28.0	28.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		43.7									
Permitted Option (s)	142.7		179.3									
Split Option (s)	42.1		59.6									
Minimum (s)	42.1		43.7		85.8							
Right Turns												
	WBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	17.1									
Cross Thru Ref Time (s)	31.6	18.3	23.8									
Oncoming Left Ref Time (s)	18.3	8.0	15.7									
Combined (s)	57.9	34.3	56.6									
Intersection Summary												
Intersection Capacity Utilization			71.5%		ICU Level of Service		C					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Project Opening Year (Year 2022) + Other Developments

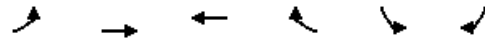
35: Montebello Way/Montebello Blvd & Truck Way

AM Peak Hour

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Volume (vph)	0	0	5	0	0	325	0	443	7	116	587	14	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	0	0	5	0	325	0	0	443	7	116	587	14	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.85	0.85	0.95	1.00	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	0	0	1360	0	1360	0	0	3046	1360	1520	3046	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes		
Reference Time (s)	0.0	0.0	0.4	0.0	28.7	0.0	0.0	17.5	0.6	9.2	23.1	1.2	
Adj Reference Time (s)	0.0	0.0	8.0	0.0	32.7	0.0	0.0	21.5	8.0	13.2	27.1	8.0	
Permitted Option													
Adj Saturation A (vph)	0	0	0	1360	0	1523	101	1523					
Reference Time A (s)	0.0	0.0	0.0	28.7	0.0	17.5	137.4	23.1					
Adj Saturation B (vph)	NA	NA	0	1360	NA	NA	NA	NA					
Reference Time B (s)	NA	NA	0.0	28.7	NA	NA	NA	NA					
Reference Time (s)	0.0		28.7		17.5		137.4						
Adj Reference Time (s)	8.0		32.7		21.5		141.4						
Split Option													
Ref Time Combined (s)	0.0	0.0	0.0	28.7	0.0	17.5	9.2	23.1					
Ref Time Seperate (s)	0.0	0.0	0.0	0.0	0.0	17.5	9.2	23.1					
Reference Time (s)	0.0	0.0	28.7	28.7	17.5	17.5	23.1	23.1					
Adj Reference Time (s)	0.0	0.0	32.7	32.7	21.5	21.5	27.1	27.1					
Summary	NW SE		NE SW		Combined								
Protected Option (s)	32.7		34.6										
Permitted Option (s)	32.7		141.4										
Split Option (s)	32.7		48.6										
Minimum (s)	32.7		34.6		67.3								
Right Turns	SER	NER	SWR										
Adj Reference Time (s)	8.0	8.0	8.0										
Cross Thru Ref Time (s)	27.1	0.0	32.7										
Oncoming Left Ref Time (s)	0.0	13.2	0.0										
Combined (s)	35.1	21.2	40.7										
Intersection Summary													
Intersection Capacity Utilization	56.1%		ICU Level of Service		B								
Reference Times and Phasing Options do not represent an optimized timing plan.													

26: Greenwood Ave & Montebello Way

AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕↕	↕↕	↔	↔	↔
Volume (veh/h)	396	440	604	10	0	271
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	430	478	657	11	0	295
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		311	1270			
pX, platoon unblocked						
vC, conflicting volume	667				1757	328
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	667				1757	328
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	53				100	56
cM capacity (veh/h)	918				40	667

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	430	239	239	328	328	11	0	295
Volume Left	430	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	11	0	295
cSH	918	1700	1700	1700	1700	1700	1700	667
Volume to Capacity	0.47	0.14	0.14	0.19	0.19	0.01	0.00	0.44
Queue Length 95th (ft)	64	0	0	0	0	0	0	57
Control Delay (s)	12.3	0.0	0.0	0.0	0.0	0.0	0.0	14.6
Lane LOS	B						A	B
Approach Delay (s)	5.8			0.0			14.6	
Approach LOS							B	

Intersection Summary		
Average Delay	5.1	
Intersection Capacity Utilization	52.5%	ICU Level of Service A
Analysis Period (min)	15	

34: Montebello Blvd & Roosevelt Ave





















AM Peak Hour

	↑	↗	↘	↓	↖	↗			
Movement	NBT	NBR	SBL	SBT	NWL	NWR			
Lane Configurations	↑↑	↗	↘	↑↑	↗	↗			
Volume (veh/h)	735	26	65	698	35	205			
Sign Control	Free			Free	Stop				
Grade	0%			0%	0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	799	28	71	759	38	223			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	None			None					
Median storage (veh)									
Upstream signal (ft)	234			344					
pX, platoon unblocked			0.90		0.94	0.90			
vC, conflicting volume			827		1320	399			
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol			582		717	106			
tC, single (s)			4.1		6.8	6.9			
tC, 2 stage (s)									
tF (s)			2.2		3.5	3.3			
p0 queue free %			92		88	73			
cM capacity (veh/h)			888		314	834			
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	NW 1	NW 2	
Volume Total	399	399	28	71	379	379	38	223	
Volume Left	0	0	0	71	0	0	38	0	
Volume Right	0	0	28	0	0	0	0	223	
cSH	1700	1700	1700	888	1700	1700	314	834	
Volume to Capacity	0.23	0.23	0.02	0.08	0.22	0.22	0.12	0.27	
Queue Length 95th (ft)	0	0	0	6	0	0	10	27	
Control Delay (s)	0.0	0.0	0.0	9.4	0.0	0.0	18.0	10.9	
Lane LOS				A				C	B
Approach Delay (s)	0.0			0.8			11.9		
Approach LOS							B		
Intersection Summary									
Average Delay			2.0						
Intersection Capacity Utilization			45.9%		ICU Level of Service		A		
Analysis Period (min)			15						

Project Opening Year (Year 2022) + Other Developments

36: Montebello Blvd & Mines Ave

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	15	89	34	23	178	54	57	192	18	28	107	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	97	37	25	193	59	62	209	20	30	116	20
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	113	37	218	59	271	20	147	20				
Volume Left (vph)	16	0	25	0	62	0	30	0				
Volume Right (vph)	0	37	0	59	0	20	0	20				
Hadj (s)	0.11	-0.67	0.09	-0.67	0.15	-0.67	0.14	-0.67				
Departure Headway (s)	6.3	5.5	6.1	5.4	6.1	5.3	6.2	5.4				
Degree Utilization, x	0.20	0.06	0.37	0.09	0.46	0.03	0.25	0.03				
Capacity (veh/h)	529	597	557	627	560	643	541	612				
Control Delay (s)	9.7	7.7	11.5	7.7	12.9	7.2	10.2	7.4				
Approach Delay (s)	9.2		10.7		12.5		9.8					
Approach LOS	A		B		B		A					
Intersection Summary												
Delay			10.9									
Level of Service			B									
Intersection Capacity Utilization			55.0%	ICU Level of Service								A
Analysis Period (min)			15									

25: Greenwood Ave & Olympic Blvd

PM Peak Hour
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	872	321	16	284	30	202	94	27	22	165	28
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Flt	1.00	0.96		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00		0.99	1.00
Satd. Flow (prot)	1490	2860		1490	2937			1517	1333		1559	1333
Flt Permitted	0.55	1.00		0.25	1.00			0.68	1.00		0.94	1.00
Satd. Flow (perm)	857	2860		392	2937			1059	1333		1482	1333
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	948	349	17	309	33	220	102	29	24	179	30
RTOR Reduction (vph)	0	94	0	0	20	0	0	0	17	0	0	18
Lane Group Flow (vph)	45	1203	0	17	322	0	0	322	12	0	203	12
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2				6
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	16.0	16.0		16.0	16.0			16.0	16.0		16.0	16.0
Effective Green, g (s)	16.0	16.0		16.0	16.0			16.0	16.0		16.0	16.0
Actuated g/C Ratio	0.40	0.40		0.40	0.40			0.40	0.40		0.40	0.40
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	4.0
Lane Grp Cap (vph)	342	1144		156	1174			423	533		592	533
v/s Ratio Prot		c0.42			0.11							
v/s Ratio Perm	0.05			0.04				c0.30	0.01		0.14	0.01
v/c Ratio	0.13	1.05		0.11	0.27			0.76	0.02		0.34	0.02
Uniform Delay, d1	7.6	12.0		7.5	8.1			10.4	7.3		8.3	7.3
Progression Factor	0.29	0.52		1.03	1.01			0.39	0.15		0.86	0.74
Incremental Delay, d2	0.3	31.5		1.3	0.6			9.8	0.1		1.1	0.1
Delay (s)	2.5	37.7		9.1	8.7			13.9	1.2		8.3	5.5
Level of Service	A	D		A	A			B	A		A	A
Approach Delay (s)		36.5			8.8			12.9			7.9	
Approach LOS		D			A			B			A	
Intersection Summary												
HCM 2000 Control Delay			25.6				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			40.0				Sum of lost time (s)		8.0			
Intersection Capacity Utilization			81.7%				ICU Level of Service		D			
Analysis Period (min)			15									
c Critical Lane Group												




























27: Greenwood Ave & Mines Ave

PM Peak Hour
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	96	177	102	29	54	42	42	820	45	83	847	52	
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0		
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95		
Flt	1.00	0.95		1.00	1.00	0.85	1.00	0.99		1.00	0.99		
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1490	1482		1490	1569	1333	1490	2957		1490	2954		
Flt Permitted	0.72	1.00		0.54	1.00	1.00	0.25	1.00		0.25	1.00		
Satd. Flow (perm)	1127	1482		854	1569	1333	392	2957		392	2954		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	104	192	111	32	59	46	46	891	49	90	921	57	
RTOR Reduction (vph)	0	30	0	0	0	28	0	10	0	0	11	0	
Lane Group Flow (vph)	104	273	0	32	59	18	46	930	0	90	967	0	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA		
Protected Phases		4			8			2			6		
Permitted Phases	4			8		8	2			6			
Actuated Green, G (s)	16.0	16.0		16.0	16.0	16.0	16.0	16.0		16.0	16.0		
Effective Green, g (s)	16.0	16.0		16.0	16.0	16.0	16.0	16.0		16.0	16.0		
Actuated g/C Ratio	0.40	0.40		0.40	0.40	0.40	0.40	0.40		0.40	0.40		
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0		
Lane Grp Cap (vph)	450	592		341	627	533	156	1182		156	1181		
v/s Ratio Prot		c0.18			0.04			0.31			c0.33		
v/s Ratio Perm	0.09			0.04		0.01	0.12			0.23			
v/c Ratio	0.23	0.46		0.09	0.09	0.03	0.29	0.79		0.58	0.82		
Uniform Delay, d1	7.9	8.8		7.5	7.5	7.3	8.2	10.5		9.4	10.7		
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.88	0.99		1.00	1.00		
Incremental Delay, d2	1.2	2.6		0.5	0.3	0.1	3.1	3.5		14.6	6.4		
Delay (s)	9.1	11.4		8.0	7.8	7.4	10.3	13.9		24.0	17.1		
Level of Service	A	B		A	A	A	B	B		C	B		
Approach Delay (s)		10.8			7.7			13.8			17.7		
Approach LOS		B			A			B			B		
Intersection Summary													
HCM 2000 Control Delay			14.6									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.64										
Actuated Cycle Length (s)			40.0									Sum of lost time (s)	8.0
Intersection Capacity Utilization			69.2%									ICU Level of Service	C
Analysis Period (min)			15										
c Critical Lane Group													

33: Montebello Blvd & Olympic Blvd

PM Peak Hour
PM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 			 			 		
Volume (vph)	203	537	179	78	128	16	96	750	86	12	735	105	
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		0.95			0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Fr _t		0.97			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Fl _t Protected		0.99			0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		2862			2925	1333	1490	2980	1333	1490	2980	1333	
Fl _t Permitted		0.82			0.62	1.00	0.28	1.00	1.00	0.27	1.00	1.00	
Satd. Flow (perm)		2372			1861	1333	435	2980	1333	422	2980	1333	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	221	584	195	85	139	17	104	815	93	13	799	114	
RTOR Reduction (vph)	0	46	0	0	0	10	0	0	56	0	0	68	
Lane Group Flow (vph)	0	954	0	0	224	7	104	815	37	13	799	46	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	
Protected Phases		4			8			2				6	
Permitted Phases	4			8		8	2		2	6		6	
Actuated Green, G (s)		16.0			16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	
Effective Green, g (s)		16.0			16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	
Actuated g/C Ratio		0.40			0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)		948			744	533	174	1192	533	168	1192	533	
v/s Ratio Prot								c0.27				0.27	
v/s Ratio Perm		c0.40			0.12	0.01	0.24		0.03	0.03		0.03	
v/c Ratio		1.01			0.30	0.01	0.60	0.68	0.07	0.08	0.67	0.09	
Uniform Delay, d ₁		12.0			8.2	7.2	9.5	9.9	7.4	7.4	9.8	7.5	
Progression Factor		1.41			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d ₂		10.4			1.0	0.0	14.2	3.2	0.3	0.9	3.0	0.3	
Delay (s)		27.4			9.2	7.3	23.7	13.1	7.7	8.3	12.8	7.8	
Level of Service		C			A	A	C	B	A	A	B	A	
Approach Delay (s)		27.4			9.1			13.7			12.2		
Approach LOS		C			A			B			B		
Intersection Summary													
HCM 2000 Control Delay			17.2		HCM 2000 Level of Service					B			
HCM 2000 Volume to Capacity ratio			0.84										
Actuated Cycle Length (s)			40.0		Sum of lost time (s)					8.0			
Intersection Capacity Utilization			82.1%		ICU Level of Service					E			
Analysis Period (min)			15										
c Critical Lane Group													

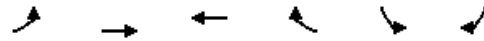
35: Montebello Way & Montebello Blvd & Truck Way

PM Peak Hour

PM Peak Hour

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations			↗		↘			↕	↗	↘	↕	↗	
Volume (vph)	0	0	10	0	0	184	0	688	10	258	612	6	
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Total Lost time (s)			4.0		4.0			4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor			1.00		1.00			0.95	1.00	1.00	0.95	1.00	
Flt			0.86		0.86			1.00	0.85	1.00	1.00	0.85	
Flt Protected			1.00		1.00			1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)			1357		1357			2980	1333	1490	2980	1333	
Flt Permitted			1.00		1.00			1.00	1.00	0.95	1.00	1.00	
Satd. Flow (perm)			1357		1357			2980	1333	1490	2980	1333	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	0	11	0	0	200	0	748	11	280	665	7	
RTOR Reduction (vph)	0	0	7	0	133	0	0	0	7	0	0	4	
Lane Group Flow (vph)	0	0	4	0	67	0	0	748	4	280	665	4	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Turn Type			Perm		NA			NA	Perm	Prot	NA	Perm	
Protected Phases					8			2		1	6		
Permitted Phases			4						2			6	
Actuated Green, G (s)			16.0		16.0			16.0	16.0	4.0	24.0	24.0	
Effective Green, g (s)			16.0		16.0			16.0	16.0	4.0	24.0	24.0	
Actuated g/C Ratio			0.33		0.33			0.33	0.33	0.08	0.50	0.50	
Clearance Time (s)			4.0		4.0			4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)			452		452			993	444	124	1490	666	
v/s Ratio Prot					c0.05			c0.25		c0.19	0.22		
v/s Ratio Perm			0.00						0.00			0.00	
v/c Ratio			0.01		0.15			0.75	0.01	2.26	0.45	0.01	
Uniform Delay, d1			10.7		11.2			14.2	10.7	22.0	7.7	6.0	
Progression Factor			1.00		1.00			1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2			0.0		0.7			5.3	0.0	591.1	1.0	0.0	
Delay (s)			10.7		11.9			19.5	10.7	613.1	8.7	6.0	
Level of Service			B		B			B	B	F	A	A	
Approach Delay (s)		10.7			11.9			19.4			186.4		
Approach LOS		B			B			B			F		
Intersection Summary													
HCM 2000 Control Delay			101.3									HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio			0.65										
Actuated Cycle Length (s)			48.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			63.1%									ICU Level of Service	B
Analysis Period (min)			15										
c Critical Lane Group													

26: Greenwood Ave & Montebello Way



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↗	↕↕	↕↕	↗	↗	↗		
Volume (veh/h)	288	693	614	14	0	394		
Sign Control		Free	Free		Stop			
Grade		0%	0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	313	753	667	15	0	428		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type		None	None					
Median storage (veh)								
Upstream signal (ft)		311	1270					
pX, platoon unblocked								
vC, conflicting volume	683			1670	334			
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	683			1670	334			
tC, single (s)	4.1			6.8	6.9			
tC, 2 stage (s)								
tF (s)	2.2			3.5	3.3			
p0 queue free %	65			100	35			
cM capacity (veh/h)	906			57	662			
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	313	377	377	334	334	15	0	428
Volume Left	313	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	15	0	428
cSH	906	1700	1700	1700	1700	1700	1700	662
Volume to Capacity	0.35	0.22	0.22	0.20	0.20	0.01	0.00	0.65
Queue Length 95th (ft)	39	0	0	0	0	0	0	118
Control Delay (s)	11.1	0.0	0.0	0.0	0.0	0.0	0.0	19.8
Lane LOS	B						A	C
Approach Delay (s)	3.2			0.0			19.8	
Approach LOS							C	
Intersection Summary								
Average Delay			5.5					
Intersection Capacity Utilization			55.8%		ICU Level of Service		B	
Analysis Period (min)			15					





















34: Montebello Blvd & Roosevelt Ave

	↑	↗	↘	↓	↖	↗			
Movement	NBT	NBR	SBL	SBT	NWL	NWR			
Lane Configurations	↑↑	↗	↘	↑↑	↖	↗			
Volume (veh/h)	833	35	154	851	16	94			
Sign Control	Free			Free	Stop				
Grade	0%			0%	0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	905	38	167	925	17	102			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	None			None					
Median storage (veh)									
Upstream signal (ft)	234			344					
pX, platoon unblocked			0.80			0.88	0.80		
vC, conflicting volume			943			1703	453		
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol			432			720	0		
tC, single (s)			4.1			6.8	6.9		
tC, 2 stage (s)									
tF (s)			2.2			3.5	3.3		
p0 queue free %			81			93	88		
cM capacity (veh/h)			900			260	868		
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	NW 1	NW 2	
Volume Total	453	453	38	167	462	462	17	102	
Volume Left	0	0	0	167	0	0	17	0	
Volume Right	0	0	38	0	0	0	0	102	
cSH	1700	1700	1700	900	1700	1700	260	868	
Volume to Capacity	0.27	0.27	0.02	0.19	0.27	0.27	0.07	0.12	
Queue Length 95th (ft)	0	0	0	17	0	0	5	10	
Control Delay (s)	0.0	0.0	0.0	9.9	0.0	0.0	19.8	9.7	
Lane LOS				A			C	A	
Approach Delay (s)	0.0			1.5			11.2		
Approach LOS							B		
Intersection Summary									
Average Delay			1.4						
Intersection Capacity Utilization			50.8%		ICU Level of Service		A		
Analysis Period (min)			15						

36: Montebello Blvd & Mines Ave

PM Peak Hour

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	25	233	51	15	79	42	23	125	28	52	161	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	253	55	16	86	46	25	136	30	57	175	26
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	280	55	102	46	161	30	232	26				
Volume Left (vph)	27	0	16	0	25	0	57	0				
Volume Right (vph)	0	55	0	46	0	30	0	26				
Hadj (s)	0.08	-0.67	0.11	-0.67	0.11	-0.67	0.16	-0.67				
Departure Headway (s)	6.1	5.3	6.4	5.6	6.3	5.6	6.3	5.5				
Degree Utilization, x	0.47	0.08	0.18	0.07	0.28	0.05	0.40	0.04				
Capacity (veh/h)	563	634	522	589	533	597	543	614				
Control Delay (s)	13.3	7.6	9.6	7.9	10.6	7.6	12.3	7.5				
Approach Delay (s)	12.4		9.1		10.2		11.8					
Approach LOS	B		A		B		B					
Intersection Summary												
Delay			11.2									
Level of Service			B									
Intersection Capacity Utilization			55.7%		ICU Level of Service		B					
Analysis Period (min)			15									

APPENDIX N

**YEAR 2022 PLUS OTHER DEVELOPMENTS PLUS PROJECT TRAFFIC
CONDITIONS LOS ANALYSIS WORKSHEETS**

DRAFT

25: Greenwood Ave & Olympic Blvd

AM Peak Hour






















AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	17	242	185	198	517	10	449	94	264	7	149	53	
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00	
Fr _t	1.00	0.94		1.00	1.00			1.00	0.85		1.00	0.85	
Fl _t Protected	0.95	1.00		0.95	1.00			0.96	1.00		1.00	1.00	
Satd. Flow (prot)	1490	2787		1490	2972			1506	1333		1565	1333	
Fl _t Permitted	0.41	1.00		0.49	1.00			0.65	1.00		0.97	1.00	
Satd. Flow (perm)	649	2787		761	2972			1022	1333		1525	1333	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	18	263	201	215	562	11	488	102	287	8	162	58	
RTOR Reduction (vph)	0	121	0	0	4	0	0	0	172	0	0	35	
Lane Group Flow (vph)	18	343	0	215	569	0	0	590	115	0	170	23	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm	
Protected Phases		4			8			2			6		
Permitted Phases	4			8			2		2	6		6	
Actuated Green, G (s)	16.0	16.0		16.0	16.0			16.0	16.0		16.0	16.0	
Effective Green, g (s)	16.0	16.0		16.0	16.0			16.0	16.0		16.0	16.0	
Actuated g/C Ratio	0.40	0.40		0.40	0.40			0.40	0.40		0.40	0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	259	1114		304	1188			408	533		610	533	
v/s Ratio Prot		0.12			0.19								
v/s Ratio Perm	0.03			c0.28				c0.58	0.09		0.11	0.02	
v/c Ratio	0.07	0.31		0.71	0.48			1.45	0.22		0.28	0.04	
Uniform Delay, d ₁	7.4	8.2		10.0	8.9			12.0	7.9		8.1	7.3	
Progression Factor	0.58	0.84		1.00	1.00			0.88	0.67		0.85	0.85	
Incremental Delay, d ₂	0.5	0.7		13.0	1.4			212.8	0.8		0.7	0.1	
Delay (s)	4.8	7.6		23.1	10.3			223.3	6.1		7.6	6.4	
Level of Service	A	A		C	B			F	A		A	A	
Approach Delay (s)		7.5			13.8			152.3			7.3		
Approach LOS		A			B			F			A		
Intersection Summary													
HCM 2000 Control Delay			63.0									HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio			1.07										
Actuated Cycle Length (s)			40.0									Sum of lost time (s)	8.0
Intersection Capacity Utilization			86.5%									ICU Level of Service	E
Analysis Period (min)			15										
c Critical Lane Group													

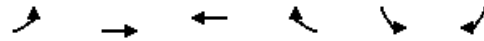
27: Greenwood Ave & Mines Ave

AM Peak Hour

AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	70	84	92	41	149	395	89	677	35	192	707	131	
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0		
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95		
Fr _t	1.00	0.92		1.00	1.00	0.85	1.00	0.99		1.00	0.98		
Fl _t Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1490	1445		1490	1569	1333	1490	2958		1490	2911		
Fl _t Permitted	0.65	1.00		0.64	1.00	1.00	0.25	1.00		0.29	1.00		
Satd. Flow (perm)	1027	1445		1000	1569	1333	392	2958		456	2911		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	76	91	100	45	162	429	97	736	38	209	768	142	
RTOR Reduction (vph)	0	51	0	0	0	57	0	9	0	0	38	0	
Lane Group Flow (vph)	76	140	0	45	162	372	97	765	0	209	872	0	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA		
Protected Phases		4			8			2			6		
Permitted Phases	4			8		8	2			6			
Actuated Green, G (s)	16.0	16.0		16.0	16.0	16.0	16.0	16.0		16.0	16.0		
Effective Green, g (s)	16.0	16.0		16.0	16.0	16.0	16.0	16.0		16.0	16.0		
Actuated g/C Ratio	0.40	0.40		0.40	0.40	0.40	0.40	0.40		0.40	0.40		
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0		
Lane Grp Cap (vph)	410	578		400	627	533	156	1183		182	1164		
v/s Ratio Prot		0.10			0.10			0.26			0.30		
v/s Ratio Perm	0.07			0.05		0.28	0.25			0.46			
v/c Ratio	0.19	0.24		0.11	0.26	0.70	0.62	0.65		1.15	0.75		
Uniform Delay, d ₁	7.8	8.0		7.5	8.0	10.0	9.6	9.7		12.0	10.3		
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.99	1.01		1.00	1.00		
Incremental Delay, d ₂	1.0	1.0		0.6	1.0	7.4	14.3	2.2		112.3	4.4		
Delay (s)	8.8	9.0		8.1	9.0	17.4	23.8	12.1		124.3	14.7		
Level of Service	A	A		A	A	B	C	B		F	B		
Approach Delay (s)		8.9			14.6			13.4			35.2		
Approach LOS		A			B			B			D		
Intersection Summary													
HCM 2000 Control Delay			21.7									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.92										
Actuated Cycle Length (s)			40.0									Sum of lost time (s)	8.0
Intersection Capacity Utilization			67.2%									ICU Level of Service	C
Analysis Period (min)			15										
c Critical Lane Group													

33: Olympic Blvd & Montebello Blvd

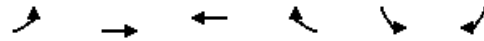


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗↗	↖↗		↘	↘
Volume (vph)	290	227	497	9	4	214
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Fr _t	1.00	1.00	1.00		1.00	0.85
Fl _t Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1490	2980	2972		1490	1333
Fl _t Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1490	2980	2972		1490	1333
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	247	540	10	4	233
RTOR Reduction (vph)	0	0	3	0	0	207
Lane Group Flow (vph)	315	247	547	0	4	26
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	NA		Prot	Prot
Protected Phases	7	4	8		1	1
Permitted Phases						
Actuated Green, G (s)	4.0	24.0	16.0		4.0	4.0
Effective Green, g (s)	4.0	24.0	16.0		4.0	4.0
Actuated g/C Ratio	0.11	0.67	0.44		0.11	0.11
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Lane Grp Cap (vph)	165	1986	1320		165	148
v/s Ratio Prot	c0.21	0.08	c0.18		0.00	c0.02
v/s Ratio Perm						
v/c Ratio	1.91	0.12	0.41		0.02	0.17
Uniform Delay, d ₁	16.0	2.2	6.8		14.3	14.5
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d ₂	430.8	0.1	1.0		0.3	2.6
Delay (s)	446.8	2.3	7.8		14.5	17.1
Level of Service	F	A	A		B	B
Approach Delay (s)		251.5	7.8		17.0	
Approach LOS		F	A		B	

Intersection Summary

HCM 2000 Control Delay	110.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	36.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

26: Greenwood Ave & Montebello Way























Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↔	↕↕	↕↕	↔	↔	↔		
Volume (veh/h)	607	547	604	215	0	436		
Sign Control		Free	Free		Stop			
Grade		0%	0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	660	595	657	234	0	474		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type		None	None					
Median storage (veh)								
Upstream signal (ft)		311						
pX, platoon unblocked								
vC, conflicting volume	890				2273	328		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	890				2273	328		
tC, single (s)	4.1				6.8	6.9		
tC, 2 stage (s)								
tF (s)	2.2				3.5	3.3		
p0 queue free %	13				100	29		
cM capacity (veh/h)	757				4	667		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	660	297	297	328	328	234	0	474
Volume Left	660	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	234	0	474
cSH	757	1700	1700	1700	1700	1700	1700	667
Volume to Capacity	0.87	0.17	0.17	0.19	0.19	0.14	0.00	0.71
Queue Length 95th (ft)	270	0	0	0	0	0	0	148
Control Delay (s)	32.8	0.0	0.0	0.0	0.0	0.0	0.0	22.5
Lane LOS	D						A	C
Approach Delay (s)	17.3			0.0			22.5	
Approach LOS							C	
Intersection Summary								
Average Delay			12.3					
Intersection Capacity Utilization			66.4%			ICU Level of Service		C
Analysis Period (min)	15							

36: Mines Ave & Montebello Blvd.

AM Peak Hour

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	187	89	34	23	178	54	57	192	18	28	107	343
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	203	97	37	25	193	59	62	209	20	30	116	373
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	300	37	218	59	271	20	147	373				
Volume Left (vph)	203	0	25	0	62	0	30	0				
Volume Right (vph)	0	37	0	59	0	20	0	373				
Hadj (s)	0.37	-0.67	0.09	-0.67	0.15	-0.67	0.14	-0.67				
Departure Headway (s)	7.8	6.8	7.7	7.0	7.7	6.8	7.4	6.5				
Degree Utilization, x	0.65	0.07	0.47	0.11	0.58	0.04	0.30	0.68				
Capacity (veh/h)	438	499	430	481	447	493	469	528				
Control Delay (s)	23.2	9.1	16.2	9.7	19.3	8.9	12.3	21.0				
Approach Delay (s)	21.6		14.8		18.6		18.6					
Approach LOS	C		B		C		C					
Intersection Summary												
Delay			18.6									
Level of Service			C									
Intersection Capacity Utilization			68.1%	ICU Level of Service								C
Analysis Period (min)			15									

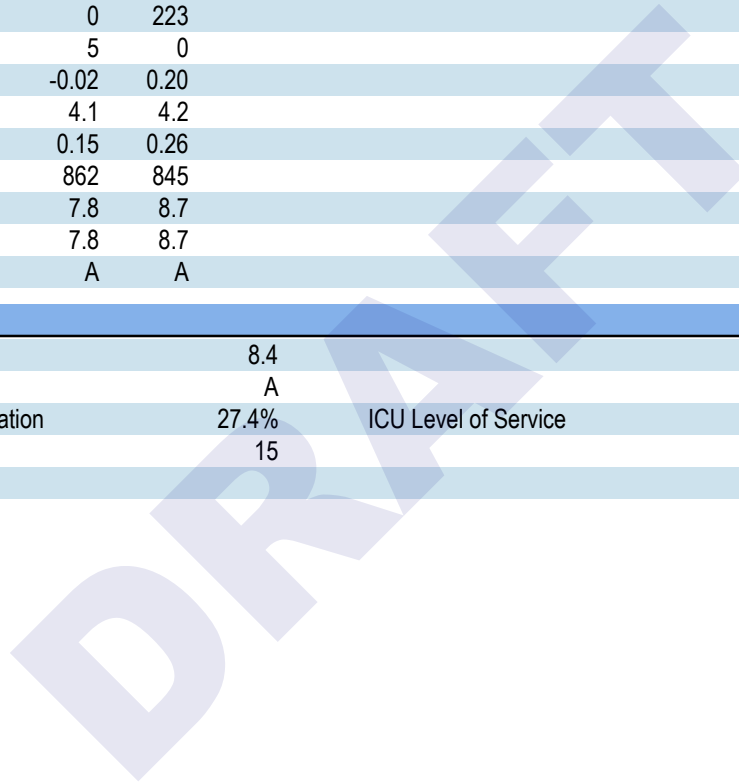
48: Montebello Way/Roosevelt Ave & Truck Way



Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	↔				↑	
Sign Control	Stop			Stop	Stop	
Volume (vph)	115	5	0	0	205	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	125	5	0	0	223	0

Direction, Lane #	EB 1	SW 1
Volume Total (vph)	130	223
Volume Left (vph)	0	223
Volume Right (vph)	5	0
Hadj (s)	-0.02	0.20
Departure Headway (s)	4.1	4.2
Degree Utilization, x	0.15	0.26
Capacity (veh/h)	862	845
Control Delay (s)	7.8	8.7
Approach Delay (s)	7.8	8.7
Approach LOS	A	A

Intersection Summary			
Delay		8.4	
Level of Service		A	
Intersection Capacity Utilization	27.4%	ICU Level of Service	A
Analysis Period (min)	15		



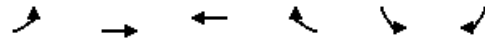
Project Opening Year (Year 2022) + Other Developments + Project
 25: Greenwood Ave & Olympic Blvd PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	41	704	506	253	191	30	303	94	211	22	165	28	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	41	1210	0	253	221	0	0	397	211	0	187	28	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.94	0.85	0.95	0.98	0.85	0.95	0.96	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	2855	0	1520	2984	0	0	1539	1360	0	1591	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	3.2	50.9	0.0	20.0	8.9	0.0			18.6			2.5	
Adj Reference Time (s)	8.0	54.9	0.0	24.0	12.9	0.0			22.6			8.0	
Permitted Option													
Adj Saturation A (vph)	101	1428		101	1492		0	124		0	579		
Reference Time A (s)	48.6	50.9		299.6	8.9		0.0	383.5		0.0	38.7		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		9.7	22.1		
Reference Time (s)		50.9			299.6			383.5			22.1		
Adj Reference Time (s)		54.9			303.6			387.5			26.1		
Split Option													
Ref Time Combined (s)	3.2	50.9		20.0	8.9		0.0	31.0		0.0	14.1		
Ref Time Separate (s)	3.2	29.6		20.0	7.7		23.9	7.0		1.7	12.4		
Reference Time (s)	50.9	50.9		20.0	20.0		31.0	31.0		14.1	14.1		
Adj Reference Time (s)	54.9	54.9		24.0	24.0		35.0	35.0		18.1	18.1		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	78.8		NA										
Permitted Option (s)	303.6		387.5										
Split Option (s)	78.8		53.1										
Minimum (s)	78.8		53.1		131.9								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	22.6		8.0										
Cross Thru Ref Time (s)	54.9		12.9										
Oncoming Left Ref Time (s)	18.1		35.0										
Combined (s)	95.6		55.8										
Intersection Summary													
Intersection Capacity Utilization			109.9%		ICU Level of Service				H				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Project Opening Year (Year 2022) + Other Developments + Project
27: Greenwood Ave & Mines Ave PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	96	177	102	29	54	226	42	852	55	462	879	52
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	96	279	0	29	54	226	42	907	0	462	931	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	1512	0	1520	1600	1360	1520	3019	0	1520	3021	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00			0.00			
Protected Option Allowed	Yes		Yes			Yes			Yes			
Reference Time (s)	7.6	22.1	0.0	2.3	4.0	19.9	3.3	36.1	0.0	36.5	37.0	0.0
Adj Reference Time (s)	11.6	26.1	0.0	8.0	8.1	23.9	8.0	40.1	0.0	40.5	41.0	0.0
Permitted Option												
Adj Saturation A (vph)	101	1512		101	1600		101	1509		101	1510	
Reference Time A (s)	113.7	22.1		34.3	4.0		49.7	36.1		547.1	37.0	
Adj Saturation B (vph)	0	1512		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	15.6	22.1		NA	NA		NA	NA		NA	NA	
Reference Time (s)		22.1			34.3			49.7			547.1	
Adj Reference Time (s)		26.1			38.3			53.7			551.1	
Split Option												
Ref Time Combined (s)	7.6	22.1		2.3	4.0		3.3	36.1		36.5	37.0	
Ref Time Seperate (s)	7.6	14.0		2.3	4.0		3.3	33.9		36.5	34.9	
Reference Time (s)	22.1	22.1		4.0	4.0		36.1	36.1		37.0	37.0	
Adj Reference Time (s)	26.1	26.1		8.1	8.1		40.1	40.1		41.0	41.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	34.1		80.5									
Permitted Option (s)	38.3		551.1									
Split Option (s)	34.2		81.0									
Minimum (s)	34.1		80.5		114.7							
Right Turns												
	WBR											
Adj Reference Time (s)	23.9											
Cross Thru Ref Time (s)	40.1											
Oncoming Left Ref Time (s)	11.6											
Combined (s)	75.6											
Intersection Summary												
Intersection Capacity Utilization	95.6%		ICU Level of Service				F					
Reference Times and Phasing Options do not represent an optimized timing plan.												

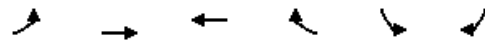
Project Opening Year (Year 2022) + Other Developments + Project
33: Olympic Blvd & Montebello Blvd PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	↗
Volume (vph)	301	623	206	16	12	266
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	301	623	222	0	12	266
Lane Utilization Factor	1.00	0.95	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.99	0.85	0.95	0.85
Saturated Flow (vph)	1520	3046	3013	0	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	23.8	24.5	8.8	0.0		23.5
Adj Reference Time (s)	27.8	28.5	12.8	0.0		27.5
Permitted Option						
Adj Saturation A (vph)	101	1523	1507		101	
Reference Time A (s)	356.4	24.5	8.8		14.2	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		356.4	8.8			
Adj Reference Time (s)		360.4	12.8			
Split Option						
Ref Time Combined (s)	23.8	24.5	8.8		0.9	
Ref Time Seperate (s)	23.8	24.5	8.2		0.9	
Reference Time (s)	24.5	24.5	8.8		0.9	
Adj Reference Time (s)	28.5	28.5	12.8		8.0	
Summary	EB WB		SB		Combined	
Protected Option (s)	40.6		NA			
Permitted Option (s)	360.4		Err			
Split Option (s)	41.4		8.0			
Minimum (s)	40.6		8.0		48.6	
Right Turns	SBR					
Adj Reference Time (s)	27.5					
Cross Thru Ref Time (s)	12.8					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	40.3					





















Intersection Summary
 Intersection Capacity Utilization 40.5% ICU Level of Service A
 Reference Times and Phasing Options do not represent an optimized timing plan.

Project Opening Year (Year 2022) + Other Developments + Project
 26: Greenwood Ave & Montebello Way PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↔	↔↔	↔↔	↔	↔	↔		
Volume (veh/h)	514	683	819	108	0	597		
Sign Control		Free	Free		Stop			
Grade		0%	0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	559	742	890	117	0	649		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type		None	None					
Median storage (veh)								
Upstream signal (ft)		311						
pX, platoon unblocked								
vC, conflicting volume	1008				2379	445		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	1008				2379	445		
tC, single (s)	4.1				6.8	6.9		
tC, 2 stage (s)								
tF (s)	2.2				3.5	3.3		
p0 queue free %	18				100	0		
cM capacity (veh/h)	683				5	561		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	559	371	371	445	445	117	0	649
Volume Left	559	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	117	0	649
cSH	683	1700	1700	1700	1700	1700	1700	561
Volume to Capacity	0.82	0.22	0.22	0.26	0.26	0.07	0.00	1.16
Queue Length 95th (ft)	216	0	0	0	0	0	0	552
Control Delay (s)	29.4	0.0	0.0	0.0	0.0	0.0	0.0	114.8
Lane LOS	D						A	F
Approach Delay (s)	12.6			0.0			114.8	
Approach LOS							F	
Intersection Summary								
Average Delay			30.7					
Intersection Capacity Utilization			77.4%			ICU Level of Service		D
Analysis Period (min)			15					

Project Opening Year (Year 2022) + Other Developments + Project
 36: Mines Ave & Montebello Blvd. PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	414	233	51	15	79	42	23	125	28	52	161	208
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	450	253	55	16	86	46	25	136	30	57	175	226
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	703	55	102	46	161	30	232	226				
Volume Left (vph)	450	0	16	0	25	0	57	0				
Volume Right (vph)	0	55	0	46	0	30	0	226				
Hadj (s)	0.35	-0.67	0.11	-0.67	0.11	-0.67	0.16	-0.67				
Departure Headway (s)	7.1	6.0	7.6	6.8	7.7	6.9	7.3	6.5				
Degree Utilization, x	1.0	0.09	0.22	0.09	0.34	0.06	0.47	0.41				
Capacity (veh/h)	523	578	452	500	456	502	482	543				
Control Delay (s)	201.9	8.5	11.5	9.3	13.4	9.2	15.5	12.7				
Approach Delay (s)	187.8		10.8		12.8		14.1					
Approach LOS	F		B		B		B					
Intersection Summary												
Delay			98.3									
Level of Service			F									
Intersection Capacity Utilization			81.2%		ICU Level of Service				D			
Analysis Period (min)			15									

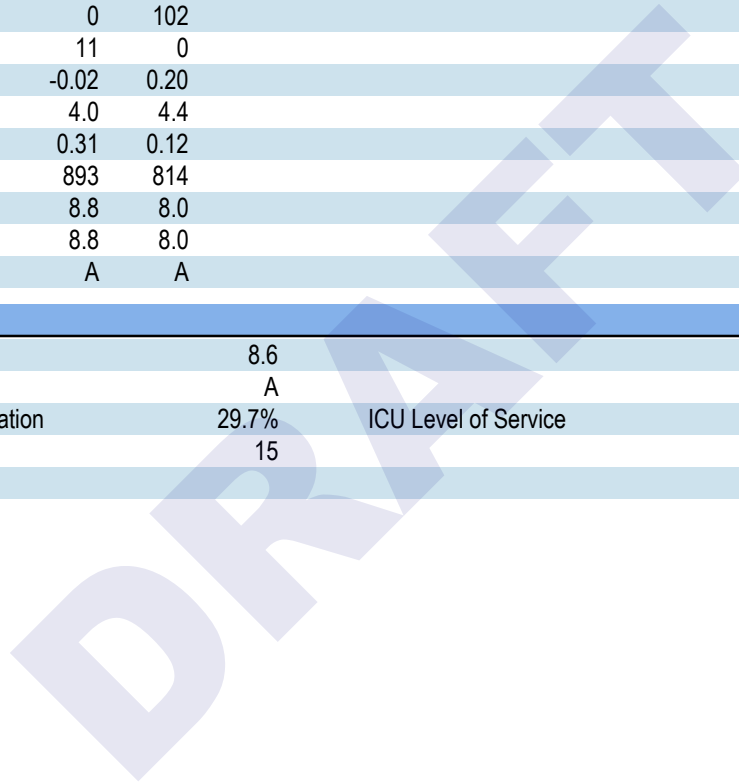
Project Opening Year (Year 2022) + Other Developments + Project
 48: Montebello Way/Roosevelt Ave & Truck Way PM Peak Hour



Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	↘				↑	
Sign Control	Stop			Stop	Stop	
Volume (vph)	250	10	0	0	94	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	272	11	0	0	102	0

Direction, Lane #	EB 1	SW 1
Volume Total (vph)	283	102
Volume Left (vph)	0	102
Volume Right (vph)	11	0
Hadj (s)	-0.02	0.20
Departure Headway (s)	4.0	4.4
Degree Utilization, x	0.31	0.12
Capacity (veh/h)	893	814
Control Delay (s)	8.8	8.0
Approach Delay (s)	8.8	8.0
Approach LOS	A	A

Intersection Summary			
Delay		8.6	
Level of Service		A	
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		























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APPENDIX O
























YEAR 2045 TRAFFIC CONDITIONS LOS ANALYSIS WORKSHEETS

25: Greenwood Ave & Olympic Blvd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	20	363	130	13	764	12	345	110	24	9	173	62	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	20	493	0	13	776	0	0	455	24	0	182	62	
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.96	0.85	0.95	1.00	0.85	0.95	0.96	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	1520	2926	0	1520	3039	0	0	1539	1360	0	1596	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	1.6	20.2	0.0	1.0	30.6	0.0			2.1			5.5	
Adj Reference Time (s)	8.0	24.2	0.0	8.0	34.6	0.0			8.0			9.5	
Permitted Option													
Adj Saturation A (vph)	101	1463		101	1520		0	125		0	932		
Reference Time A (s)	23.7	20.2		15.4	30.6		0.0	437.2		0.0	23.4		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		8.7	21.7		
Reference Time (s)		23.7			30.6			437.2			21.7		
Adj Reference Time (s)		27.7			34.6			441.2			25.7		
Split Option													
Ref Time Combined (s)	1.6	20.2		1.0	30.6		0.0	35.5		0.0	13.7		
Ref Time Seperate (s)	1.6	14.9		1.0	30.2		27.2	8.3		0.7	13.0		
Reference Time (s)	20.2	20.2		30.6	30.6		35.5	35.5		13.7	13.7		
Adj Reference Time (s)	24.2	24.2		34.6	34.6		39.5	39.5		17.7	17.7		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	42.6		NA										
Permitted Option (s)	34.6		441.2										
Split Option (s)	58.9		57.2										
Minimum (s)	34.6		57.2		91.8								
Right Turns													
	NBR		SBR										
Adj Reference Time (s)	8.0		9.5										
Cross Thru Ref Time (s)	24.2		34.6										
Oncoming Left Ref Time (s)	17.7		39.5										
Combined (s)	49.9		83.6										
Intersection Summary													
Intersection Capacity Utilization			76.5%		ICU Level of Service				D				
Reference Times and Phasing Options do not represent an optimized timing plan.													

27: Greenwood Ave & Mines Ave

AM Peak Hour





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	82	98	108	48	173	82	104	776	33	32	778	153
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	82	206	0	48	173	82	104	809	0	32	931	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.92	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	1474	0	1520	1600	1360	1520	3028	0	1520	2971	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00	
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	6.5	16.8	0.0	3.8	13.0	7.2	8.2	32.1	0.0	2.5	37.6	0.0
Adj Reference Time (s)	10.5	20.8	0.0	8.0	17.0	11.2	12.2	36.1	0.0	8.0	41.6	0.0
Permitted Option												
Adj Saturation A (vph)	101	1474		101	1600		101	1514		101	1486	
Reference Time A (s)	97.1	16.8		56.8	13.0		123.2	32.1		37.9	37.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		97.1			56.8			123.2			37.9	
Adj Reference Time (s)		101.1			60.8			127.2			41.9	
Split Option												
Ref Time Combined (s)	6.5	16.8		3.8	13.0		8.2	32.1		2.5	37.6	
Ref Time Seperate (s)	6.5	8.0		3.8	13.0		8.2	30.8		2.5	31.4	
Reference Time (s)	16.8	16.8		13.0	13.0		32.1	32.1		37.6	37.6	
Adj Reference Time (s)	20.8	20.8		17.0	17.0		36.1	36.1		41.6	41.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	28.8		53.8									
Permitted Option (s)	101.1		127.2									
Split Option (s)	37.7		77.7									
Minimum (s)	28.8		53.8		82.6							
Right Turns												
	WBR											
Adj Reference Time (s)	11.2											
Cross Thru Ref Time (s)	36.1											
Oncoming Left Ref Time (s)	10.5											
Combined (s)	57.8											
Intersection Summary												
Intersection Capacity Utilization	68.8%		ICU Level of Service						C			
Reference Times and Phasing Options do not represent an optimized timing plan.												

33: Montebello Blvd & Olympic Blvd

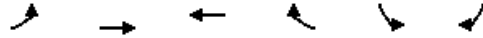
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	221	84	136	445	11	169	791	43	5	679	171
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	395	0	0	581	11	169	791	43	5	679	171
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2916	0	0	3011	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			1.0	13.3	31.2	3.8	0.4	26.7	15.1
Adj Reference Time (s)			0.0			8.0	17.3	35.2	8.0	8.0	30.7	19.1
Permitted Option												
Adj Saturation A (vph)	0	97		0	100		101	1523		101	1523	
Reference Time A (s)	0.0	111.1		0.0	162.6		200.1	31.2		5.9	26.7	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		111.1			162.6			200.1			26.7	
Adj Reference Time (s)		115.1			166.6			204.1			30.7	
Split Option												
Ref Time Combined (s)	0.0	16.3		0.0	23.2		13.3	31.2		0.4	26.7	
Ref Time Separate (s)	7.1	9.1		10.7	17.5		13.3	31.2		0.4	26.7	
Reference Time (s)	16.3	16.3		23.2	23.2		31.2	31.2		26.7	26.7	
Adj Reference Time (s)	20.3	20.3		27.2	27.2		35.2	35.2		30.7	30.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		48.1									
Permitted Option (s)	166.6		204.1									
Split Option (s)	47.4		65.9									
Minimum (s)	47.4		48.1		95.5							
Right Turns												
	WBR	NBR	SBR									
Adj Reference Time (s)	8.0	8.0	19.1									
Cross Thru Ref Time (s)	35.2	20.3	27.2									
Oncoming Left Ref Time (s)	20.3	8.0	17.3									
Combined (s)	63.4	36.3	63.6									
Intersection Summary												
Intersection Capacity Utilization			79.6%		ICU Level of Service		D					
Reference Times and Phasing Options do not represent an optimized timing plan.												

35: Montebello Way/Montebello Blvd & Truck Way

AM Peak Hour

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Volume (vph)	0	0	6	0	0	379	0	488	9	136	671	16	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	0	0	6	0	379	0	0	488	9	136	671	16	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.85	0.85	0.95	1.00	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	0	0	1360	0	1360	0	0	3046	1360	1520	3046	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes		
Reference Time (s)	0.0	0.0	0.5	0.0	33.4	0.0	0.0	19.2	0.8	10.7	26.4	1.4	
Adj Reference Time (s)	0.0	0.0	8.0	0.0	37.4	0.0	0.0	23.2	8.0	14.7	30.4	8.0	
Permitted Option													
Adj Saturation A (vph)	0	0	0	1360	0	1523	101	1523					
Reference Time A (s)	0.0	0.0	0.0	33.4	0.0	19.2	161.1	26.4					
Adj Saturation B (vph)	NA	NA	0	1360	NA	NA	NA	NA					
Reference Time B (s)	NA	NA	0.0	33.4	NA	NA	NA	NA					
Reference Time (s)	0.0		33.4		19.2		161.1						
Adj Reference Time (s)	8.0		37.4		23.2		165.1						
Split Option													
Ref Time Combined (s)	0.0	0.0	0.0	33.4	0.0	19.2	10.7	26.4					
Ref Time Seperate (s)	0.0	0.0	0.0	0.0	0.0	19.2	10.7	26.4					
Reference Time (s)	0.0	0.0	33.4	33.4	19.2	19.2	26.4	26.4					
Adj Reference Time (s)	0.0	0.0	37.4	37.4	23.2	23.2	30.4	30.4					
Summary	NW SE		NE SW		Combined								
Protected Option (s)	37.4		38.0										
Permitted Option (s)	37.4		165.1										
Split Option (s)	37.4		53.7										
Minimum (s)	37.4		38.0		75.4								
Right Turns	SER	NER	SWR										
Adj Reference Time (s)	8.0	8.0	8.0										
Cross Thru Ref Time (s)	30.4	0.0	37.4										
Oncoming Left Ref Time (s)	0.0	14.7	0.0										
Combined (s)	38.4	22.7	45.4										
Intersection Summary													
Intersection Capacity Utilization	62.8%		ICU Level of Service		B								
Reference Times and Phasing Options do not represent an optimized timing plan.													

26: Greenwood Ave & Montebello Way























Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↘	↗↗	↗↗	↗	↘	↗		
Volume (veh/h)	459	494	671	12	0	308		
Sign Control		Free	Free		Stop			
Grade		0%	0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	499	537	729	13	0	335		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type		None	None					
Median storage (veh)								
Upstream signal (ft)		311	1270					
pX, platoon unblocked								
vC, conflicting volume	742				1996	365		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	742				1996	365		
tC, single (s)	4.1				6.8	6.9		
tC, 2 stage (s)								
tF (s)	2.2				3.5	3.3		
p0 queue free %	42				100	47		
cM capacity (veh/h)	861				22	632		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	499	268	268	365	365	13	0	335
Volume Left	499	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	13	0	335
cSH	861	1700	1700	1700	1700	1700	1700	632
Volume to Capacity	0.58	0.16	0.16	0.21	0.21	0.01	0.00	0.53
Queue Length 95th (ft)	95	0	0	0	0	0	0	78
Control Delay (s)	14.8	0.0	0.0	0.0	0.0	0.0	0.0	16.9
Lane LOS	B						A	C
Approach Delay (s)	7.1			0.0			16.9	
Approach LOS							C	
Intersection Summary								
Average Delay			6.2					
Intersection Capacity Utilization			58.9%		ICU Level of Service		B	
Analysis Period (min)			15					

34: Montebello Blvd & Roosevelt Ave

	↑	↗	↘	↓	↖	↗		
Movement	NBT	NBR	SBL	SBT	NWL	NWR		
Lane Configurations	↑↑	↗	↘	↑↑	↖	↗		
Volume (veh/h)	828	31	76	781	40	239		
Sign Control	Free			Free	Stop			
Grade	0%			0%	0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	900	34	83	849	43	260		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None			None				
Median storage (veh)								
Upstream signal (ft)	234				344			
pX, platoon unblocked			0.88			0.92	0.88	
vC, conflicting volume			934			1490	450	
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol			659			779	111	
tC, single (s)			4.1			6.8	6.9	
tC, 2 stage (s)								
tF (s)			2.2			3.5	3.3	
p0 queue free %			90			84	68	
cM capacity (veh/h)			816			274	813	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	NW 1	NW 2
Volume Total	450	450	34	83	424	424	43	260
Volume Left	0	0	0	83	0	0	43	0
Volume Right	0	0	34	0	0	0	0	260
cSH	1700	1700	1700	816	1700	1700	274	813
Volume to Capacity	0.26	0.26	0.02	0.10	0.25	0.25	0.16	0.32
Queue Length 95th (ft)	0	0	0	8	0	0	14	35
Control Delay (s)	0.0	0.0	0.0	9.9	0.0	0.0	20.6	11.5
Lane LOS				A			C	B
Approach Delay (s)	0.0			0.9			12.8	
Approach LOS							B	
Intersection Summary								
Average Delay			2.2					
Intersection Capacity Utilization			51.4%	ICU Level of Service		A		
Analysis Period (min)			15					

36: Montebello Blvd & Mines Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	17	104	39	27	208	64	66	224	21	33	125	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	113	42	29	226	70	72	243	23	36	136	23
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	132	42	255	70	315	23	172	23				
Volume Left (vph)	18	0	29	0	72	0	36	0				
Volume Right (vph)	0	42	0	70	0	23	0	23				
Hadj (s)	0.10	-0.67	0.09	-0.67	0.15	-0.67	0.14	-0.67				
Departure Headway (s)	6.7	5.9	6.5	5.7	6.4	5.6	6.6	5.8				
Degree Utilization, x	0.25	0.07	0.46	0.11	0.56	0.04	0.32	0.04				
Capacity (veh/h)	496	554	529	590	535	605	510	571				
Control Delay (s)	10.7	8.2	13.6	8.2	16.0	7.6	11.4	7.8				
Approach Delay (s)	10.1		12.4		15.5		11.0					
Approach LOS	B		B		C		B					
Intersection Summary												
Delay			12.8									
Level of Service			B									
Intersection Capacity Utilization			61.9%		ICU Level of Service				B			
Analysis Period (min)			15									
























25: Greenwood Ave & Olympic Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	1017	374	18	331	35	236	110	32	26	192	33
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	48	1391	0	18	366	0	0	346	32	0	218	33
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.99	0.85	0.95	0.97	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	2924	0	1520	3003	0	0	1545	1360	0	1590	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	3.8	57.1	0.0	1.4	14.6	0.0			2.8			2.9
Adj Reference Time (s)	8.0	61.1	0.0	8.0	18.6	0.0			8.0			8.0
Permitted Option												
Adj Saturation A (vph)	101	1462		101	1501		0	136		0	574	
Reference Time A (s)	56.8	57.1		21.3	14.6		0.0	304.7		0.0	45.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		10.1	24.4	
Reference Time (s)		57.1			21.3			304.7			24.4	
Adj Reference Time (s)		61.1			25.3			308.7			28.4	
Split Option												
Ref Time Combined (s)	3.8	57.1		1.4	14.6		0.0	26.9		0.0	16.4	
Ref Time Seperate (s)	3.8	41.7		1.4	13.2		18.6	8.3		2.1	14.4	
Reference Time (s)	57.1	57.1		14.6	14.6		26.9	26.9		16.4	16.4	
Adj Reference Time (s)	61.1	61.1		18.6	18.6		30.9	30.9		20.4	20.4	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	69.1		NA									
Permitted Option (s)	61.1		308.7									
Split Option (s)	79.7		51.3									
Minimum (s)	61.1		51.3		112.4							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	8.0		8.0									
Cross Thru Ref Time (s)	61.1		18.6									
Oncoming Left Ref Time (s)	20.4		30.9									
Combined (s)	89.5		57.5									

Intersection Summary

Intersection Capacity Utilization 93.7% ICU Level of Service F
 Reference Times and Phasing Options do not represent an optimized timing plan.

27: Greenwood Ave & Mines Ave





















													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	112	206	119	34	64	49	49	957	53	97	987	61	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	112	325	0	34	64	49	49	1010	0	97	1048	0	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	1512	0	1520	1600	1360	1520	3022	0	1520	3020	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes			Yes			Yes			Yes			
Reference Time (s)	8.8	25.8	0.0	2.7	4.8	4.3	3.9	40.1	0.0	7.7	41.6	0.0	
Adj Reference Time (s)	12.8	29.8	0.0	8.0	8.8	8.3	8.0	44.1	0.0	11.7	45.6	0.0	
Permitted Option													
Adj Saturation A (vph)	101	1512		101	1600		101	1511		101	1510		
Reference Time A (s)	132.6	25.8		40.3	4.8		58.0	40.1		114.9	41.6		
Adj Saturation B (vph)	0	1512		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	16.8	25.8		NA	NA		NA	NA		NA	NA		
Reference Time (s)		25.8			40.3			58.0			114.9		
Adj Reference Time (s)		29.8			44.3			62.0			118.9		
Split Option													
Ref Time Combined (s)	8.8	25.8		2.7	4.8		3.9	40.1		7.7	41.6		
Ref Time Separate (s)	8.8	16.3		2.7	4.8		3.9	38.0		7.7	39.2		
Reference Time (s)	25.8	25.8		4.8	4.8		40.1	40.1		41.6	41.6		
Adj Reference Time (s)	29.8	29.8		8.8	8.8		44.1	44.1		45.6	45.6		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	37.8		55.8										
Permitted Option (s)	44.3		118.9										
Split Option (s)	38.6		89.7										
Minimum (s)	37.8		55.8		93.5								
Right Turns													
	WBR												
Adj Reference Time (s)	8.3												
Cross Thru Ref Time (s)	44.1												
Oncoming Left Ref Time (s)	12.8												
Combined (s)	65.3												
Intersection Summary													
Intersection Capacity Utilization			78.0%		ICU Level of Service				D				
Reference Times and Phasing Options do not represent an optimized timing plan.													

33: Montebello Blvd & Olympic Blvd

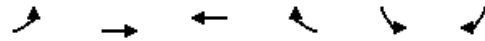
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	237	626	209	90	149	18	112	875	100	13	856	122
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	1072	0	0	239	18	112	875	100	13	856	122
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	2925	0	0	2989	1360	1520	3046	1360	1520	3046	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			Yes			Yes	
Reference Time (s)			0.0			1.6	8.8	34.5	8.8	1.0	33.7	10.8
Adj Reference Time (s)			0.0			8.0	12.8	38.5	12.8	8.0	37.7	14.8
Permitted Option												
Adj Saturation A (vph)	0	97		0	100		101	1523		101	1523	
Reference Time A (s)	0.0	291.7		0.0	108.4		132.6	34.5		15.4	33.7	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		291.7			108.4			132.6			33.7	
Adj Reference Time (s)		295.7			112.4			136.6			37.7	
Split Option												
Ref Time Combined (s)	0.0	44.0		0.0	9.6		8.8	34.5		1.0	33.7	
Ref Time Seperate (s)	18.7	25.6		7.1	5.9		8.8	34.5		1.0	33.7	
Reference Time (s)	44.0	44.0		9.6	9.6		34.5	34.5		33.7	33.7	
Adj Reference Time (s)	48.0	48.0		13.6	13.6		38.5	38.5		37.7	37.7	
Summary	EB WB	NB SB		Combined								
Protected Option (s)	NA	50.6										
Permitted Option (s)	295.7	136.6										
Split Option (s)	61.6	76.2										
Minimum (s)	61.6	50.6		112.1								
Right Turns	WBR	NBR	SBR									
Adj Reference Time (s)	8.0	12.8	14.8									
Cross Thru Ref Time (s)	38.5	48.0	13.6									
Oncoming Left Ref Time (s)	48.0	8.0	12.8									
Combined (s)	94.5	68.8	41.2									
Intersection Summary												
Intersection Capacity Utilization	93.5%			ICU Level of Service					F			
Reference Times and Phasing Options do not represent an optimized timing plan.												

35: Montebello Way & Montebello Blvd & Truck Way

PM Peak Hour

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Volume (vph)	0	0	12	0	0	215	0	803	12	301	714	7	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	0	0	12	0	215	0	0	803	12	301	714	7	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	0.85	0.85	0.95	1.00	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	0	0	1360	0	1360	0	0	3046	1360	1520	3046	1360	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00		0.00		0.00		0.00		0.00		0.00		
Protected Option Allowed	Yes		Yes		Yes		Yes		Yes		Yes		
Reference Time (s)	0.0	0.0	1.1	0.0	19.0	0.0	0.0	31.6	1.1	23.8	28.1	0.6	
Adj Reference Time (s)	0.0	0.0	8.0	0.0	23.0	0.0	0.0	35.6	8.0	27.8	32.1	8.0	
Permitted Option													
Adj Saturation A (vph)	0	0	0	1360	0	1523	101	1523					
Reference Time A (s)	0.0	0.0	0.0	19.0	0.0	31.6	356.4	28.1					
Adj Saturation B (vph)	NA	NA	0	1360	NA	NA	NA	NA					
Reference Time B (s)	NA	NA	0.0	19.0	NA	NA	NA	NA					
Reference Time (s)	0.0		19.0		31.6		356.4						
Adj Reference Time (s)	8.0		23.0		35.6		360.4						
Split Option													
Ref Time Combined (s)	0.0	0.0	0.0	19.0	0.0	31.6	23.8	28.1					
Ref Time Seperate (s)	0.0	0.0	0.0	0.0	0.0	31.6	23.8	28.1					
Reference Time (s)	0.0	0.0	19.0	19.0	31.6	31.6	28.1	28.1					
Adj Reference Time (s)	0.0	0.0	23.0	23.0	35.6	35.6	32.1	32.1					
Summary	NW SE		NE SW		Combined								
Protected Option (s)	23.0		63.4										
Permitted Option (s)	23.0		360.4										
Split Option (s)	23.0		67.8										
Minimum (s)	23.0		63.4		86.4								
Right Turns	SER	NER	SWR										
Adj Reference Time (s)	8.0	8.0	8.0										
Cross Thru Ref Time (s)	32.1	0.0	23.0										
Oncoming Left Ref Time (s)	0.0	27.8	0.0										
Combined (s)	40.1	35.8	31.0										
Intersection Summary													
Intersection Capacity Utilization	72.0%		ICU Level of Service		C								
Reference Times and Phasing Options do not represent an optimized timing plan.													

26: Greenwood Ave & Montebello Way























Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↘	↗↗	↗↗	↗	↘	↗		
Volume (veh/h)	336	808	716	16	0	459		
Sign Control		Free	Free		Stop			
Grade		0%	0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	365	878	778	17	0	499		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type		None	None					
Median storage (veh)								
Upstream signal (ft)		311	1270					
pX, platoon unblocked								
vC, conflicting volume	796			1948	389			
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	796			1948	389			
tC, single (s)	4.1			6.8	6.9			
tC, 2 stage (s)								
tF (s)	2.2			3.5	3.3			
p0 queue free %	56			100	18			
cM capacity (veh/h)	822			31	610			
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	365	439	439	389	389	17	0	499
Volume Left	365	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	17	0	499
cSH	822	1700	1700	1700	1700	1700	1700	610
Volume to Capacity	0.44	0.26	0.26	0.23	0.23	0.01	0.00	0.82
Queue Length 95th (ft)	58	0	0	0	0	0	0	210
Control Delay (s)	12.8	0.0	0.0	0.0	0.0	0.0	0.0	32.1
Lane LOS	B						A	D
Approach Delay (s)	3.8			0.0				32.1
Approach LOS								D
Intersection Summary								
Average Delay			8.2					
Intersection Capacity Utilization			63.9%	ICU Level of Service	B			
Analysis Period (min)			15					

34: Montebello Blvd & Roosevelt Ave

	↑	↗	↘	↓	↖	↗			
Movement	NBT	NBR	SBL	SBT	NWL	NWR			
Lane Configurations	↑↑	↗	↘	↑↑	↖	↗			
Volume (veh/h)	971	40	180	992	18	110			
Sign Control	Free			Free	Stop				
Grade	0%			0%	0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	1055	43	196	1078	20	120			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	None			None					
Median storage (veh)									
Upstream signal (ft)	234				344				
pX, platoon unblocked			0.75			0.85	0.75		
vC, conflicting volume			1099			1986	528		
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol			455			695	0		
tC, single (s)			4.1			6.8	6.9		
tC, 2 stage (s)									
tF (s)			2.2			3.5	3.3		
p0 queue free %			76			92	85		
cM capacity (veh/h)			823			245	810		
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	NW 1	NW 2	
Volume Total	528	528	43	196	539	539	20	120	
Volume Left	0	0	0	196	0	0	20	0	
Volume Right	0	0	43	0	0	0	0	120	
cSH	1700	1700	1700	823	1700	1700	245	810	
Volume to Capacity	0.31	0.31	0.03	0.24	0.32	0.32	0.08	0.15	
Queue Length 95th (ft)	0	0	0	23	0	0	6	13	
Control Delay (s)	0.0	0.0	0.0	10.7	0.0	0.0	21.0	10.2	
Lane LOS				B				C	B
Approach Delay (s)	0.0			1.6			11.7		
Approach LOS							B		
Intersection Summary									
Average Delay			1.5						
Intersection Capacity Utilization			57.0%		ICU Level of Service		B		
Analysis Period (min)			15						

36: Montebello Blvd & Mines Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	29	271	60	17	92	49	27	145	33	61	188	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	32	295	65	18	100	53	29	158	36	66	204	30
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	326	65	118	53	187	36	271	30				
Volume Left (vph)	32	0	18	0	29	0	66	0				
Volume Right (vph)	0	65	0	53	0	36	0	30				
Hadj (s)	0.08	-0.67	0.11	-0.67	0.11	-0.67	0.16	-0.67				
Departure Headway (s)	6.4	5.7	6.8	6.1	6.8	6.0	6.7	5.8				
Degree Utilization, x	0.58	0.10	0.22	0.09	0.35	0.06	0.50	0.05				
Capacity (veh/h)	536	596	488	545	493	556	515	575				
Control Delay (s)	16.9	8.1	10.6	8.4	12.2	8.2	14.9	7.9				
Approach Delay (s)	15.4		9.9		11.5		14.2					
Approach LOS	C		A		B		B					
Intersection Summary												
Delay			13.4									
Level of Service			B									
Intersection Capacity Utilization			62.1%	ICU Level of Service								B
Analysis Period (min)			15									

DRAFT

APPENDIX P
YEAR 2045 PLUS PROJECT TRAFFIC CONDITIONS LOS ANALYSIS
WORKSHEETS

25: Greenwood Ave & Olympic Blvd

Horizon Year (Year 2045) + Project
AM Peak Hour

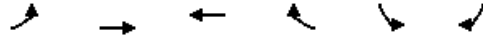
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	279	214	225	595	12	514	110	306	9	173	62
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	20	493	0	225	607	0	0	624	306	0	182	62
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.93	0.85	0.95	1.00	0.85	0.95	0.96	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1520	2848	0	1520	3037	0	0	1534	1360	0	1596	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	1.6	20.8	0.0	17.8	24.0	0.0			27.0			5.5
Adj Reference Time (s)	8.0	24.8	0.0	21.8	28.0	0.0			31.0			9.5
Permitted Option												
Adj Saturation A (vph)	101	1424		101	1519		0	117		0	932	
Reference Time A (s)	23.7	20.8		266.4	24.0		0.0	640.5		0.0	23.4	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		8.7	21.7	
Reference Time (s)		23.7			266.4			640.5			21.7	
Adj Reference Time (s)		27.7			270.4			644.5			25.7	
Split Option												
Ref Time Combined (s)	1.6	20.8		17.8	24.0		0.0	48.8		0.0	13.7	
Ref Time Seperate (s)	1.6	11.8		17.8	23.5		40.6	8.3		0.7	13.0	
Reference Time (s)	20.8	20.8		24.0	24.0		48.8	48.8		13.7	13.7	
Adj Reference Time (s)	24.8	24.8		28.0	28.0		52.8	52.8		17.7	17.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	46.5		NA									
Permitted Option (s)	270.4		644.5									
Split Option (s)	52.8		70.5									
Minimum (s)	46.5		70.5		117.0							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	31.0		9.5									
Cross Thru Ref Time (s)	24.8		28.0									
Oncoming Left Ref Time (s)	17.7		52.8									
Combined (s)	73.5		90.3									
Intersection Summary												
Intersection Capacity Utilization			97.5%		ICU Level of Service		F					
Reference Times and Phasing Options do not represent an optimized timing plan.												

27: Greenwood Ave & Mines Ave

Horizon Year (Year 2045) + Project
AM Peak Hour

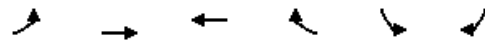
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	82	98	108	48	173	461	104	767	42	224	778	153
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	82	206	0	48	173	461	104	809	0	224	931	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.92	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1520	1474	0	1520	1600	1360	1520	3023	0	1520	2971	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00			
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	6.5	16.8	0.0	3.8	13.0	40.7	8.2	32.1	0.0	17.7	37.6	0.0
Adj Reference Time (s)	10.5	20.8	0.0	8.0	17.0	44.7	12.2	36.1	0.0	21.7	41.6	0.0
Permitted Option												
Adj Saturation A (vph)	101	1474		101	1600		101	1511		101	1486	
Reference Time A (s)	97.1	16.8		56.8	13.0		123.2	32.1		265.3	37.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)	97.1				56.8				123.2			
Adj Reference Time (s)	101.1				60.8				127.2			
Split Option												
Ref Time Combined (s)	6.5	16.8		3.8	13.0		8.2	32.1		17.7	37.6	
Ref Time Seperate (s)	6.5	8.0		3.8	13.0		8.2	30.4		17.7	31.4	
Reference Time (s)	16.8	16.8		13.0	13.0		32.1	32.1		37.6	37.6	
Adj Reference Time (s)	20.8	20.8		17.0	17.0		36.1	36.1		41.6	41.6	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	28.8		57.8									
Permitted Option (s)	101.1		269.3									
Split Option (s)	37.7		77.7									
Minimum (s)	28.8		57.8		86.6							
Right Turns												
	WBR											
Adj Reference Time (s)	44.7											
Cross Thru Ref Time (s)	36.1											
Oncoming Left Ref Time (s)	10.5											
Combined (s)	91.3											
Intersection Summary												
Intersection Capacity Utilization			76.1%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

33: Olympic Blvd & Montebello Blvd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↕↕	↕↘		↘	↘
Volume (vph)	329	264	581	11	5	247
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	329	264	592	0	5	247
Lane Utilization Factor	1.00	0.95	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	1.00	0.85	0.95	0.85
Saturated Flow (vph)	1520	3046	3038	0	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	26.0	10.4	23.4	0.0		21.8
Adj Reference Time (s)	30.0	14.4	27.4	0.0		25.8
Permitted Option						
Adj Saturation A (vph)	101	1523	1519		101	
Reference Time A (s)	389.6	10.4	23.4		5.9	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		389.6	23.4			
Adj Reference Time (s)		393.6	27.4			
Split Option						
Ref Time Combined (s)	26.0	10.4	23.4		0.4	
Ref Time Seperate (s)	26.0	10.4	22.9		0.4	
Reference Time (s)	26.0	26.0	23.4		0.4	
Adj Reference Time (s)	30.0	30.0	27.4		8.0	
Summary	EB WB		SB		Combined	
Protected Option (s)	57.4		NA			
Permitted Option (s)	393.6		Err			
Split Option (s)	57.4		8.0			
Minimum (s)	57.4		8.0		65.4	
Right Turns	SBR					
Adj Reference Time (s)	25.8					
Cross Thru Ref Time (s)	27.4					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	53.2					
Intersection Summary						
Intersection Capacity Utilization		54.5%		ICU Level of Service		A
Reference Times and Phasing Options do not represent an optimized timing plan.						

26: Greenwood Ave & Montebello Way























Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	↗	↕↕	↕↕	↗	↗	↗			
Volume (veh/h)	702	621	671	251	0	500			
Sign Control		Free	Free		Stop				
Grade		0%	0%		0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	763	675	729	273	0	543			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type		None	None						
Median storage (veh)									
Upstream signal (ft)		311							
pX, platoon unblocked									
vC, conflicting volume	1002				2593	365			
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	1002				2593	365			
tC, single (s)	4.1				6.8	6.9			
tC, 2 stage (s)									
tF (s)	2.2				3.5	3.3			
p0 queue free %	0				0	14			
cM capacity (veh/h)	687				0	632			
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2	
Volume Total	763	338	338	365	365	273	0	543	
Volume Left	763	0	0	0	0	0	0	0	
Volume Right	0	0	0	0	0	273	0	543	
cSH	687	1700	1700	1700	1700	1700	1700	632	
Volume to Capacity	1.11	0.20	0.20	0.21	0.21	0.16	0.00	0.86	
Queue Length 95th (ft)	559	0	0	0	0	0	0	244	
Control Delay (s)	92.3	0.0	0.0	0.0	0.0	0.0	0.0	35.7	
Lane LOS	F							A	E
Approach Delay (s)	49.0				0.0				35.7
Approach LOS							E		
Intersection Summary									
Average Delay			30.1						
Intersection Capacity Utilization			74.9%	ICU Level of Service		D			
Analysis Period (min)			15						

36: Mines Ave & Montebello Blvd.

Horizon Year (Year 2045) + Project

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	218	104	39	27	208	64	66	224	21	33	125	400
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	237	113	42	29	226	70	72	243	23	36	136	435
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	350	42	255	70	315	23	172	435				
Volume Left (vph)	237	0	29	0	72	0	36	0				
Volume Right (vph)	0	42	0	70	0	23	0	435				
Hadj (s)	0.37	-0.67	0.09	-0.67	0.15	-0.67	0.14	-0.67				
Departure Headway (s)	8.6	7.6	8.6	7.8	8.5	7.7	8.1	7.3				
Degree Utilization, x	0.84	0.09	0.61	0.15	0.74	0.05	0.39	0.89				
Capacity (veh/h)	410	458	397	435	412	446	432	483				
Control Delay (s)	41.2	10.1	22.8	11.0	30.9	9.8	15.0	43.4				
Approach Delay (s)	37.8		20.3		29.5		35.4					
Approach LOS	E		C		D		E					
Intersection Summary												
Delay			31.8									
Level of Service			D									
Intersection Capacity Utilization			77.2%		ICU Level of Service				D			
Analysis Period (min)			15									

48: Montebello Way/Roosevelt Ave & Truck Way

Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	134	6	0	0	239	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	146	7	0	0	260	0
Direction, Lane #	EB 1	SW 1				
Volume Total (vph)	152	260				
Volume Left (vph)	0	260				
Volume Right (vph)	7	0				
Hadj (s)	-0.03	0.20				
Departure Headway (s)	4.1	4.2				
Degree Utilization, x	0.17	0.31				
Capacity (veh/h)	854	841				
Control Delay (s)	8.0	9.1				
Approach Delay (s)	8.0	9.1				
Approach LOS	A	A				
Intersection Summary						
Delay			8.7			
Level of Service			A			
Intersection Capacity Utilization			30.9%	ICU Level of Service	A	
Analysis Period (min)			15			

25: Greenwood Ave & Olympic Blvd

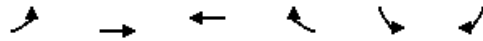
Horizon Year (Year 2045) + Project
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	808	583	288	219	35	348	110	242	26	192	33
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	48	1391	0	288	254	0	0	458	242	0	218	33
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.95	0.98	0.85	0.95	0.96	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1520	2855	0	1520	2983	0	0	1539	1360	0	1590	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00				0.00				0.00		0.00	
Protected Option Allowed	Yes			Yes			No			No		
Reference Time (s)	3.8	58.5	0.0	22.7	10.2	0.0			21.4			2.9
Adj Reference Time (s)	8.0	62.5	0.0	26.7	14.2	0.0			25.4			8.0
Permitted Option												
Adj Saturation A (vph)	101	1427		101	1492		0	125		0	574	
Reference Time A (s)	56.8	58.5		341.1	10.2		0.0	440.9		0.0	45.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		0	0	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		10.1	24.4	
Reference Time (s)	58.5				341.1				440.9		24.4	
Adj Reference Time (s)	62.5				345.1				444.9		28.4	
Split Option												
Ref Time Combined (s)	3.8	58.5		22.7	10.2		0.0	35.7		0.0	16.4	
Ref Time Separate (s)	3.8	34.0		22.7	8.8		27.5	8.3		2.1	14.4	
Reference Time (s)	58.5	58.5		22.7	22.7		35.7	35.7		16.4	16.4	
Adj Reference Time (s)	62.5	62.5		26.7	26.7		39.7	39.7		20.4	20.4	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	89.2		NA									
Permitted Option (s)	345.1		444.9									
Split Option (s)	89.2		60.2									
Minimum (s)	89.2		60.2		149.4							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	25.4		8.0									
Cross Thru Ref Time (s)	62.5		14.2									
Oncoming Left Ref Time (s)	20.4		39.7									
Combined (s)	108.3		61.9									
Intersection Summary												
Intersection Capacity Utilization			124.5%		ICU Level of Service				H			
Reference Times and Phasing Options do not represent an optimized timing plan.												

27: Greenwood Ave & Mines Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	112	206	119	34	64	264	49	945	65	537	987	61	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	112	325	0	34	64	264	49	1010	0	537	1048	0	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.99	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1520	1512	0	1520	1600	1360	1520	3017	0	1520	3020	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00			0.00			0.00			0.00			
Protected Option Allowed	Yes			Yes			Yes			Yes			
Reference Time (s)	8.8	25.8	0.0	2.7	4.8	23.3	3.9	40.2	0.0	42.4	41.6	0.0	
Adj Reference Time (s)	12.8	29.8	0.0	8.0	8.8	27.3	8.0	44.2	0.0	46.4	45.6	0.0	
Permitted Option													
Adj Saturation A (vph)	101	1512		101	1600		101	1508		101	1510		
Reference Time A (s)	132.6	25.8		40.3	4.8		58.0	40.2		635.9	41.6		
Adj Saturation B (vph)	0	1512		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	16.8	25.8		NA	NA		NA	NA		NA	NA		
Reference Time (s)		25.8			40.3			58.0			635.9		
Adj Reference Time (s)		29.8			44.3			62.0			639.9		
Split Option													
Ref Time Combined (s)	8.8	25.8		2.7	4.8		3.9	40.2		42.4	41.6		
Ref Time Separate (s)	8.8	16.3		2.7	4.8		3.9	37.6		42.4	39.2		
Reference Time (s)	25.8	25.8		4.8	4.8		40.2	40.2		42.4	42.4		
Adj Reference Time (s)	29.8	29.8		8.8	8.8		44.2	44.2		46.4	46.4		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	37.8		90.6										
Permitted Option (s)	44.3		639.9										
Split Option (s)	38.6		90.6										
Minimum (s)	37.8		90.6		128.4								
Right Turns													
	WBR												
Adj Reference Time (s)	27.3												
Cross Thru Ref Time (s)	44.2												
Oncoming Left Ref Time (s)	12.8												
Combined (s)	84.3												
Intersection Summary													
Intersection Capacity Utilization			107.0%		ICU Level of Service				G				
Reference Times and Phasing Options do not represent an optimized timing plan.													

33: Olympic Blvd & Montebello Blvd

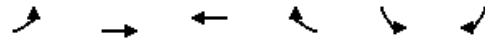


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↕	↕		↘	↗
Volume (vph)	347	726	239	18	13	302
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1600	1600	1600	1600	1600	1600
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	347	726	257	0	13	302
Lane Utilization Factor	1.00	0.95	0.95	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.99	0.85	0.95	0.85
Saturated Flow (vph)	1520	3046	3014	0	1520	1360
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	27.4	28.6	10.2	0.0		26.6
Adj Reference Time (s)	31.4	32.6	14.2	0.0		30.6
Permitted Option						
Adj Saturation A (vph)	101	1523	1507		101	
Reference Time A (s)	410.9	28.6	10.2		15.4	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		410.9	10.2			
Adj Reference Time (s)		414.9	14.2			
Split Option						
Ref Time Combined (s)	27.4	28.6	10.2		1.0	
Ref Time Seperate (s)	27.4	28.6	9.5		1.0	
Reference Time (s)	28.6	28.6	10.2		1.0	
Adj Reference Time (s)	32.6	32.6	14.2		8.0	
Summary	EB WB		SB		Combined	
Protected Option (s)	45.6		NA			
Permitted Option (s)	414.9		Err			
Split Option (s)	46.8		8.0			
Minimum (s)	45.6		8.0		53.6	
Right Turns	SBR					
Adj Reference Time (s)	30.6					
Cross Thru Ref Time (s)	14.2					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	44.9					

Intersection Summary

Intersection Capacity Utilization	44.7%	ICU Level of Service	A
Reference Times and Phasing Options do not represent an optimized timing plan.			

26: Greenwood Ave & Montebello Way



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗↗	↗↗	↗	↘	↗
Volume (veh/h)	588	759	927	126	0	689
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	639	825	1008	137	0	749
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		311				
pX, platoon unblocked						
vC, conflicting volume	1145				2698	504
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1145				2698	504
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	0				0	0
cM capacity (veh/h)	606				0	513





















Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	639	412	412	504	504	137	0	749
Volume Left	639	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	137	0	749
cSH	606	1700	1700	1700	1700	1700	1700	513
Volume to Capacity	1.05	0.24	0.24	0.30	0.30	0.08	0.00	1.46
Queue Length 95th (ft)	442	0	0	0	0	0	0	926
Control Delay (s)	77.6	0.0	0.0	0.0	0.0	0.0	0.0	238.9
Lane LOS	F						A	F
Approach Delay (s)	33.9			0.0			238.9	
Approach LOS							F	

Intersection Summary			
Average Delay		68.1	
Intersection Capacity Utilization	87.8%		ICU Level of Service E
Analysis Period (min)		15	









36: Mines Ave & Montebello Blvd.

Horizon Year (Year 2045) + Project

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	481	271	60	17	92	49	27	145	33	61	188	243
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	523	295	65	18	100	53	29	158	36	66	204	264
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	817	65	118	53	187	36	271	264				
Volume Left (vph)	523	0	18	0	29	0	66	0				
Volume Right (vph)	0	65	0	53	0	36	0	264				
Hadj (s)	0.35	-0.67	0.11	-0.67	0.11	-0.67	0.16	-0.67				
Departure Headway (s)	7.4	6.4	8.0	7.2	7.9	7.1	7.5	6.7				
Degree Utilization, x	1.0	0.12	0.26	0.11	0.41	0.07	0.56	0.49				
Capacity (veh/h)	489	546	434	477	444	487	472	530				
Control Delay (s)	334.3	9.0	12.5	9.8	15.1	9.5	18.5	14.8				
Approach Delay (s)	310.3		11.7		14.2		16.7					
Approach LOS	F		B		B		C					
Intersection Summary												
Delay			158.9									
Level of Service			F									
Intersection Capacity Utilization			91.8%	ICU Level of Service								F
Analysis Period (min)			15									

48: Montebello Way/Roosevelt Ave & Truck Way

						
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	290	12	0	0	110	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	315	13	0	0	120	0
Direction, Lane #	EB 1	SW 1				
Volume Total (vph)	328	120				
Volume Left (vph)	0	120				
Volume Right (vph)	13	0				
Hadj (s)	-0.02	0.20				
Departure Headway (s)	4.0	4.4				
Degree Utilization, x	0.36	0.15				
Capacity (veh/h)	889	805				
Control Delay (s)	9.3	8.1				
Approach Delay (s)	9.3	8.1				
Approach LOS	A	A				
Intersection Summary						
Delay			9.0			
Level of Service			A			
Intersection Capacity Utilization			33.5%	ICU Level of Service	A	
Analysis Period (min)			15			